

## Eight Years in France



### LAST OF A. E. F. GETS HOME FROM FRANCE

Detachment Steams Out to  
Meet Sergeant J. F. Loftus  
After 8 Years Abroad.

The last of the American dough-boys came back yesterday—came back like all the rest who did come back, with a lump in his throat, and mist in his eyes, and a great desire to see those dear to him.

The last of the A. E. F. came back like all those others—and yet he didn't either. For there were bands for many of the others, and the tooting of sirens in the river, and parades, and cheers, and banquets, and many speeches of welcome. Tugs went out to meet them at Gravesend Bay and escort them into Hoboken. Women met them with hot coffee, and ice cream, and pie, and chocolate, and cigarettes—and even kisses.

#### GETS WELCOME.

But John J. Loftus, top sergeant, Q. M. C., came back alone to his home at No. 928 Park avenue, Hoboken. His arrival wasn't completely ignored, however. A group of twenty men of the Sixteenth Infantry and several sailors went down the bay on a Coast Guard cutter to meet the President Harding, on which he came. They had no band, but they waved whenever they saw him, and they escorted his ship to the dock.

When the liner had docked, the sergeant stood still and looked at River street. He choked, and said:

"It was on July 28, 1917, that I sailed with my battalion on the Adriatic for the war in France. Now I am back home, after almost eight years, landed almost in my back yard by the President Harding.

**JOHN J. LOFTUS**, last of the A. E. F. to return from France, came back yesterday on the President Harding. No bands, no cheering crowd greeted him. But the Statue of Liberty looked mighty good to John after eight years.

#### COMES BACK SINGLE.

"Two Presidents have been elected since I left with the A. E. F., and the country has gone dry."

Someone asked him whether he had acquired a bride during his long service in France, where he stayed longer than any of the more than a million American lads who went overseas. He smiled broadly.

"I DID NOT. I am still single, and expect to be for some time to come."

There was much handshaking and queries about Paris, and then Sergeant Loftus headed for his home, where his father had died during his long absence in service.

In the after-war days Sergeant Loftus has been connected with the Graves Registration Service. Of his future plans he said:

"I am still a member of the Regular Army. I am off on leave now until April 20, when I will report for duty at Camp Holabird, Md."



N. Y. Herald Jan 13/19

# IRSHIP COMMANDER AND NAVAL OFFICERS WHO SNARED U-BOATS AMONG THE ARRIVALS ABOARD THE SEATTLE



DOUGHBOYS ABOARD THE SEATTLE GREET THE POLICE BOAT PATROL



LIEUT. J. P. MORRIS, U.S.N.



LIEUT. C. W. SMITH, U.S.N.



LIEUT. M. P. DELLANO, U.S.N.

With her big guns and barbettes ice caked and icicles hanging from the superstructure the United States cruiser Seattle, the second war ship to arrive in the port of New York with returning troops from France, docked at Army pier No. 3, Hoboken, yesterday afternoon. She carried 1,455 officers and men of the army, fifteen naval ensigns who had been on duty in and around Brest and two submarine chaser commanders.

As the war ship was warped into her slip at Hoboken the Port of Embarkation band played a noisy welcome to the returning soldiers, and cheers from the men who lined the war ship's rail, despite the bitter cold day, were given in response to the welcome given them by the women of the Hoboken unit of the Red Cross canteen service.

Just after the Seattle had been made fast and the gangplank secured the Mayor's welcome committee on the Patrol came in alongside the vessel and threw aboard hundreds of copies of the New York Herald. Also they distributed candy and tobacco and cigarettes. There

were four complete units aboard the Seattle, but only one of them had been in action on the French front.

**Fourth Anti-Aircraft Sector.**

The Fourth Anti-Air Craft Sector had been in France about two months and did not see any action. Captain Edwin C. Mayer, of Chicago, was in command of the sector, which included fifteen officers and 384 men. The majority were regular army men and the remainder from San Diego and Los Angeles, Cal., National Guard.

There was also the Fourth Anti-Aircraft Battalion, all drafted men, which had not been in action. There were twenty-one officers and 668 men in the battalion, of whom eighty-four per cent were from Camp Dodge, six per cent from Camp Upton and ten per cent miscellaneous.

Another organization was the 147th Trench Mortar Battery, of five officers and 177 men. They were mostly from Indiana, with Captain Jesse Crimm, of South Bend, Ind., in charge.

It was the Eighth Anti-Aircraft Sector, of twelve officers and 227 men, which was the only unit on the Seattle which had been in active service or had taken part in the fighting at the front. Ninety-four per

cent were of the regular army. The First Battery had a number of New York men in the unit. Major Charles N. Wilson, of Cabot, Ark., was in command of the sector, and Captain Hubert E. Wellcome, of Waltham, Mass., was adjutant.

**Was Dirigible Commander.**

Lieutenant M. P. Dellano, U. S. N. R., of Boston, Mass., who returned on the cruiser Seattle, was commander of the dirigible Captain Caussin, which had an envelope of 350,000 cubic feet, and had been cruising off the coast of France for fourteen months in the submarine patrol.

"We had two real good scraps with submarines," said the Lieutenant, "and we dropped torpedoes on them with good effect, but we never were officially credited with getting any of the underseas pirates. Our job was to scout for the submarines operating off the coast and our base was at Guipavas. The dirigible I was commander of had a cruising zone of 250 miles. In the scrap with the subs we would get down low, but not too low to get the effect of the anti-aircraft guns of the sub. However, the subs seldom took a chance on the surface in those waters, as they knew to do so was to bring a hornet's nest of seawasps on their trail."

With Lieutenant Dellano aboard the Seattle was Ensign A. A. Bailey, of New York News. He also was on the dirigible. The airship was built in France and there were six or seven operated by United States Navy men on duty off France.

Lieutenant Dellano in his dirigible flew over the George Washington when the President went to France and escorted the President's ship to port with the other aircraft.

**Each Bombed U-Boat.**

Among the returning naval men who have been in the submarine patrol in the North Sea and English Channel were two officers who commanded sea wasps, the 110-footers which proved such a menace to the submarines.

They were Lieutenant J. P. Morse, of Pittsfield, Mass., and Lieutenant C. W. Smith, of No. 707 St. John's street, Brooklyn, both U. S. N. R. officers. Both were credited with a submarine each, which they depth bombed in the English Channel.

Lieutenant Morse was in command of the S. C. 118, and was one of the first of the 110-footers to be in service from America on the anti-submarine campaign in



Continued from other page

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English waters. "We made the trip across the Atlantic in our tub under our own power," said Lieutenant Morse, "and got to work in the English Channel, operating off Portsmouth in February last. It was in May of last year that we at last got our sub. It was dark when she showed, and twin torpedoes were fired at her stern as she dived under the surface. "We raced to the spot and dropped three depth charges, and you have got to experience the sensation of those exploding charges to realize what they are like. Of course it rocks our boat, but that's all in the game. "To the surface came a raft of wreckage after our depth bombs had got to work, and oil for a week afterward. The British Admiralty officially credit the boat with a submarine, and the boys returned to port that morning mighty proud of their night's work."

Lieutenant C. W. Smith was in command of the 322, which was built at Stamford, Conn. He had been on the submarine patrol service for eight months. The chasers, he said, worked in units of three, and his unit, No. 10, had been following a submarine all day on July 31.

"We were following it by sound, as the subs never showed themselves during the day, but we could easily detect their presence and their whereabouts with our instruments. It was late in the afternoon when we got close to our quarry off the Eddystone Lighthouse. We dropped depth bombs—a number of them—and from the wreckage and oil that came to the surface we came to the conclusion that we got her. There was a submarine operating in that section, but it did not reappear."

Of the Eighth Anti-aircraft sector the Second battery, commanded by Captain Albert Mellon, of Tampa, Fla., was the only one to be officially credited with a Boche plane, according to Captain Hubert Wellcome, adjutant of the outfit.

"The entire sector was operating on the French front near Verdun at one time or another, and the Second battery, with their first shot, downed a Boche aeroplane," said Captain Wellcome. "The Boche plane came over that part of the line which the battery was protecting, and the battery brought it down and got official credit for the work."

The eighth sector, said the Adjutant, was first organized a year ago November last, when the First battery was sent to France. This was followed at short intervals by the other batteries. In the outfit was Lieutenant A. H. Goodman, of Schenectady, N. Y.

The Seattle was in command of Captain Y. S. Blakeley and was leaving Brest on December 21, when the first German submarine to be turned over to the French arrived in that port, accompanied by a light French cruiser. The submarine had the French tri-color flying above the German flag.

None of the units aboard the Seattle were taken ashore last night, but will be removed from the cruiser-transport today.

## MEN OF 49TH INFANTRY HERE WITH 3,276 SOLDIERS ABOARD THE BELGIC

THE HEINIES FAVORITE POSE STAGED BY BOYS OF 49TH



Left to Right CAPT. CHARLES GRADDICK, SERGT. C. GARRISON, CORP. JAS. A. DUNN, CORP. WILLIAM BALFE. ALL OF CO. A 49th. INFT.

N. Y. Herald Jan 22/19

## AMERICAN FLYERS HOME FROM AUSTRIA TELL OF DARING FIGHT

### Ensigns C. H. Hamman and George Ludlow Relate Experiences in Raid of Eight Machines Over Naval Base of Pola, in Which They Nearly Lost Their Lives.

With the arrival home of American soldiers and seamen, tales of heroism in the fighting on the other side of the Atlantic have come largely with French or Belgian settings. It remained for one of the most vivid accounts of bravery, pluck and self-sacrifice to reach New York with a background of the hills and rocky cliffs protecting the Austrian naval base at Pola, and with two young American aviators as the principal actors in a drama that came dangerously proving a tragedy for them.

When the Italian passenger steamship Giuseppe Verdi arrived at Jersey City yesterday from Genoa, there stepped ashore Ensigns C. H. Hamman and George Ludlow, who had joined the naval service from widely separated points in the United States, but whose lives were brought closer together than is usual during an experience they went through fully three thousand miles from home.

It was an August 21 last that Hamman and Ludlow, each in a single seated airplane, equipped with pontoons for water flying, went on an expedition over Pola, in company with six other machines, carrying between them half a ton of propaganda literature for the edification of the Austrians.

#### Austrians Make an Attack.

The eight machines reached Pola just before noon, when the sun, high in the heavens, shone brightly into the eyes of the Austrian anti-aircraft gunners and harmlessly over the backs of the allied flyers. The raid over Pola was carried out successfully, and the eight allied machines were turning when five Austrian

machines set out in pursuit of them.

Four of the allied machines were so far in the lead that their pilots did not notice the enemy planes, thus leaving four allied machines, including those of Hamman and Ludlow, to fight off the pursuers.

Ludlow was engaged by three of the enemy machines and Hamman by two, after their companions in the other two allied machines were put out of action and compelled to flee for safety. The two ensigns accepted the challenge of the enemy at an altitude of more than ten thousand feet, and the struggle that followed was one of wits and nerve.

Ludlow succeeded in downing one of his opponents, who crumpled up in his seat as his machine fell into Pola Bay. Then one of his two remaining opponents reached his mark by striking Ludlow's tank case with a bullet while, at about the same time, another enemy bullet struck Ludlow's magneto, setting fire to his engine.

#### Swift Dash Puts Out Fire.

With flames leaping all about him the young American aviator took a spin nose dive at the tremendous altitude at which he was, dropping straight down at what he estimated was a speed of 400 miles an hour. The swiftness of his descent actually put out the fire when he was at an altitude of 1,500 feet. Then he levelled out, intent upon again taking up the battle with the Austrians.

One of the Austrian airmen, with a well directed shot, took off Ludlow's propeller just as he was trying to get above his antagonist, compelling the American to dive quickly to the water below.

Hamman in the meantime had seen Ludlow's trouble and—climbing up to and then dropping behind a cloud, he succeeded in losing the two Austrian machines that he had been fighting. Then he swooped

down to the water, striking the surface close to where Ludlow's machine floated, half submerged.

As soon as Hamman settled on the water Ludlow's trouble and, climbing up to and over to him. He had a cigarette in his mouth, and the first question he asked Hamman was whether the latter happened to have a match.

Hamman was unable to rise from the water because of the accuracy of the land batteries of anti-aircraft guns which peppered the machine as it skimmed the surface of the bay for a mile.

#### Down One Austrian.

When finally they were able to rise Hamman and Ludlow were attacked by four Austrian flyers, who pursued them almost to the Italian shore. The Americans downed one of the Austrian machines and made all speed for Porto Cisini, the American aviation base in Italy, where they tumbled into a canal, completely wrecking the already damaged chassé. Both of the Americans were slightly wounded, but soon recovered in an American base hospital.

For his work in going to the assistance of Ludlow Hamman received the Silver Medal of Valor, the Italian War Cross and has been cited for the Distinguished Flying Cross of the United States.

The deeds of heroism on the Italian front were not confined by any means to the land, water or air forces of the United States. The fact that Lieutenant E. M. Hemingway, of the American Red Cross, was not a combatant, but was engaged in distributing cigarettes, chewing gum and other delicacies to the American fighters on the Italian front during the Austrian offensive of July last, did not prevent the surgeons from listing 237 distinct and separate wounds on his body when he was carried into the base hospital at Milan.

Lieutenant Hemingway was struck by pieces of a shell that burst over the trench where he was attending the wants of the soldiers on July 8. He was formerly a reporter on the Kansas City Star. His home is at Oak Park, Ill.

Elliott S. Walsh, of No. 113 State street, Boston, a son of Senator John J. Walsh, returned on the Giuseppe Verdi after having done much flying on the French and Italian fronts.

Frederico Giolice, a metallurgical engineer from Genoa, arrived to study the steel industry in the United States, and Guy Lowell, a New York architect and designer of the "Round Court House," came home, after serving with the American Red Cross in Italy.

On board of the Giuseppe Verdi were 25 officers and 335 enlisted men of the United States aviation base at Porto Cisini.

The vessel was met down the bay by the police boat Patrol, with the Mayor's Committee of Welcome to Homecoming Soldiers on board.



Herald  
Feb 5/19

### FLOATED JANUARY 18.

TO THE EDITOR OF THE HERALD:

Will you kindly inform us in the columns of your paper what became of the North Pacific, that went ashore at Fire Island some weeks ago, whether she was pulled off into deep water again and saved or if she is still on the beach a total wreck?

F. W. GRANGER.  
ENGLEWOOD, N. J., Feb. 3, 1919.

Herald  
Feb 5/19

### THE LEVIATHAN AND 9,000 MEN OF 27TH DUE HERE MARCH 6

A wireless message from the commander of the Leviathan was received by the authorities of the Port of Embarkation, Hoboken, yesterday afternoon. It stated that the big vessel probably will arrive off Sandy Hook at eight o'clock in the morning, Thursday, March 6.

The Leviathan has on board Major General John F. O'Ryan, commander of the Twenty-seventh Division and his staff. In addition there are 9,000 enlisted men, including the 105th, 106th and 107th regiments of infantry, made up mostly of New York city and up-State men.

Herald Mar 24/19

### TRANSPORTS DUE IN HOBOKEN.

The Cruiser North Carolina left Brest March 12 with 1,471 troops. Will dock at pier No. 1, Hoboken, at noon. The organizations on board are the 103d Trench Mortar Battery, four officers and 163 men; 139th Aero Squadron, eight officers and 168 men; ten casual companies of eighteen officers and 1,065 enlisted men; thirty-five casual officers, one army field clerk and six civilians.

The Antigone left Bordeaux March 12 with 2,814 officers and men, most of whom are ill and wounded. Will dock at Pier No. 2, Hoboken, at eleven A. M. The units include twenty-three Bordeaux convalescent detachments of 102 officers and 2,322 men; medical detachment for duty of five officers and 159 men; Casual Company No. 52, two officers and 144 men; Casual Company No. 55, one officer and fourteen men; Special Casual Company No. 57, one officer and fifty-six men; Special Casual Company No. 56, one officer and one enlisted man, and one casual officer.

The Matsonia left Bordeaux March 12 with 3,328 troops. Will dock at Pier No. 5, Hoboken, at half-past eleven A. M. The organizations aboard are: 160th infantry, field and staff, supply company medical detachment, and Companies A, B, C, D, E, F, G, H, I, K, L, M, fifty-three officers and 1,518 men; detachments of the 159th infantry, twelve officers and 823 men; detachments of the Twenty-sixth Engineers; one casual officer; Bordeaux convalescent detachments numbering six officers and 171 men; medical detachment, one officer and twenty-four men; Quartermaster Casual Company, three officers and 145 men; Quartermaster's Casual Company No. 6, two officers and 146 men, and five civilians.

The Manchuria left St. Nazaire March 14 with 4,494 soldiers. Will dock at Pier No. 1, Hoboken, at two P. M. The following units are on board: 636th Aero Supply Squadron, three officers and 140 men; 373d Aero Pursuit Squadron, four officers and 152 men; 148th Aero Squadron, eleven officers and 183 men; 142d Aero Squadron, three officers and 158 men; Eighty-ninth Aero Squadron, four officers and 146 men; Thirty-sixth Aero Squadron, four officers and 215 men; 182d Aero Squadron, four officers and 182 men; 341st Aero Squadron, four officers and 162 men; 304th Trench Mortar Battery of three officers and 161 men; Base Hospital Unit No. 27, two officers and 111 men; detachment 307th Repair and Salvage Company, 302d Tank Corps, two officers and 112 men; Base Hospital, six officers and 152 men; seven casual companies, thirteen officers and 756 enlisted men; 312th Field Signal Battalion, including headquarters, supply and medical detachments and Companies A, B and C, of nine officers and 449 men; Transportation Casual Company No. 3, two officers and ninety-nine men; 420th Telegraph Battalion, including headquarters, supply and medical detachments, and Companies D and E, seven officers and 179 men; St. Nazaire convalescent detachments numbering fifty-three officers and 973 enlisted men; seven casual officers and three civilians.

### DE KALB BRINGS 900 ARMY AND NAVY MEN

Four hundred and four ill and wounded men arrived at the army piers, Hoboken, yesterday on the De Kalb, formerly the North German Lloyd steamship Prinz Eitel Friedrich, which was converted into a raider by Germany at the beginning of the war. There were 601 men of the army on board and 300 navy men. Of the army units seven officers and ninety-two men were of the 113th sanitary train of Camp Taylor, one officer and 404 men of the headquarters company army artillery attached to the Second army, and six casual officers.

Among the navy men were five officers who had taken part in the landing of the Allied forces at Archangel and participated in the fighting which drove the Bolshevik forces from Archangel, sweeping them some two hundred miles south of that northern port of Russia. They were Lieutenant Lindsay Bradford, who gave his address as the New York Aero Club; Lieutenant J. G. Sheridan, of Chicago, Ill.; Ensign J. S. Rogers, New York city; Lieutenant J. G. Williamson, of Collingswood, N. J., and Ensign W. L. G. Gilson, of Pittsburgh, Pa.

Lieutenant Bradford was captured outside Archangel by the Bolshevik, and held a prisoner for three weeks, during which time he was constantly threatened with death. Lieutenant Bradford would not comment upon his experiences but stated that he certainly was glad when the British force came along and rescued him, as he had been given to understand just the sort of death that was being prepared for him.

#### Wins D. S. M. and War Cross.

"The force of Allies was 800 strong and consisted of French, British, Americans and 150 Poles and Russians," said Lieutenant Williamson, "and we were opposed by a Bolshevik force of some 1,800. We drove the revolutionaries out of Archangel and forced them back to a town named Holingski. There we dug in and held them until we were relieved by an American force on September 10."

Sergeant C. W. Keane, of Chicago, Ill., attached with the Medical Corps of the 131st infantry, came back with the Croix de Guerre and the Distinguished Service Medal, one of the decorations having been pinned to his breast by King George at the same time that General Pershing was decorated as Knight Commander of the Bath.

"On the Toul sector," said Sergeant Keane, "the stretcher bearers had gone out to bring in wounded, and two hours later they had not returned, so I volunteered to go out and find what was wrong. The stretcher bearers had all been killed or wounded, so I corralled a bunch of German prisoners and forced them to bring in the wounded."

His action saved the lives of 150 men. Lieutenant Raymond D. Borden, of Falls River, Mass., was operating in the North Sea with a mine laying squadron. The mine base was at Inverness, the capital of the Scottish Highlands. Lieutenant Borden stated that they laid a barrage of mines from Norway to the Orkney Islands. He saw only one submarine during his work. He is a Spanish War veteran.

#### Was in German Prison Camp.

Made a prisoner by the Germans when his machine was shot down, Lieutenant L. O. Dudley, of No. 123 Joralemon street, Brooklyn, gave a vivid description of the conditions prevailing in the German prison camps. Had it not been for the food sent through by the American Red Cross Society many American prisoners in German camps would have died of starvation. Lieutenant Dudley, who is a Harvard graduate, said he was trained in France by Americans.

"On October 10 I was flying over the Verdun sector when anti-aircraft guns struck my motor and it exploded. I fell in German territory, but was not much hurt," said the Lieutenant. "On being made a prisoner I was taken to Villengen

and later transferred to Karlsruhe. The food we were given was very bad and there was mighty little of it. Had it not been for the American Red Cross many of our boys in the prison camps would have died of starvation."

Private John Yaccarine, of No. 961 Hancock street, Brooklyn, a member of the old Fourteenth, was with the 106th infantry and fighting alongside of the British in the breaking of the famous Hindenburg line.

"It was on September 27," said Private Yaccarine, "that I was with a detail of three hundred under instructions to straighten out the salient before the big drive, which was to start on the 29th. We fought all that day. When our bullets were spent we used the bayonet and at one time it came to hand to hand fighting and we were using the butt ends of our guns and sometimes our bare knuckles."

"One hundred and twenty-eight were killed or captured. I was wounded and taken prisoner and sent to La Catue, Belgium. I had been in the hospital there for five days when we heard the Germans shouting that the Americans were coming."

#### Fed on Carrots.

"That we should soon be free again was our fondest hope, but the Germans put us into wagons, taking us from the hospitals, and sent us in front of the army. Three weeks later we got to Cologne. The Americans who were wounded got only the scantiest of food—a small piece of black bread and soup made from carrots and cabbage."

Confirming this story was the recital of Private Edward Schmidt, of No. 99 Oak street, Brooklyn. He was of Company D of the 106th infantry.

"We were fighting near Cambrai," said Private Schmidt, "on September 28 and had gone over the top. I was wounded four hours after we had been fighting and had won the German trenches. My pals placed me in a dugout as the Germans were making a counter attack."

"I don't remember what happened after that except that a high explosive hit the dugout and buried me alive. I was conscious for a few hours and then gave up hope. The next thing I knew was when I heard the Germans digging out the dugout to use it again, having regained the trenches. I was made prisoner and taken to a German prison."

"The food we got was awful. I was never washed or received any change of linen; in fact, the bandages were made of paper soaked in warm water. It was September 28 when I went into that action and I was not released until December 5."

Private John Nisnewski, of Company M, of No. 111 North Sixth street, Brooklyn, a member of the 108th infantry, had an exciting fight for his life while he was wounded beyond Boulecourt, on the Hindenburg line.

#### Last "Pill" Saved Life.

"I had been partially gassed and wounded on the left side," said Private Nisnewski, "and had been lying on the field for several hours when I saw a German crawling up to me with the business end of his bayonet reaching for my throat. Happily I was in such a position that my gun was handy, and I just put a pill into him and ended his career. It is a good thing I had that pill in my rifle or I would never have been here to tell the tale."

Ensign John Tutthill, Jr., of Rochester, N. Y., another passenger on the De Kalb, was on the destroyer Manley when she was in collision with a British cruiser and a depth bomb exploded, killing over fifty of the American vessel's crew.

Sergeant John Sweetman, of No. 281 Tenth avenue, was hurt on a ship at Brest.

Private Daniel Whelan, of No. 207 East Eightieth street, was with the Twentieth field artillery and was in the Vosges and St. Mihiel fighting.

The De Kalb had a rough passage. It was her thirteenth trip, and it took thirteen days to complete the journey.

The troops aboard the De Kalb and George Washington were held on the army docks yesterday while firemen were called to put out a fire which broke out in the forward hold of the transport Mexican, laying alongside the De Kalb.

The fire, which started from a match thrown into some oil floating on the water in the hold, caused much excitement among the people waiting to greet the soldiers because of the thick smoke it created. It was quickly extinguished.



Herald Jan 22/19

# GEORGE WASHINGTON, DE KALB AND GUISEPPI VERDI ARRIVE WITH MORE THAN 5,600 AMERICAN FIGHTERS



1-LIEUTENANT COLONEL B. M. ATKINSON, 2-MAJOR MERVIN A. HALL, 3-CAPTAIN ARTHUR COYLE, 4-LIEUTENANT CHARLES BRACKETT, 5-LIEUTENANT W. T. ERWIN, 6-LIEUTENANT R. F. RAYMOND, 7-LIEUTENANT FRED A. FENNER, 8-LIEUTENANT J. F. NEWTON, 9-LIEUTENANT E. M. HEMINGWAY, 10-ENSIGN GEORGE LUDLOW, 11-ENSIGN C. H. HAMMAN. PHOTOS BY J. J. SULLIVAN, N. Y. H.

With more than 5,600 American fighting men aboard, two transports, the George Washington, the Dekalb and the Italian steamship Guiseppi Verdi arrived here yesterday.

The transports brought 4,200 officers and men, including 1,350 wounded, from France while the Guiseppi Verdi had 498 officers and men of the naval aviation service aboard the Genoa.

The George Washington with 3,479 troops aboard docked at the army piers, Hoboken, the biggest unit aboard being the Forty-ninth infantry of the Eighty-third division with Major John B. Canning in command. There was also headquarters company of the 106th infantry brigade in command of Colonel F. R. Beach. The Forty-ninth infantry, including the Third battalion totalled 1,890 men.

There were 900 ill and wounded and a detail of 300 naval men, several Red Cross workers and fifteen army nurses and several Red Cross workers in the hospital and civilian relief work in France. Captain Edward McCauley was commander of the vessel, which had a very rough passage, the seas breaking over her from the time she left France on January 12. There were on board two generals, two colonels, and many staff and field officers, while among the casual officers were many aviators who have won decorations for their battles in the air.

## General Chamberlain Back.

William Chamberlain went to France in 1917 a colonel of artillery and returned on the George Washington yesterday as a brigadier general. He graduated from West Point in 1892, and was at the coast artillery school for two years. He was called from the command of the artillery of the Second division to take charge of the railway artillery when it was in its infancy. He had three brigades of C. A. C. under him, all operating heavy railway guns, which deposited over five and a half million pounds of steel on the German armies.

He was with the first fifty thousand of Pershing's expeditionary force as colonel of the Sixtieth regiment, C. A. C., and as division artiller commander backed up the wonderful fighting of the marine and infantry brigades at Château Thierry.

Captain Hilton C. Curl, Medical Corps, U. S. N., a member of the Root commission to Russia, was another passenger. His mission in Russia was to investigate hospitals at Petrograd. He was later in charge of Base Hospital No. 5, at Brest.

Commanding the troops on board the George Washington was Brigadier General

Wilbur E. Wilder, who commanded the Eighty-third division.

## Old Indian Fighter.

He was with Pershing in Mexico and France, participated in the Philippines and the Spanish-American War, and for a number of years in the Indian wars on the frontier. At the entrance of the United States into the war he was placed in command of the 163th Brigade of the Eighty-third Division, and was assigned to the 166th Brigade shortly after the armistice was signed and took command in the homeward trip. He graduated from West Point in 1877.

Captain T. B. Wood, of Philadelphia, Pa., and Captain David T. Jackson, of Memphis, Tenn., of the famous fighting Fifth Marines, returned unscathed, although they had been over the top with the companies a dozen times and took part in the severe fighting in Belleau Wood, Château-Thierry and the other engagements in which the marines distinguished themselves.

They were with the first sally against the Germans at Les Eparges, went over the top at Belleau Wood, at Soissons and with the French Third Army at Vierzy; over the top at Limey and Champagne, capturing Mont Blanc and Medry Farm; leapfrogged the Forty-second Division in the Argonne. On November 10 were over the top, crossing the Meuse and attacked the heights. They went with the army of occupation through Luxembourg and left their organization at Altweid on December 16.

There were many distinguished aviators on board the George Washington, including the King of American 'Aces.'

He was First Lieutenant W. T. Erwin, of Chicago, Ill., of the First Aero Squadron, and had been decorated with the Distinguished Service Cross and the Croix de Guerre. He has been officially credited with bringing down nine Boche airplanes and has a record for courage and daring which it would be hard to believe, but for the fact that they are officially entered in the American records of the deeds of the American army in France.

## Was Concert Pianist.

In addition to the two military decorations he holds the War Medal of the Aero Club of America awarded for distinguished service in aviation. In civil life he was a concert pianist and went to France in October, 1917, as a cadet. He began fighting last July. While he has been flying over the entire front his best work was at Château-Thierry and in the Argonne Forest.

On the third day out with his squadron while doing infantry liaison and machine gunning German troops his observer was killed, but Lieutenant Erwin managed to bring the machine back to the American

lines for which he was awarded the Croix de Guerre.

Lieutenant Erwin was too modest to talk but he was : varded the D. S. C., according to the citation for having "by a long period of faithful and heroic operations set an inspiring example of courage and devotion to duty to his entire squadron."

One of his exploits was attaching a German battery forcing the crew to abandon it, shooting off his horse a German officer who was trying to escape, driving the cannoners to their dugouts and keeping them there until the American infantry came up.

Other distinguished aviators on the George Washington included Colonel J. C. Morrow, who has been all over the front in France and Flanders; Lieutenant Colonel B. M. Atkinson, of Newman, Ga., who commanded the first pennant squadron and the first pursuit squadron. For splendid organization ability he was awarded the Croix de Guerre, was made a member of the Legion of Honor, Order of the Crown Medal (Belgian), Order of Leopold and received the Belgian and British war crosses. He was in the Château-Thierry, Argonne and St. Mihiel fighting.

Major Mervin A. Hall was on his way to his home, at No. 1,008 Fifth avenue, which, by the way, he has not seen in six years, having been engaged in exploration before the war in Dutch East Indies, Russia and China. He said yesterday that he intends to make an attempt to fly to the North Pole.

He served with the French at the outbreak of the war, then with the British forces and served with the King of Belgium for two months. For three years he was in action in the Ypres salient and was in the first gas attack of the war at the battle of Ypres.

He was in the battle of Hooze, the first flame attack; was in the defence of Ypres salient in the 1916 battle of Messines Ridge and was mentioned three times in commander in chief's despatches for gallant and distinguished serve in the field. His breast is a mass of decoration, having received the Croix de Guerre with palm for work at Château-Thierry, the Mons Star, has been decorated by the King of the Belgians with the Cross of Chevalier of the Order of the Crown, has twice received the Belgian cross of war and the British military cross.

Lieutenant R. F. Raymond, of the Twenty-seventh Aero Squadron, First Army, of Newton, Mass., holds the D. S. C. and the Croix de Guerre. He was five months a prisoner in Germany. "I was flying home from the Marne," said the lieutenant, after firing at close range on the German troops, I was shot down and they made me a prisoner." He has to his credit several German airplanes and a balloon.

## Defeated 35 Airplanes.

Lieutenant Percy R. Payne, No. 630 Park avenue, gave a short acquaintance of his feats with the 103d Aerial Squadron which won him a Croix de Guerre and a Distinguished Service Cross.

Lieutenant Payne said that on October 25 in the Argonne sector, he and another American aviator were guarding three photograph airplanes when thirty-five German machines attacked the party. The two Americans fought the enemy to a standstill and shot down several of the Boches.

Captain Arthur Coyle, of Concord, N. H., commanded the First Aero Squadron and destroyed two airplanes at the Argonne. He saw service at Château Thierry and St. Mihiel.

Lieutenant Fred A. Fenner, of the 113th Infantry machine gun battalion, of Fond du Lac, Wis., was awarded the D. S. C. He was with the Twenty-ninth Division in the Argonne.

Another officer to win the D. S. C., was Lieutenant J. F. Newton, of the 151st field artillery of the Forty-second Division. He is from Hartford, Conn., and had his left arm shattered by high explosives. He was in the Argonne Forest when he received his injuries.

Chief Little Drop, a full-blooded Indian known as Corporal Walter Snow, of the 172d Infantry, was awarded the Croix de Guerre for capturing three Boches. He served with the Blue Devils, in France, for a while. Four Germans were carrying a machine gun towards the American lines one night when Chief Little Drop was on duty, and he killed one German and took the other three prisoners with the gun—but, Corporal Snow will not wear his French war cross. On the Washington he got into a crap game, and bang went his Croix de Guerre.

"I was busted," the Chief said, "and a doughboy had the bones. I just laid that war cross on the table and said, 'I'll 'fade' you,' and I didn't."

## Father Greets Lieutenant Brackett.

Few if any on board the George Washington got a heartier welcome than Lieutenant Charles W. Brackett, son of Senator Edgar T. Brackett, of Saratoga Springs. Senator Brackett, who is one of the republican leaders in Northern New York with relatives and friends was on board the police boat Patrol, which welcomed the homecoming troops, and he early spied his son, who was hanging over the rail of the large vessel. The party on board the Patrol shouted a lusty greeting, which was returned joyously by the lieutenant.

Lieutenant Brackett made a fine record in the service abroad. He was vice consul at St. Nazaire, but relinquished that post for the more active service in the army. His knowledge of French had made him specially valuable in the consular services, and again made him of great assistance in the army. He had been assigned for some time to the headquarters staff at Nantes.

Captain James B. Loughborough, of New York city, a veteran of the Spanish war, and well known locally as a newspaperman, was an intelligence officer with the 305th infantry. He fought in the Vesle and the Aisne regions as a lieutenant, and later on the Argonne, with the Australians, where he was gassed. He was promoted to captain on August 24.

Mr. and Mrs. David Hariell, also returned. Mr. Hariell was a special representative of the State Department on the War Trade Board.

Mrs. Marcel Miller, a young French woman, seventeen years old, who was married six months ago to Corporal Howard Miller, a native of Rhodes, Ia., came to this country alone. At the last moment orders necessary for her husband's departure were not forthcoming, and she is in charge of Red Cross workers. She does not speak English.



Herald Feb 15/19

## 4,624 TROOPS HOME AFTER STORMY VOYAGES; 7 DEAD OF PNEUMONIA



Above (Left to Right)—Captain E. S. de Bray, Lieutenant H. B. Freeman, Lieutenant Colonel R. T. Taylor, Private H. O. Hirschman, Colonel R. T. Ellis and Claude (Lefty) Thomas.  
Group in Centre (Left to Right)—Lieutenant Edwin Bradstreet, Lieutenant Arnold Boucher, Lieutenant L. C. Clayton, Lieutenant J. R. Turner, Lieutenant F. W. Merrick and (above) Lieutenant C. J. Grimmer.  
Inserts (Left to Right)—Major R. F. Kieffer and Major B. L. Brun.

—(Photos by James J. Sullivan, N. Y. H.)

Ponderous seas pounded the U. S. S. Charleston, which docked in Hoboken yesterday with 1,271 returning troops, and the transport Finland, with 3,353 officers and men, which also docked in Hoboken.

At the height of the storm a soldier was dangerously hurt when a huge wave smashed in a porthole of the Charleston. His head was laid open and while the storm raged an operation was performed which saved his life.

The Finland when it left St. Nazaire on February 1, had on board 930 hospital cases. Fifty-three new cases developed during the trip, mostly pneumonia, and seven soldiers died. They were:—Lieutenant John D. Parsons, of Dixon, Ill., Quartermaster Corps; Private William H. Burns, St. Louis, Company G, Ninth infantry; Private William R. Rogerson, Company B, 129th Field Artillery, Kansas City; Private Square Moody, 485th Gas Company, Monford, Texas; Private E. Haynes, 485th Gas Company, Bonita, La.; Private L. I. Dexter, 496th Gas Company, Erskine, Minn., and Corporal Robert I. Dexter, Company B, 309th Infantry, Botavia, N. Y.

### Bodies Brought to Port.

The bodies were brought to port on board the Finland and will be shipped to the homes of their relatives.

Among the organizations on the Finland were Base Hospital No. 18, of twenty-seven officers and 145 men, which was the original John Hopkins University unit of New York; Headquarters company, of Thirty-fourth Coast Artillery Brigade; twelve casual companies from different parts of the union, numbering twenty-four officers and 1,800 men. There were also thirty casual officers and 939 ill and wounded.

Major R. F. Kieffer, of Hagerstown, Md., came back in charge of the John Hopkins unit, while Major M. B. Stone, of Baltimore, was second in command. Other officers in the unit were Captain Ernest S. De Bray, of San Francisco, and Major B. Lucien Brun, of Baltimore, the dental surgeon of the unit.

The unit was one of the first to go to France, reaching Brest in June, 1917. There have been many changes in the personnel since that time. As originally organized the unit included twenty-six surgeons and two hundred and fifty enlisted men, the surgeons drawn from colleges all over the country, and in addition there were sixty-eight nurses.

Major Stone said the unit took over the old French hospital at Bacolles Sur-Meine. There were just 1,000 beds at the hospital then which was quickly increased to 2,000. They handled 18,000 cases at the base hospital in addition to 5,000 men from the battlefields. The mortality was not above one per cent.

### Rolled About by Storm.

It was last Sunday and Monday that the heavy storms hit the Finland and rolled the ill and wounded about their beds, but the men in the hospital were loud in praise of their surgeons and attendants, who were in charge of Lieutenant Commander Woodland, the ship's surgeon.

Among the wounded on board the Finland was Captain Arthur F. Williams, of Newark, who was attached to the Thirtieth infantry.

Lieutenant Harry B. Freeman, whose home is in Boston, but who was in the automobile business in New York before he joined a flying corps, was a prisoner in Germany from September 14 until December 1.

Corporal J. Lee, of No. 1,305 Seventy-sixth street, Brooklyn, had his arm broken while he was in a German hut in the Argonne on November 5.

### "Lefty" Thomas Arrives.

Private Claude Thomas, better known as "Lefty," the pitcher of the Washington National League team, was on board the Finland as a pneumonia patient. He says he will be in good trim soon, and expects to get into the big game this season.

Several members of the old Sixty-ninth returned, among them Private Patrick O'Keefe, of No. 335 West 134th street. He was shot in the right knee at the taking of Sedan.

Sergeant Michael Brandon, of 108th street; Sergeant Walter Hartzman, of No. 658 East 161st street; Private Jacob Klein, West 161st street, and Private Thomas Blackburne, of No. 4,141 Third avenue, were other members of the old Sixty-ninth who had been wounded and returned on board the Finland.

That the Germans did fire on the stretcher bearers was personally testified to by Private Alfred H. Popp, of No. 1,055 Bedford avenue, Brooklyn, who was wounded by a sniper.

A bullet in the heel was the sum total of injuries received by Sergeant George L. Zeigler, of No. 525 West 169th street.

Others aboard the Finland were Lieutenant Edwin Bradstreet, Lieutenant Arnold Boucher, Lieutenant Lawrence C. Clayton, all of Chicago; Lieutenant James R. Turner, of Bennettsville, S. C.; Lieutenant Frank W. Merrick, of Chicago, and Lieutenant C. J. Grimmer, of Chicago.

All the men expressed high appreciation of the treatment they received aboard the Finland.

"We got our health back after being put aboard this ship," said one soldier. "The sailors of the Finland gave up their bunks in order to give every man sick or wounded a chance to lie in a real bed, and every one of the ship's officers vied with each other in seeing to it that we were made comfortable. Most of us were in pretty bad shape before we were put aboard."

"I am still in the service and can't make a complaint of the treatment we got ashore, but I will say that there is a hell

of a difference between the care we got in the so-called rest camps and the care we got from these naval men."

## SURGEONS SAVE LIFE WHILE STORM RAGES

The bulk of the troops on board the cruiser Charleston which docked in Hoboken just after noon was composed of the Fiftieth regiment, Coast Artillery Corps, complete with the exception of Battery C, which arrived the previous day on board the Seattle. The men on board the Charleston numbered thirty-four officers and 1,196 men. They were in command of Colonel Richard T. Ellis, of Youngstown, Ohio.

The assignment arrived in France last September, too late to get into the fighting. Lieutenant Colonel Roy T. Taylor, of Columbus, Ohio, was second in command of the regiment.

There was a New Jersey casual company of one officer and twenty men and eighteen casual officers on board.

A remarkable surgical operation was performed on board while a heavy gale was rolling the ship about and tossing the passengers about the decks. The hurricane was blowing 100 miles an hour. Private Arthur Curon, of the Fiftieth Coast Artillery, was looking out of a porthole on the gun deck when the sea crashed in the glass of the porthole. It smashed the soldier's skull, lying part of his brain open, and cutting a gash on his cheek.

The unconscious soldier was rushed to the operating room and a trepanning operation was performed by Dr. W. A. J. Wright and Dr. E. P. Genereau. Several seamen had to steady the surgeons while others held the patient. He is now on the road to recovery.

One of the casualties on board with three wound chevrons on his sleeve was Private Howard O. Hirschman, of Columbus, Ohio. In addition to his wound stripes he wore the Croix de Guerre and has been recommended for the D. S. C. and the Legion of Honor. The Croix de Guerre was received for gallantry at Château-Thierry. He led his platoon to victory after the officers had been shot down.

Another wearer of the Croix de Guerre was Lieutenant W. H. Freyney, of No. 511 West Eleventh street, who was with the Eightieth Aero Squadron. He shot down two German airplanes.



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Herald Mar 7/19

## 13,000 MEN ON WAY HERE FROM FRANCE

WASHINGTON, D. C., Friday.—Three transports and the battle ships Rhode Island and Virginia have left France with 470 officers and nearly 13,000 men.

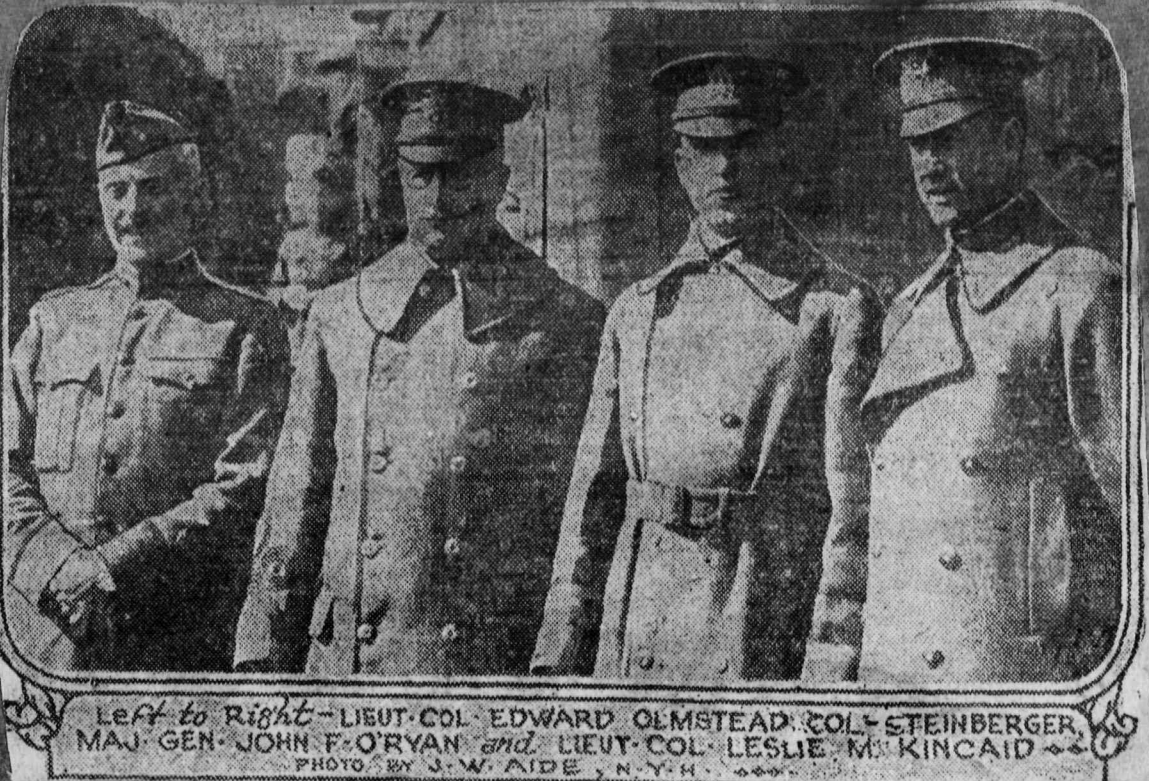
The Rhode Island is due at Newport News February 26 with the 147th machine gun battalion, of the Forty-first division; the 840 aero squadron and two casual companies Missouri and New York.

The Virginia, due at Newport News about February 21, is bringing home the First battalion trench artillery complete; 488th aero squadron; 305th trench mortar battery, and eight casual officers.

The transport Wilhelmina is due at New York February 23 with convalescent detachments 16, 64 to 57 inclusive, 71, 73, 74, 76, 86, 89 to 93, inclusive, and 106; a casual detachment of Pennsylvanians; company M, 345th Infantry (New York), and Evacuation Ambulance Company No. 80, also of New York.

The transport Huron is due at Newport News February 24 with the 64th Regiment, Coast Artillery, casual companies of Michigan, New York, North Carolina, California, Nebraska, Kansas and Wisconsin troops; convalescent detachments 34, 51, 60 and 61, and a few casual officers.

The Manchuria will arrive at New York about February 24 with the 70th and 71st Coast Artillery Regiments, a casual company of New Jersey troops and convalescent detachments 62 to 67, inclusive.



Left to Right—LIEUT. COL. EDWARD OLMSTEAD, COL. STEINBERGER, MAJ. GEN. JOHN F. O'RYAN and LIEUT. COL. LESLIE MCKINCAID  
PHOTO BY J. W. AIDE, N. Y. H.

Arrived April 1/19

## THE GEORGE WASHINGTON LEAVES HOBOKEN FOR FRANCE TO-DAY

Dr. C. J. De Costa, Noted Surgeon,  
Among Voyagers Departing for  
Brest Aboard Transport.

Dr. J. Chalmers Da Costa, chief surgeon of Jefferson Hospital, Philadelphia, and considered one of the foremost authorities on intestinal and stomach troubles, who has been ordered to leave aboard the George Washington, is only going as part of regular naval routine, according to Rear Admiral Braisted, surgeon general of the navy at Washington.

His order to join the transport caused widespread speculation, but naval officers declared that since Dr. Da Costa holds the rank of lieutenant commander in the Medical Corps it is part of his regular duties to care for the ill and wounded soldiers returning from France.

Since the last trip of the George Washington to France a powerful apparatus has been installed which will allow the President to be in speaking distance with either Paris or the United States by wireless telephone.

The George Washington will leave Hoboken for France at half-past four o'clock this afternoon, although everything was ready aboard the vessel yesterday afternoon for clearing. Captain McCauley, the commander of the ship, said that there had been no intention of leaving yesterday afternoon instead of to-day.

It is understood that all possible speed will be made on the journey to Brest, and that no time will be lost in getting the



DR. J. CHALMERS  
DA COSTA

vessel ready for sailing again to bring President Wilson back to this country.

Lieutenant Harry Leib, radio officer of the transport service, was yesterday transferred to the George Washington to take charge of the apparatus. It will be possible for the President to converse with points 1,200 to 1,400 miles away, and that alterations to be made during the trip to France will even increase this capacity of the apparatus.



BACK AGAIN IN LITTLE OLD NEW YORK.



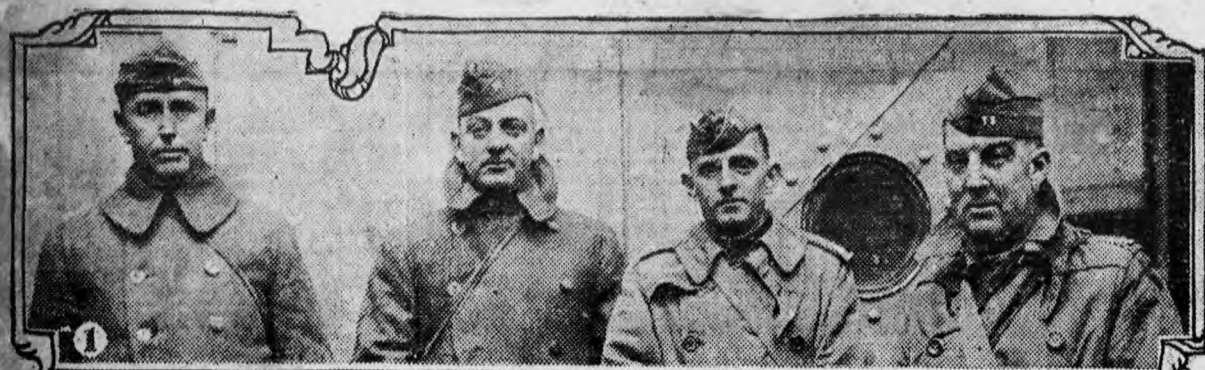
The LEVIATHAN PASSING  
THE STATUE OF LIBERTY.

*Herald Nov 7/19*



N. Y. Herald Apr 17/19

# Pacific Coast Delegations Cheer Troops Here Aboard the Siboney



(1) Left to Right—Major Charles E. Swezy, Captain Albert T. Boudeaux, Captain R. Baldwin and Captain Thomas S. McCabe. (2) Left to Right, Front Row—Lieutenant J. T. Gross, Captain J. M. Woodward, Captain J. T. Sanders, Captain T. H. Faulkner, Captain G. W. Eisole and Captain S. J. Hillman. Left to Right, Back Row—Lieutenant H. H. Council, Lieutenant James Keith, Lieutenant S. O. Kimberlin, Lieutenant H. F. Breard and Captain D. C. Flanagan. (3) Major E. J. Mitchell. (4) Lieutenant Sydney Thayer, Jr. (5) Major F. W. Rase. (6) Ralph H. McKelvey and his dog Loost.

California troops arriving on board the steamship Siboney at Hoboken yesterday got a big reception from delegations from the Rocky Mountain States when the police boat Patrol escorted the vessel up the river. On it were Mayor James Rolph, of San Francisco, and Mrs. Rolph and many San Franciscans resident at present in New York city.

The Siboney carried thirty-nine officers and 881 men of the 363d infantry, a San Francisco regiment, and fifty-one officers and 2,069 men of the 364th infantry, a Los Angeles regiment.

Major E. J. Mitchell, of the 363d infantry, was wearing the ribbon of the Belgian Croix de Guerre awarded to him for gallant conduct in leading his battalion in the drive against the Germans in Flanders and at the crossing of the river Scheldt.

In charge of the 364th regiment was Colonel Lucius Bennett, of the regular army. He also was in command of all troops aboard the vessel. Lieutenant Colonel J. A. Driscoll was in command of seven companies of the 363d infantry, composed of a battalion in charge of Major F. W. Rase and three other companies.

## Part of Ninety-First.

The 363d and 364th are part of the Ninety-first, known as the "Wild West" division, which was commanded by Major General William H. Johnston, and was



composed of men from California, Washington, Oregon, Nevada, Utah, Idaho, Montana, Wyoming and the Territory of Alaska.

The division was in training at Camp Lewis, Wash., from September, 1917, to June, 1918. Sailing for France in the first week in July, it was put through six weeks training in France and was called into action as part of the First American Army at the big St. Mihiel and Meuse-Argonne offensives.

The division was in reserve at St. Mihiel and after moving into the Forest de Hesse was assigned to the front lines in the Argonne-Meuse drive. For seventeen days it was in the thick of the heavy fighting, crossing three German trench systems and advancing eight miles into enemy territory. More than 2,300 prisoners, 400 machine guns and thousands of rifles and small arms were taken, and the

division suffered heavy punishment, losing 1,000 officers and men in killed and 5,000 wounded.

After the Argonne drive the unit was ordered by Marshal Foch to proceed to Belgium. The division travelled in box cars and detrained outside Ypres, becoming part of the command of the King of Belgium.

## At Two Memorable Events.

The division participated in two memorable events, one the re-entry of the Belgian King into Brussels after four years of exile and the other the triumphal entry of the allied troops into the ancient German city of Aix la Chapelle.

Many of the men returning aboard the Siboney yesterday wore war decorations, the division having earned twenty-two Distinguished Service Crosses, one Medal

of Honor, nineteen Belgian and eleven French War Crosses.

Among the casual officers aboard the vessel was Lieutenant Sydney Thayer, Jr., of Haverford, Pa. He was with the Fifth regiment of marines and went to France in June, 1918, as a private.

He went through the terrific fighting at Belleau Woods without being wounded, and on June 28, after all the officers of his company had been killed, he was promoted to lieutenant on the field.

In the Champagne fighting on October 4 he earned the Croix de Guerre for his valorous leadership. Throughout the hard fighting he was unwounded until his right arm was shattered at the fighting before Sedan on the morning the armistice was signed. He is only twenty-one years old.

Lieutenant D. H. Spangler, of Defiance, Ohio, went overseas in February, 1918, and was assigned to the Royal Flying Corps, being attached to the British at Ypres. Another Ohio airman aboard was Lieutenant A. F. McGovern, of Columbus. He was flying in Italy and was in that country when the Austrians made their big drive on the Piave. He had been eighteen months abroad.



# MANY SOLDIERS WITH WAR DECORATIONS REACH PORT AMONG 1,613 MEN BROUGHT BY CRUISER FREDERICK



COA, 337th INFANTRY  
WISCONSIN, MICHIGAN and ILLINOIS.

PHOTOS J.J. SULLIVAN, N.Y.H.

## 337th Infantry of 85th Division Back—Sixty of Rainbows Return.

The armored cruiser Frederick docked in Hoboken yesterday with 1,613 soldiers after a rough voyage from Brest which she left March 24. In addition to thirty-seven officers travelling as casualties there were twenty-eight officers and 1,535 men of the 337th infantry of the Eighty-fifth division.

While the regiment had not seen action, about fifty per cent of the soldiers returning as members of that unit had seen some of the hardest fighting in France as there were in their ranks sixty men of the Rainbow division, six of whom were with the 165th regiment and were members of the Sixty-ninth of New York.

Of the original men of the 337th regiment, there were 987 of the contingent from Wisconsin and Michigan, having been trained at Camp Custer and getting too late to France to get into action.

The remainder of the unit returning on board the Frederick was made up of replacements from practically all divisions of the American army, mustered into companies and attached to the 337th to be sent home.



CAPTAIN  
G.S.  
WOOD



MAJ.  
CHARLES  
E.  
MERRILL, JR.



CAPTAIN  
THOMAS  
CASSIDY



CAPTAIN  
C.M. ROEHM



SERG. MAJ.  
WILLIAM A.  
VAN ORDEN

The Frederick, which was formerly the armed cruiser Maryland, ran into a severe storm three days at sea and one heavy wave swept the ship from bow to stern, knocking Major John A. Broderick, of New York, against the rail and injured him, but not seriously.

### Downed Nine German Airplanes.

Captain Thomas G. Cassidy, of Spencer, Ind., an American ace with nine Boche airplanes officially placed to his credit, was on board as a casual and was weighted down with medals and decorations.

Fellow officers said he was one of the most daring airman in the American army.

He has completed three years and nine months at the University of Chicago Medical School and had but three months to complete his course when he enlisted in the American Ambulance Field Service early in 1917 and went out as a second lieutenant of Section 13.

Working in the Verdun sector he terminated his service with the ambulance section in July, 1917, and was transferred to the 337th Infantry. He was decorated with the Distinguished Service Cross and for his meritorious performance in the air had a star and three palms added to the war cross and was later decorated with the medal of the Legion of Honor and the Distinguished Service Cross with one oak leaf.

From second lieutenant in the air service he was promoted to a captaincy in the air service and won a Congressional medal, but of his deeds he would say nothing.

"I want to get back and finish my medical course," he stated, "and out of respect to the many men in the air service who gave so much more than I, those men who are buried on foreign soil, I do not care to say anything about my own experiences."

Major Charles E. Merrill, Jr., of New York city, was in command of the troops on board the Frederick. He commanded the 303 ammunition train up to November 11.

Another decorated soldier who returned on board the Frederick was Sergeant C. W. Allan, of Drummond, Okla. While a member of the 357th infantry he and six other members of his platoon were detailed to wipe out a machine gun nest

Herald Apr 5/19



# FIRST AMERICAN NURSES' UNIT TO GO TO FRANCE RETURNS ABOARD THE HEREDIA; MANY DECORATED



ARMY NURSES of  
BASE HOSPITAL  
NO. 4 - CLEVELAND

of No. 8 Clark street, Brooklyn, attached to the 309th field artillery, also returned aboard the Heredia.  
Captain A. H. Burks, commander of the Heredia, reported that on the second day out from Brest a blazing ship was sighted. The Heredia changed her course and went to the rescue. Apparently the ship had been burning several days and had been abandoned. She was, the captain thought, a British vessel of about five thousand tons.



MAJOR STEPHEN  
H. BAXTER

## Girls Saw Service Behind British and American Lines— Often Under Fire.

After almost two years of foreign service, under fire most of the time, the first nurses' unit that went aboard after the United States entered the war, in charge of Miss E. Folckner, returned home yesterday on board the transport Heredia, which docked in Hoboken in the morning, carrying eighty-nine passengers.

There were seventy-eight in the party of nurses who were sent out from the Lakeside Hospital, Cleveland, Ohio, and many of them had been up at the front lines doing work in field hospitals under shell fire.

The unit was organized before the United States entered the war, so that the organization was ready and on its way to France in May of 1917. They travelled through England and were received by the King and Queen of Great Britain and were warmly welcomed at Buckingham Palace.

Attached to Base Hospital No. 8, they were stationed with the British at Rouen, and when the hospital was closed down last January the records showed that 70,000 patients had been treated at the institution.

Two months before the signing of the armistice twenty nurses of the unit, in charge of Miss Betty Connelly, of Cleveland, were detached for field work, being transferred to Mobile Hospital No. 5, in the central clearing station back of the American troops in the Argonne.

The returning nurses made light yesterday of the fact that they had to sleep in dugouts, and it was a frequent experience

to be aroused from sleep to run to bombproofs for shelter from the German air raiders.

Two of the members of the unit were awarded Meritorious Service Medals for their distinguished service back of the lines. They were Miss Nettie Eisenhardt, of Green Springs, Ohio, and Miss Mary J. Roche, of Menlo Park, Cal., who had aided in operations while the hospital was being bombed by German airplanes.

While the majority of the nurses of this unit were from around Cleveland a few of them were from other States. Miss Rosalie Britt, who was with the unit, makes her home in Brockport, N. Y., and another

New York nurse was Miss Clara F. Illig, No. 369 Main street, Hion, N. Y.

There were also five civilians with the Army Red Cross, including Miss Sallie Parker, of No. 270 Park avenue, who went over January 10, 1918, as a nurse's assistant and worked in Military Hospital, No. 1 at Neuilly.

"You can't beat the American boys for grit," she said. "When they are mortally wounded and know they are going to die they smile to the last. They are the gamest boys on earth."

Major Stephen H. Baxter, of Minneapolis, Minn., attached to the Sixtieth infantry, and Captain Richmond L. Brown,

Heredia Apr 4/19



Herald apr 7/19

## AVIATORS WITH WAR DECORATIONS AMONG 114 ABOARD THE METAPAN



The transport Metapan arrived yesterday in Hoboken with 114 passengers. All were casual, including seventy-five nurses, thirty officers and thirteen civilians. The vessel left Brest March 26 and it was an ideal eleven day trip. Captain G. Glenn took a northern course and there were no deaths or sickness aboard.

Incidentally the vessel has been away for two months carrying a cargo of beef for the army of occupation on the Rhine on its eastbound trip. The cargo was discharged at the Hook of Holland and because of the antiquated method of discharging cargo in vogue it took two weeks to clear the vessel.

Of the nurses on board several were of Base Hospital No. 58, going overseas by the Olympic on August 18, 1917. They were located at Rinaucourt near Chaumont and handled 1,700 cases. They were mobilized from many different States at No. 120 Madison avenue, New York, and went over in charge of Miss Kathryn Prindville, of Framingham, Mass., who also returned with the unit.

### Base Hospital No. 52.

Base Hospital No. 52, organized in Georgia, was also represented on board the Metapan yesterday by nurses who went over with that unit. They were in charge of Lieutenant Warren White, of Eau Claire, Wis., Miss Elise L. Schlund, of Anaheim, Cal., being chief nurse of the party. They were a surgical unit also located near Chaumont, the general headquarters of the American army.

Miss Schlund had been for eleven years previously superintendent of nurses at the Mobile Infirmary, Alabama. The unit had been in France six months and handled 20,000 cases from the Argonne-Meuse battle and St. Mihiel.

Three of the nurses from this unit were of New York city. Miss B. Ohelan, No. 187 East Sixty-ninth street; Miss Isabella E. Rooney, No. 153 East Sixty-ninth street, and Miss Margaret Sullivan, No. 444 West Fifty-eight street.

Another unit of nurses represented was Base No. 23, organized in Kansas City. Miss E. H. Bechtel was the chief nurse of those returning. They were located at Limoges, having been at work there since June 30 last year.

Of the thirty casual officers on board one wore the Croix de Guerre. He was Lieutenant Harold E. Watson, of No. 62 West Lake street, Chicago. A member of the Sixteenth aero squadron, he had been in France since December, 1917, and operated with his group over Verdun, St. Mihiel and Mansuet.

### Croix de Guerre With Star.

He got the Croix de Guerre with star for distinguished service over the enemy lines. Lieutenant Watson said that there was nothing to tell about it all. He simply got separated from the American unit and helped out a French squadron which was in a pinch.

Lieutenant Walter J. O'Connell, of No. 999 Decatur street, Brooklyn, son of

Representative Dennis J. O'Connell, of the Ninth district, was also travelling home as a casual. He is a practicing physician in Brooklyn and was attached overseas to Base Hospital No. 63.

Another Brooklyn citizen on board was Lieutenant Richard S. Austin, of No. 322 East Nineteenth street, Flatbush. He was in the air service and attached to the 166th aero squadron. He had been in France for eighteen months and been in some stiff battles over the Argonne forest and at St. Mihiel. He was cited for distinguished conduct.

### Wins British War Cross.

Though attacked by twenty German airplanes and wounded four times, Captain Abraham Tabachnick, of St. Louis, Mo., managed to bring his machine to the ground within the American lines. It happened on September 14, the second day of the St. Mihiel drive. He ran right into a German aerial circus which had emerged from a cloud and was attacked by the bunch. He shot down one Boche airplane and managed to land his own airplane though he had received four bullet wounds.

Other officers on board were Captain Charles G. North, who wears the British Military Cross for valorous services with the Black Watch; Lieutenant W. E. Byler, of Kansas City, Mo.; Captain C. E. Martin, of Carlos City, Iowa, and Lieutenant Darward T. Davis, of Marshall, Mo.

So well were the passengers looked after by Captain Glenn and his crew on the trip from France that a testimonial signed by all of the passengers was presented to the skipper and Chief Steward Harry Wharton for the excellent attention that had been given them.

(1) Left to Right—Lieutenant W. J. O'Connell, Captain Q. North, Lieutenant W. F. Byler, Captain C. E. Martin. (2) Lieutenant Harold E. Watson. (3) Left to Right—Lieutenant Darward R. Davis and Captain Abraham Tabachnick, reading the Herald.



N.Y. Herald Apr 12/19

## MANY NEW YORK SOLDIERS AMONG 2,287 BACK ABOARD THE ROTTERDAM



1—Group of New York boys who were widely separated in the war. Back row, left to right—Angelo Melora, 26th infantry; Ferdinand Fiala, 22d infantry; Joseph Potsdam, 23d infantry; Harry Lesh, 30th infantry; Edward Cawley, 14th cavalry; Harry Garbowitz, 168th infantry; Richard Burns, 165th infantry. Front row, left to right—Charles Carr, 165th infantry; Louis Mendola, 166th infantry; Max Lefkowitz, 344th machine gun battalion; John Domanico, 168th infantry; Jerry Peluso, 26th infantry; John L. Hudson, 18th infantry; David Carolan 165th infantry; August Hanson, 165th infantry.

2—Officers of the 52d pioneer infantry, all from New York. Left to right—Major C. S. Brown, Jr.; Major M. G. Addison, Lieutenant Colonel W. E. Downs and Major F. A. de Peyster.

3—Mrs. J. Borden Harriman.

After being delayed by fog in getting to her pier in Hoboken for nearly twenty-four hours the steamship Rotterdam arrived yesterday afternoon with 2,287 soldiers. The majority of them were from Michigan, of the Eighty-fifth division. There were also many New York officers on board and 250 ill and wounded from the Rainbow division, including several members of the old Sixty-ninth regiment.

Forty officers of the Fifty-second Pioneer Infantry were among the passengers. This regiment was made up of the old Twelfth infantry of New York when that organization was broken up at Camp Wadsworth. They left for France August 31, 1913, were assigned to construction work at St. Nazaire and in September were moved up to the front lines with the Fifth Army Corps to repair and construct roads in No Man's Land. For the twenty-seven days they were under fire they lost five killed and twenty-two wounded.

Lieutenant James O'Neill, leader of the Fifty-second Pioneer Infantry Band, was one of the arrivals. Among the New York officers of the Fifty-second who returned on board the Rotterdam was Lieutenant Colonel William E. Downs, of No. 643 West 164th street, who was a member of the old Twelfth regiment; Major F. E. de Peyster, No. 11 East Eighty-sixth street; Major Charles S. Brown, of No. 247 Lexington avenue, and Major Matthew D. Addison, of No. 405 Jefferson avenue, Brooklyn.

Wounded men of the 165th infantry, formerly members of the old Sixty-ninth regiment, who returned on board the Rotterdam included David Carolan, No. 437 West Thirty-fourth street, wounded in leg at St. Mihiel; August Hanson, of Richmond Hill, L. I., shot in the thigh at St. Mihiel; Charles Carr, No. 205 Luquer street, Brooklyn, gassed at Lorraine; Richard Feeney, Eighth avenue and 145th street, wounded four times by machine gun bullets at Chateau-Thierry; Alexander Burke, of Brooklyn, wounded by machine gun

bullet at Baccarat; Wattmore Sullivan, Eighth avenue and Thirteenth street, Brooklyn, wounded four times by shrapnel at Chateau-Thierry, and Richard Burns.

Dominic McLessi, formerly a policeman attached to the Adams street station, Brooklyn, who was with the 166th machine gun company, also returned with wounds received in the Argonne.

The 328th machine gun company of eleven officers and 457 men also returned on board the Rotterdam. They were commanded by Major R. D. Derrick, an architect, of No. 50 Vanderbilt avenue.

Other New York boys who returned were Louis Mendola, 166th infantry; Max Lefkowitz, 344th machine gun battalion; John Domanico, 168th infantry; Jerry Peluso, Twenty-sixth infantry; John L. Hudson, Eighteenth infantry; Angelo Melora, Twenty-sixth infantry; Ferdinand Fiala, Twenty-second infantry; Joseph Potsdam, Twenty-third infantry; Harry Lesh, Thirtieth infantry; Edward Cawley, Fourteenth cavalry; Harry Garbowitz, 168th infantry.

Mrs. J. Borden Harriman also returned from Red Cross work in France.

One passenger was detained by the immigration authorities and set to Ellis Island for examination. He was listed as Gregory Zeeborg, and claimed to have been Minister of War under Kerenky in Russia. His detention resulted from a statement attributed to him by Samuel Gompers, head of the American Federation of Labor, who was also a passenger.

It is claimed that Zeeborg made remarks favoring Bolshevism, but he made denials of this and declared that he was a social democrat.

### TELLS OF SPY WORK IN GERMAN TRENCHES

The arrival of the transport Julia Luck-

enback late yesterday at the Bush Docks, Brooklyn, with the 157th infantry regiment of the Thirty-ninth division (Colorado, Kansas, Illinois and Iowa troops), was much of a surprise to port officials. A radio message had been received earlier in the day by the Naval Communication Bureau in Manhattan stating that the transport had lost a propeller and did not expect to dock until April 13. The voyage was uneventful.

Officers of the ship explained that the vessel had lost only a blade of a crew, but at that time was several hours ahead of schedule. She left Bordeaux on March 23.

The vessel had 72 officers and 2,630 men on board, mostly replacement troops. Sergeant Charles (Cick) Miller, of Ames, Iowa, was wounded four times and wears the Croix de Guerre with two stars. He did intelligence duty in a certain sector of the west front.

It was Miller's duty to don the uniform of a private of the Forty-second Landwehr regiment, the German unit that was opposite the Americans in this sector, go over to the enemy lines, and sojourn for several days.

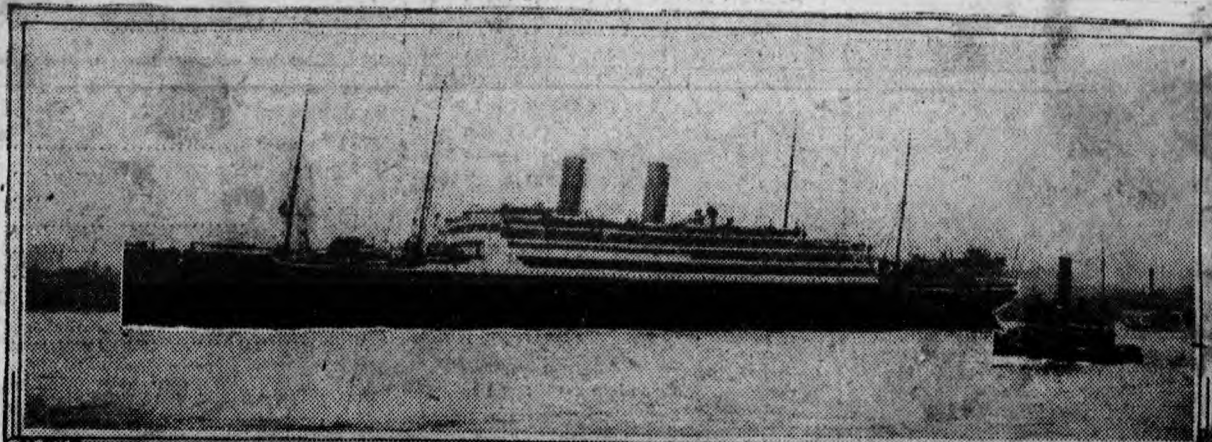
"Conditions in the German trenches were very bad," he said, "especially near the end of the fighting. The food was bad and the officers treated the men with the utmost brutality."

"Many of the German soldiers of this regiment were either German Americans or had spent most of their lives in English speaking countries. They spoke English most of the time. That was how I was able to get away with spying so well. I was wounded twice while going back to our lines, once while going toward the Germans, and the fourth time, ten miles behind the American trenches."



Herald April 14/19

# THE KAISERIN AUGUSTE VICTORIA IS FIRST GERMAN SHIP TO ARRIVE HERE



The KAISERIN AUGUSTE VICTORIA BACK AGAIN IN NEW YORK

Loaded with men off two brigades of Uncle Sam's gunners and more than 400 Red Cross nurses, the Kaiserin Auguste Victoria, of the Hamburg-American line, the first of the merchant ships turned over by Germany to the Allies to reach this port, docked at Pier No. 4, Hoboken, shortly before seven o'clock last night, leaving Brest on April 8.

She is in charge of Captain Frank Taylor Evans, U. S. N., son of the late Rear Admiral Robley D. Evans, who has, to assist him in the operation of his new command, seven German naval officers who remained on board when the steamship was turned over to the Allies at Spithead last month.

The chief of the enemy party is Captain Walter Boste, who was the vessel's commander before the war. He comes back to America decorated with the Iron Cross, first class, and bearing the scars of two wounds received while commander of the German battle ship Schleswig-Holstein.

Captain Boste, who will remain on board while the Kaiserin Auguste Victoria is in port, said last night that he hopes to re-enter the trans-Atlantic service when peace is declared.

Besides the gunners, comprising the Sixty-fourth field artillery brigade, of 12 officers and 54 men, of the Sixty-fourth field artillery brigade, in charge of Brigadier General Ira Haynes, and 48 officers and 1,254 men of the 141st field artillery brigade, and the hospital units on board, there were 42 casual officers, 193 ill and wounded men and 40 unattached nurses and twenty-six civilians, making a passenger list of 2,319.

The Kaiserin Auguste Victoria brought home forty-eight nurses of Bellevue Hospital Unit No. 1, in charge of Major Carl Burdick, who was a surgeon at Bellevue. This unit, which went over sixty-five strong in France as the "charmed hospital unit" because despite its hazardous service in the advanced dressing stations, no member was wounded or killed. The only casualty was Louis Short, a druggist, of Columbus Circle, popularly known as "Shorty" among the nurses, who died of pneumonia at Vichy. In France the unit was split up into parties composed of two physicians, two nurses and an attendant for work in the field first aid posts. Miss Beatrice Bamber is at the head of the nurses in the party.

Another New York State hospital unit which saw much service to return on board the German steamship was Base Hospital No. 23, from Buffalo Hospital, comprising sixty-two nurses in charge of Major Charles F. Dornby. They were stationed at Vittel in the Vosages sector. Two winners of the French war cross are included in the party of five nurses returned from Military Hospital No. 1, which was formerly Mrs. William P. Vanderbilt's American ambulance. They are Miss Catherine Hauchette and Miss Mary Wilkins, both of Ohio.

The Kaiserin Auguste Victoria docked too late last night for any of its passengers to go ashore. After they are unloaded the vessel will be sent to dry dock for overhauling and repairs. The vessel last left New York on March 12, 1914, carrying many prominent Americans. When war broke out she was bottled up in Hamburg, where she remained until last month.

Among the other units on board the Kaiserin Auguste Victoria were the Tenth base hospital, 28 officers, 168 men; Fourteenth base hospital, 1 officer, 31 nurses; Twenty-sixth base hospital, 1 officer, 3 nurses; Thirty-first base hospital, 1 officer, 63 nurses; Forty-sixth base hospital, 1 officer, 49 nurses; Seventieth base hospital, 2 officers, 34 nurses; Seventy-second base hospital 1 officer, 38 nurses.

## Troopships Due To-Day.

The *Merce* left St. Nazaire April 5 with 385 soldiers and will dock at Pier 45, Hudson River, this morning. This hospital ship carries ten officers and 375 men of St. Nazaire convalescent detachments and one medical officer for duty. Eight officers and 276 men are bedridden.

The *Dante Alighiere* left Marseilles April 4, with 2,098 soldiers, and will dock at Pier C, Jersey City, this morning. The organizations include detachment of field and staff, headquarters, machine gun and supply and leter companies H to L of the 32d infantry, Eighty-third division, 28 officers and 687 men; balance of Base Hospital No. 102, 29 officers and 191 men; thirteen casual companies of 16 officers and 896 men; one officer and 203 negro soldiers; also four wives of American soldiers, twenty-five naval men and forty-six civilians.

## The Sierra Arrives with 1,596 Soldiers of the 40th Division

The *Sierra*, carrying 1,596 soldiers, the only one of a fleet of homeward bound troopships from France to come up the bay during the fog, docked at Hoboken yesterday. She carried twenty-six officers and 660 men of the 144th machine gun battalion, twenty officers and 320 men of the 143d machine gun battalion; all of the Fortieth division; the Fortieth division military police of four officers and 194 men; three officers and 252 ill and wounded, forty-two casual officers and nine civilians.

On board were 125 "two gun men," under command of Captain Edward L. Sanford, of Santa Fe, N. M. They were among the men and officers making up the Fortieth division military police company. All of the 125 were formerly cow punchers and were the nucleus of the organization, which intended at the beginning of the war to go to France in command of Colonel Theodore Roosevelt. They went to France August 4, 1917, and were on duty at Nevers, Verdun and St. Mihiel. They captured fifteen proven German spies in various disguises who were gathering information relative to the movements of American troops.

Among the casual officers was Captain R. M. Shiel, of the Marine Corps. His home is in Meadville, Pa., and while the fighting was on he was attached to the Sixth regiment of marines, and was in the thick of the Château Thierry and Belleau Woods engagements. He was wounded twice and went with the American army of occupation into Germany. He took over for the American army all the German shipping on the Rhine.

"We had the opportunity," said Captain Shiel, "of demonstrating that the American marine is webfooted. We were confronted with the task of manning from a land army more than six hundred vessels, and we produced from our marine corps seamen, pilots, engineers, mechanics and all the personnel necessary for the manning of the ships. When I left they were ready to move troops to Rotterdam or any other Rhine port."

Among the New York men on board were Ensign L. R. Metcalf, of No. 12 West Forty-seventh street, connected with the architect firm of Mewes & Davis, who was overseas fifteen months as aid to the naval aviation officer at Pouillac, and

Lieutenant Cass Gilbert, of No. 42 East Sixty-fourth street. He took part in the fighting at Verdun, Château Thierry, Soissons and Meuse-Argonne.

Lieutenant Colonel Joseph A. Board, of

Danbury, Conn., who was with Evacuation Hospital No. 14, and was later in Germany, said that fighting Germans or German hatred has been a minor job in the army of occupation compared to the battle against vermin. He declared that only the most strenuous measures on the part of the sanitary corps routed them.

The *Sierra* passed four German captive submarines on the way to this country, where they will be used in connection with the Victory Loan. The *Sierra* passed the U-boats, which were proceeding under their own power, convoyed by American war ships, to this country five days ago.

## The Saxonia Brings 1,396 Soldiers and Nurses from France

With ninety-eight civilian passengers and 1,396 soldiers and army nurses, the steamship *Saxonia*, of the Cunard line, arrived at New York yesterday, from Liverpool and Brest. Passengers described the voyage as the smoothest they had ever taken.

So smooth was the voyage that it permitted Captain H. W. Mills, of San Bernardino, Cal., consulting surgeon on board the vessel on her voyage, and a specialist in abdominal surgery, to remove the appendix of Private Robert L. Dawson, of Troop B, Third cavalry, while in mid-ocean. The operation was performed late last Monday afternoon, without it being necessary for the steamship to slacken her speed.

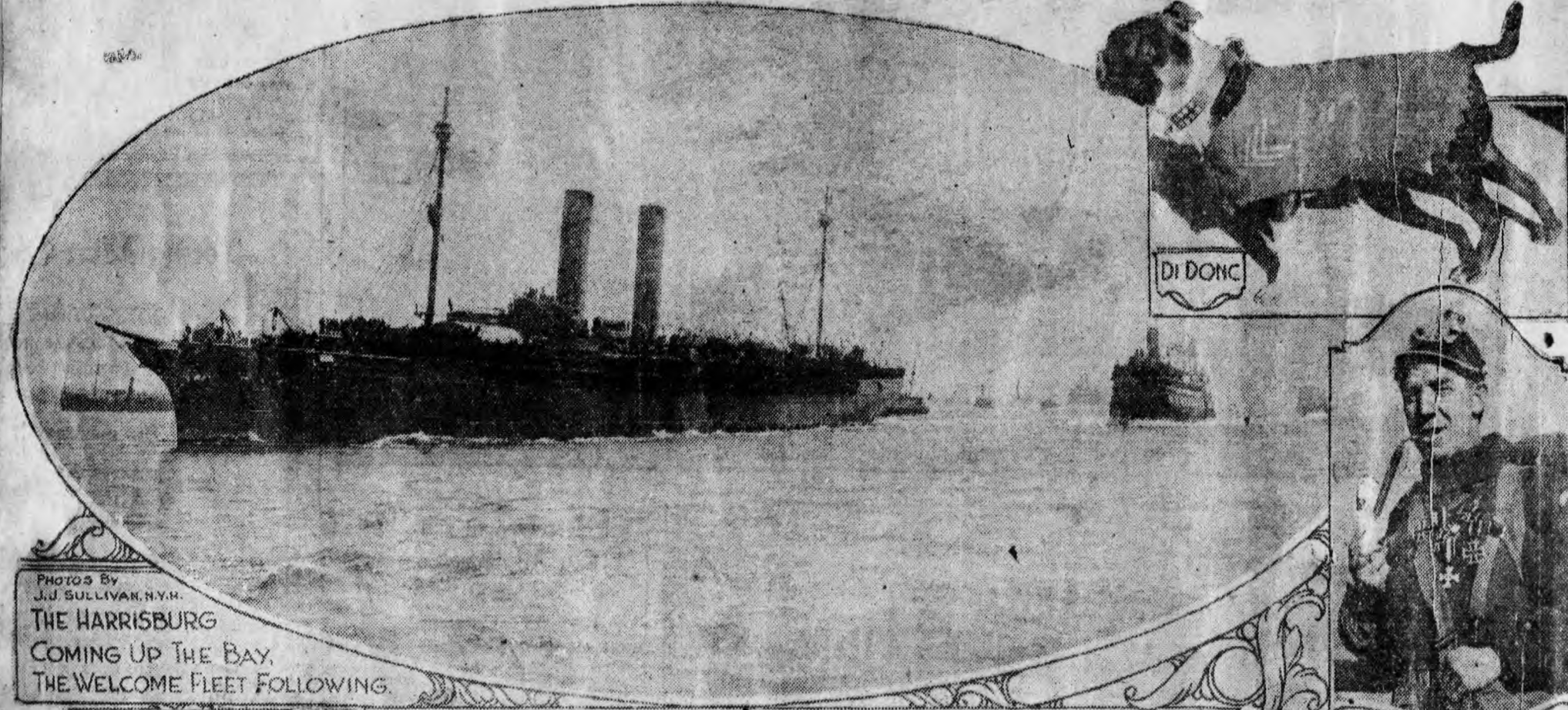
Assisting Dr. Mills were Dr. N. Archibald Scott, ship's surgeon, and Lieutenant Jacob Toporoff, of No. 33 Essex street, who was in charge of the ward. Private Dawson's home is a farm outside of Richmond, Va. When the patient was seen in his berth yesterday he was sitting up and smiling.

Captain Mills went over with Base Hospital, No. 35, organized in Los Angeles, Cal., near his home. It was stationed in the Argonne region for some time, where the physician treated many New York men of the Seventy-seventh Division.

Victory F. Feeny, patent attorney, who was another passenger, had been aboard the *Lusitania* on her last voyage eastward. He recalled that on that trip many of his fellow passengers were ominous about the vessel's fate, having heard rumors that she was to be attacked and for that reason he decided not to book a return passage aboard her. One prominent New York banker who had then recently been in Germany told him, he related, that the Germans in Berlin had warned him not to entrust himself for his family to the *Lusitania* on her next voyage.



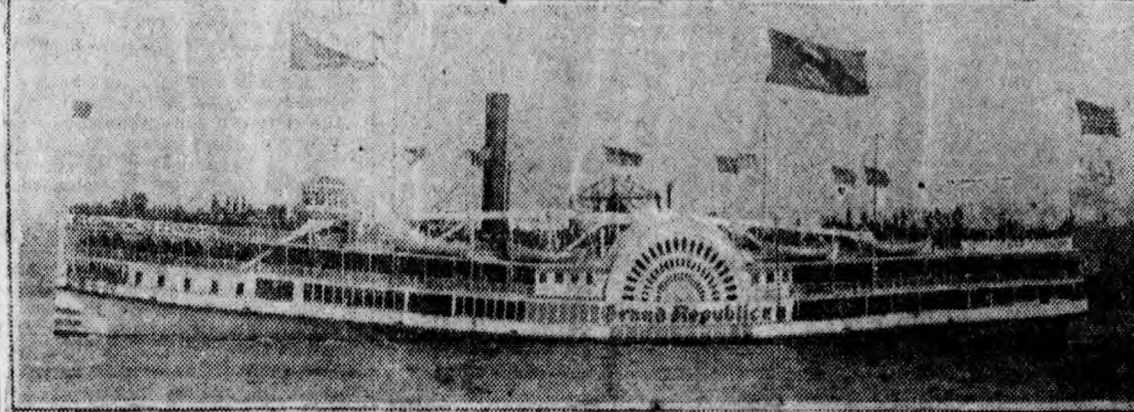
# MAMMOTH DELEGATION GOES DOWN THE BAY TO WELCOME THE RETURNING FIGHTING MEN



PHOTOS BY  
J.J. SULLIVAN, N.Y.H.  
THE HARRISBURG  
COMING UP THE BAY,  
THE WELCOME FLEET FOLLOWING.



PRIVATE GEORGE F. KENT  
© UNDERWOOD-UNDERWOOD



THE 69th WOUNDED MEN OF 165th and RELATIVES ON BOARD THE GRAND REPUBLIC

*Herald Apr 22/19*



## GREAT WELCOME HOME FOR FATHER DUFFY

A demonstration of welcome such as few military leaders have received was given to Father Francis P. Duffy, chaplain of the old Sixty-ninth, by a vast crowd as he set foot on American soil yesterday afternoon. Although they knew they would not be allowed to go on board the Harrisburg, would not even be permitted to enter the great open courts outside the piers, and that the chances of getting a glimpse of Father Duffy were about 100 to 1 against them, a crowd that blocked all traffic for blocks had assembled in River street, Hoboken, hopeful of winning that uneven bet. And they did!

And when they had their hero in their midst they simply would not let him go. It seemed that every one among those thousands must shake him by the hand or ask him for a blessing. Neither the military police nor the danger of being run over by an automobile, into which Father Duffy was finally placed, could prevent that crowd from surging around him and showing their joy and their pride in the man who had left a Bronx parish to become an important factor in winning military victories for the American forces. The trouble was that that crowd, made up largely of old parishioners, knew him too well. It was no use for the chauffeur to toot his horn and open the muffler of his engine. Those people knew that Father Duffy would never give the word that might run down a single one of them. So they continued to crowd and to shout and some of them to weep until it seemed that the chaplain would never get away to see his own relatives, who were waiting to greet him.

### Struggle to Meet Sister.

Father Duffy had received word that his sister, Mrs. John Percy, was waiting for him in the Knights of Columbus hut opposite pier No. 3 and in company with Father Donovan, of his parish, who had greeted him as he left the ship, set out for that place. But no sooner had he left the entrance to Pier No. 4 than he was surrounded. He shook hands and called out greetings, and shook hands some more, but without being able to make the least progress toward his goal. The military police were powerless. Father Duffy called a cheerful hello to "Jack" and "Tom" and asked "Bill" how the family was and asked after the health of John's aged mother, but when he appealed for some one to help out out of the crush his request was answered by more cheering and a closer pressure around him.

Finally he retreated into the courtyard and sought to leave by another pier, but the crowd was there ahead of him and again he was forced to retreat. Finally the military guard which came to his aid and so at last managed to make a lane across the street for him. But the military lane reached only across the street and the K. of C. hut was half way down the block. It was the same thing over again. Father Duffy simply could not proceed. So he went back again to the courtyard in front of the piers which is protected by high iron fences and an orderly was sent to bring his sister to him.

The meeting of the sister and brother was singularly undemonstrative. It was remarked that if it is Father Duffy's nature to be reserved. After the greeting it was decided to take Father Duffy in an automobile to the Hudson tube station four blocks away. But the automobile only succeeded in plowing one block through that crowd.

### Blessing for Aged Man.

There it was forced to stop whilst the crowd cheered incessantly. Father Duffy got out again to shake hands. Presently an aged man asked the chaplain to give him his blessing. The soldierly chaplain tried to kneel to comply with the old man's request, but that was impossible. Even for that the throng would or could not budge, and so the blessing was given standing while the aged man's gratitude was shown by the tears that trickled down his wrinkled face.

So it went on until finally two squads of military police again came to the rescue and cleared the way for the automobile. When the car at last began to move, the crowd still not satisfied, continued to run along beside it and cheered, even after the chaplain had disappeared inside the station.

Such a demonstration might have filled some men with elation, but when Father Duffy was seen by a HERALD reporter in the Belmont Hotel a few hours later, he was the same calm, modest, even tempered man his parishioners have known and loved for years.

Some one addressed him as major, whereupon Father Duffy smiled, or rather grinned—the kind of a grin that looks well on a soldier's face—and raised a hand in protest. "Please now, no major business," he said. "I'm Father Duffy. That's what I used to be and that's what I always will be."

"But weren't you made a major?" he was asked.

"They were kind enough to make me a lot of thing, but I don't believe they ever got as high as major," he replied. "I believe captain is the rank I am officially put down as. But that's all over now. I feel that when they call me anything but Father Duffy they are kidding me. The pay voucher that goes with it is about the only thrill I get out of an army title."

### Silent Regarding the Past.

It was to be expected that since he wore neither the Distinguished Service Cross or the Croix de Guerre, with which he has been decorated, that he would not be much given to talking about his experiences. And so it was. Fully a score of questions in this direction failed absolutely.

"No," the tall, bronzed chaplain would say every time. "That's all past. Let's talk of other things." And then he would lapse into silence and wait for the interviewer to do all the talking.

With a gleam of pride in his deep set dark eyes he finally ventured to remark that the regiment despite replacements was still fifty per cent Catholic and "well stocked with Irish blood."

About the only entirely voluntary remark he made was to say quietly and his expression bore him out in this: "I'm dazed. The reception and all that was so overwhelming, so unexpected. I can't quite realize it yet."

Again he thought he was being "kidded" when told that the Bronx was making unprecedented preparations for a demonstration in his honor.

Asked about the war's effect on the soldier's religion he said: "I found that the boys wanted the old fashioned religion most and wanted it straight. The best part of it was the way they got it from their mothers, simply, direct and confiding. The way had their religion deepened by the war, I think, but if the war had lasted longer they undoubtedly would have been hardened."

Father Duffy then paid a high tribute to Joyce Kilmer and other men of his regiment who had made the supreme sacrifice. "I think," he said, "that personally I miss Joyce more than any other. He was a wonderful character. But I left many other good loyal friends over there, including Captain 'Mike' Walsh, of the headquarters company."

Thus he went on praising many a man, but never a word would he say of himself, of the many times he had risked his life to aid the wounded or the dying as senior chaplain of the division; of the times he rushed out on the battlefield to give absolution while the shells and machine gun bullets were flying thick about him; of the many bereaved families to whom he had brought some degree of solace by going out in the midst of heavy firing to obtain the identification tag of a slain soldier. These things done despite repeated warnings from Colonel Donovan to be more careful, by a man who before the war had spent his life in scholarly and religious pursuits had to be told by others and then not in the chaplain's presence. Yet there was no indication of false modesty in his steadfast and dignified refusal.

Asked about the rumor that he had received a handsome offer to go on the lecture platform, Father Duffy smiled and said he believed his old parish was quite good enough for him.

"One thing surprises me," he said, "and that is that Colonel Donovan should be referred to over here as 'Wild Bill.' That might have applied to his football days in college, but it doesn't fit the commander of our regiment. No one who saw him in action would ever think of calling him 'Wild Bill.' He's the coolest and pleasantest man on the battlefield I've ever seen, and always the gentleman."

### Action of July 15.

Pressed with questions he finally said there was one battle participated in by the 165th which apparently had not been properly credited in the United States. That, he said, was the defensive action in the Champagne district which began July 15. It really was one of the most important engagements of the war, for during a terrific bombardment the Americans, under Lieutenant Colonel A. E. Anderson, acting in concert with the Fourth French Army, resisted successfully, and, I am convinced, broke the German morale. It was the first real battle the old Sixty-ninth took part in.

At this point an orderly came in with the news that Father Duffy's brother was waiting for him in the lobby.

"It's all so strange," said the chaplain. "The last ones I have an opportunity to greet are my own people." Then he smiled a bit wistfully and added: "But I believe that is the way it should be with a priest. Don't you?"

A moment later as he walked down the corridor to take the elevator it seemed hard to imagine him a priest. He had more the bearing and the quiet dignity of a general—every inch a soldier.

## THE LEVIATHAN DUE HERE FRIDAY WITH 7,000 RAINBOW MEN

Officers on Board Include General Read, Commander, and General MacArthur.

WASHINGTON, D. C., Monday.—About 7,000 officers and men of the Forty-second (Rainbow) division left Bres, April 18 on board the transport Leviathan, due at New York April 25. Among the officers on board are Major General George W. Read, commanding the division, and Brigadier General Douglas MacArthur, commanding the Eighty-fourth infantry brigade.

Units on board the Leviathan include the 149th and 150th field artillery, Eighty-fourth infantry brigade headquarters, 166th infantry, 117th train headquarters, Forty-second division military police, Forty-second division headquarters troop, 117th sanitary train less ambulance companies 165, 166 and 167 (already sailed), eighteen casual companies and forty casual officers among whom is Major General Samuel D. Sturgis.

The transport Aquitania, due at New York April 24, has on board the 305th infantry complete, of the Seventy-seventh division: four casual companies; evacuation ambulance company No. 64; 305th and 306th machine gun battalions (Seventy-seventh division), ninety casual officers.

The Kronland left St. Nazaire April 18 for Newport News with the headquarters, medical detachment and companies A to D inclusive of the 109th machine gun battalion; detachment of headquarters, Twenty-eighth division; field and staff, headquarters, First and Third battalions, companies F, G, H, I, K, L and M, of the 111th infantry; machine gun company of Thirteenth infantry, Twenty-eighth division military police; three convalescent detachments.

### Three Ships Due April 27.

The Orizaba, due at New York April 27, is bringing 1,200 officers and men of the 308th ammunition train; transportation corps companies Nos. 20, 22, 23, 24, 28, 102 and 129; 104th and 248th aero squadrons; flights A and B of the 300th aero repair squadron; nine convalescent detachments.

The Siboney, due at New York April 27, has on board the headquarters company, supply section, companies A, B and C of the 106th field signal battalion; headquarters company, medical detachment and companies A, B and C, 109th field signal battalion, 464th engineer pontoon train; evacuation ambulance company No. 36; twenty-eight convalescent detachments.

The Touraine, due at New York April 27, has on board twelve casual companies for various States and thirty-nine casual officers.

The Konigen der Nederlanden, due at 271, 590, 603 and 601; six casual companies Newport News May 2, is bringing the 117th ammunition train complete, of the Rainbow Division; headquarters' 114th Engineers, Evacuation Hospital, No. 118; ambulance service sections, Nos. 542, 560, of colored troops and nine white casual companies and a detachment of the 141st field artillery.

### Has Seventh-Seventh Men on Board.

The America, due at New York April 28, has on board the 307th and 308th infantry and 154th infantry, brigade headquarters; all of the Seventy-seventh division, two casual companies, forty-two casual officers and six convalescent detachments. Among the officers on board are Major General Francis U. Kernan, travelling as a casual, and Brigadier General U. Price, commanding the 154th infantry brigade.

The Pocahontas, due at Newport News May 1, is bringing the headquarters, medical detachment, machine gun company, second battalion headquarters and companies E, F, G, H, I, K, L and M of the 112th infantry; detachment of 109th machine gun battalion, both of the Twenty-eighth division; detachments 139th infantry and 123th machine gun battalion and twenty casual officers.

The transport Federal is due at Newport News May 3, with a few casualties.

The Suriname, due at New York May 3; Kanawha, due at New York May 9; Alloway, due at New York May 3, and Western Hero, due at Newport News May 2, are bringing a few casualties each.



Herald apr 24/19

Herald apr 28/19

## THE GREAT NORTHERN BRINGS 3,009 MEN

The Great Northern docked at Hoboken after the roughest voyage since the vessel was placed in the transport service, according to the ship's officers, who brought 3,009 soldiers on this their thirteenth trip from France.

The units aboard included the 110th ammunition train, thirty-one officers and 1,158 men; eighteen scattered casual companies, twenty-one ambulance service sections of sixteen officers and 674 men, who had served with the French army, and 300 wounded soldiers, of whom 250 were bed-ridden, many of them having one leg or one arm.

Travelling as a casual officer and in command of the troops on board the Great Northern was Brigadier General John A. Hulen, of Houston, Texas, who had charge of a brigade of Texas infantry (National Guard) while overseas.

Another officer was Colonel Sam Robinson, of the Twenty-second engineers. His home is in San Antonio, Texas. He wears the Distinguished Service Cross. It was his regiment that built the Soissons railways which helped so materially in the battle at Soissons.

The 110th engineers were commanded by Colonel Fred Fitzpatrick, of Saltana, Kan., and the regiment was part of the Thirty-fifth division (Kansas National Guard). It operated under fire in the Vosges, at St. Mihiel and in the Argonne Forest. Their casualties were about one hundred.

Many members of the Ambulance sections wore the French Croix de Guerre, awarded them for their bravery in operating ambulance under fire. In Section 575 out of thirty-nine men returning twenty-five wore the Croix de Guerre and in Section 577 there were twenty-seven members of the organization wearing the French War Cross. They operated at Mount Kemmel, Soissons and Chateaux-Thierry, and their casualties ran about thirty per cent. Lieutenant Bennett, of Fairfield, Conn., was in charge of Section 575 and Lieutenant H. O. Hanna, of Richmond, Va., was in charge of Section 577. Lieutenant Joshua Campbell, of Hoboken, was one of those returning with a decoration.

## CALIFORNIA BOY OF 14 PROUD HE HAD SHARE IN BEATING FOE



There probably was no prouder passenger among the several hundred who arrived in New York yesterday on board the Chicago, from Bordeaux, than Frank Sauliere, of San José, Cal. If there was such a one, it was Henri Sauliere, his father.

Frank, less than four feet in height but looking every inch a soldier, acknowledged to fourteen years of existence, two years of which he has spent as official interpreter with the A. E. F. in France.

Frank was assigned to Base Hospital No. 2, near Bordeaux. Yesterday he displayed, with considerable pride, his official discharge from the service, dated at Bordeaux on March 23, which document set forth that Frank Sauliere was duly discharged from the army service after performing his duties as interpreter and messenger at Base Hospital No. 2 in a highly satisfactory and efficient manner, and that, further, his services had proved invaluable to the A. E. F.

"I haven't got an 'A' nor an 'L' nor a '2' on my shoulder to show that I have been at the front," said the boy yesterday. "with the regulars or the first army or

the second army. My "S. O. S." doesn't stand for 'help,' however, for I got along very well. It means 'Service of Supplies.'

"I am going to press this uniform and put it in a glass frame, where I can always see it. I was merely a buck private in the rear rank, but I did the best I could with my age and height, neither of which got me to the front, as I had hoped.

"My father and mother were born in France, but the children were born in San José. I have two sisters there, but I was the only native son of the family. I lost my mother a few years before I went to war. Father, though over the fighting age, simply had to go to France early in 1917, and I decided I would go with him and fight, too.

"They would not let him fight because he was too old, and they would not let me fight because I was too young. So I went to school for a few months to brush up on native French, and then, while father worked with the Fifty-eighth French artillery as liaison officer, and afterward in the munition factory at Creusot, I became attached to the American forces as interpreter. Now I am demobilized and will retire to private life in San José again. So will father. Both of us did something at least to help beat the Hun."



bold mar 7/19

## RECORD OF GREAT FIGHTING BY THE INVINCIBLE 27TH

Units that formed nuclei of the 27th Division composed the New York Division, in service along the Mexican border from June, 1916.

Began entraining Aug. 31, 1917, for Camp Wadsworth, S. C., where Major Gen. John F. O'Ryan reorganized them for service in France, with a force of 39,000 men, including the 69th Regiment, afterward attached to the Rainbow Division. It was the first complete tactical division in the United States since the Civil War.

Original units were from the following National Guard Regiments: 2d, 7th, 12th, 14th, 23d, 69th, 10th and Squadron A.

Oversas movement began in April, 1918.

In July, 1918, the division took over the defense of a front of 12,000 yards of the East Poperinghe line, in Flanders, opposed

to German armies under Prince Rupprecht of Bavaria, who had set out to capture the Channel ports and thus menace England. Orders were to stop the enemy at all costs.

In August the division took the offensive against Mount Kemmel. Opposed by the 8th Division, one of the finest in the German Army.

In an attack of three days the 27th overcome enemy resistance, capturing Vierstaat Ridge, Ros-signal Wood, Petit Bois and L'Amieu Farm, taking all objectives, establishing a new line on the heights and removing for all time the Channel peril.

The attack cost the 27th, 1,406 battle casualties, but the New York boys in their first engagement defeated enemy veterans.

On Sept. 25 the 27th relieved British troops along the Somme, occupying the sector between St. Quentin

and Cambrai, facing the point of the wedge of the great Hindenburg line. This was the most important sector in the Hindenburg system of field fortifications.

Attack on the outer Hindenburg defenses opened Sept. 27, comprising three lines of trenches, with barbed wire protection from twenty-five to one hundred feet deep.

Attack made on three centres of resistance, known as the Knoll, Guillemont Farm and Quennemont Farm.

Enemy protected by tunnels and saps, saving itself from exposure to fire, and by a tunnel for reserves, forty feet underground, through which the St. Quentin Canal had been turned.

In two days the Knoll changed hands four times.

On Sept. 29, against machine gun and heavy artillery fire, which put tanks out of commission, the 27th Division, supported by the 30th, reached the main enemy line and occupied parts of the St. Quentin Canal, capturing many prisoners.

On Oct. 1, when Australians came to relief, the Americans had broken the Hindenburg line, previously considered impregnable.

Between Sept. 27 and Oct. 1, the 27th took seventeen German officers and 1,782 soldiers, and experts who went over the field reported that never in the four years of war were so many enemy dead left in the wake of any division as those on the field over which the 27th had passed.

On Oct. 11 the 27th again moved into line, pursuing the enemy for ten days, to the La Selle River.

Within two days, the division dominated no man's land with patrols.

Two regiments of the division fought their way across the river on Oct. 17, bridges had been blown up by the enemy, and officers and men waded and swam the river, climbed the slippery banks and pushed the enemy back across a railroad embankment 40 feet high.

In the following four days the enemy was pushed back to Canal de la Sambre.

In this battle the 27th was opposed by twelve regiments from four German divisions.

When the New Yorkers were taken out of the line on Oct. 23 the rifle strength of four regiments had been reduced to less than 350 men.

The 27th fought in three battles of magnitude, three engagements and three minor actions, in the Somme and Ypres-Lys offensive, in Flanders and Picardy.

It was the first American division to fight on Belgian soil, and the first division from any country to attack successfully the Hindenburg line.

GLAD GROUP OF 27TH MEN, DIVISION'S COMMANDER AND THORNG ABOARD LEVIATHAN



SIXTEEN OF THE 27TH DIVISION DOUGHBOYS ON THE LEVIATHAN

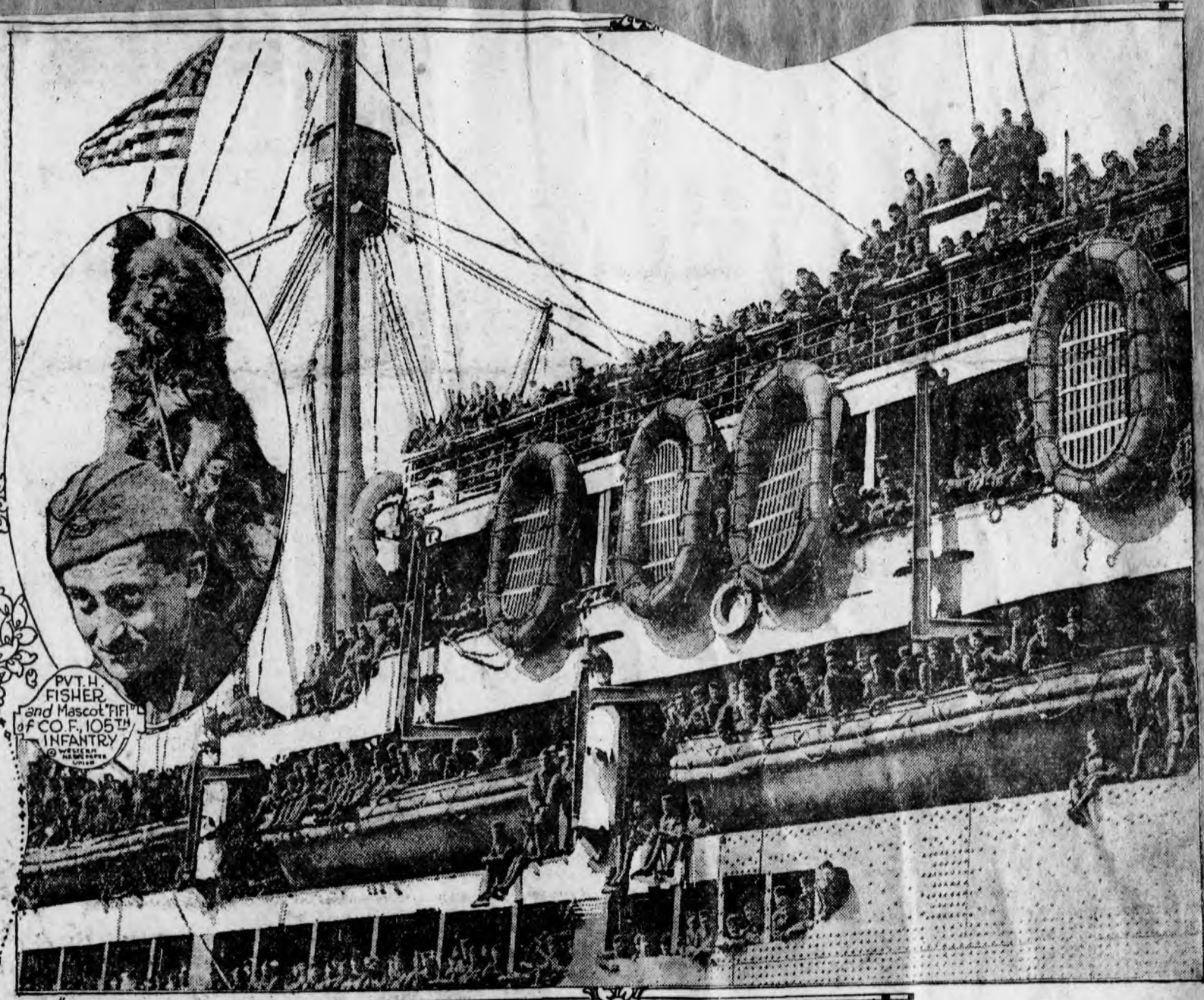


Irada mar 7/19



Maj. Gen.  
JOHN F.  
O'RYAN.

Col.  
MORTIMER  
D. BRYANT



PVT. H.  
FISHER  
and Mascot "FIFI"  
of CO. F, 105TH  
INFANTRY  
© WESTERN  
UNION

A "CLOSE-UP" of the  
LEVIATHAN'S SWARMING  
DECKS

Photos by World Staff Photographer Yesterday.



## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

*hold apr 1/19*

HENDERSON—From Bordeaux, March 19, with 1,527 army personnel, including Bordeaux Convalescent Detachments Nos. 178, 180, 193, 194, 195, 213, 214, 216, 217, 218, 219, 222 and 223, total of 48 officers and 1,073 men; Casual Company No. 53 of New York, 2 officers and 148 men; Base Hospital No. 22 detachment, 4 officers and 156 men.

ROMA—From Marseilles, March 15, with 875 officers and men, including Special Casual Companies Nos. 1,927, 1,040, 2,408 to 2,410 inclusive; 2,425, 2,431 to 2,437 inclusive; 2,442, 2,443, 2,444, 2,450, 2,462 and Casual Companies Nos. 2,403 and 2,422.

KENTUCKIAN—From St. Nazaire, March 21, with 1,904 officers and men, including Headquarters 182d Infantry Brigade, 3 officers and 20 men; 363d Infantry, Regimental and 1st Battalion Headquarters, Machine Gun Company, Medical Detachment and Companies A to D inclusive, 18 officers and 1,462 men; Special Casual Company No. 2,481, 2 officers and 111 men; Special Casual Company No. 2,483, 1 officer and 65 men; Casual Companies Nos. 602 (marines), 605 and 607.

DUE TO-MORROW.

ARIZONIAN—From Bordeaux, March 18, with 2,629 army personnel, including 5th Corps Artillery Park, 17 officers and 712 men; 19th Aero Squadron, 5 officers and 148 men; 21st Aero Squadron, 3 officers and 147 men; 30th Aero Squadron, 5 officers and 129 men; 33d Aero Squadron, 3 officers and 135 men; 37th Aero Squadron, 3 officers and 125 men; 43d Aero Squadron, 2 officers and 151 men; 172d Aero Squadron, 3 officers and 161 men; 174th Aero Squadron, 2 officers and 151 men; 101st Aero Squadron, 4 officers and 143 men; 257th Aero Squadron, 3 officers and 151 men; 640th Aero Squadron, 5 officers and 145 men; 32d Aero Squadron, 3 officers and 133 men.

EDGAR A. LUCKENBACK—From Bordeaux, March 22, with 2,281 officers and men, including 40th Division Headquarters, 2 officers and 121 men; 115th Train Headquarters, 2 officers and 121 men; 159th Infantry, 28 officers and 2,008 men.

LEVIATHAN—From Brest, March 26, with 12,059 army personnel, including 338th Infantry, complete, 72 officers and 4,078 men; 340th Infantry, complete, 61 officers and 3,895 men; 337th Infantry, Machine Gun Company and Medical Detachment, 16 officers and 818 men; 160th Field Artillery Brigade Headquarters, 10 officers and 65 men; 329th Field Artillery, complete, 54 officers and 1,411 men; Base Hospital No. 12, 27 officers and 146 men; 170th Infantry Brigade Headquarters, 4 officers and 18 men; 347th Field Artillery, 40 officers; 348th Field Artillery, 32 officers; 751st Casual Company of New York, 1 officer and 15 men; Brest Convalescent Detachment Nos. 136 to 147 inclusive, 77 officers and 1,044 men; 25 nurses; 12 civilians.

PHILIPPINES—From St. Nazaire, with 271 army personnel, including 302d Centre Tank Corps, Headquarters 1st Depot Company and Medical Detachment, 17 officers and 263 men; 1 civilian.

FREDERICK (War)—From Brest, March 24, with 1,613 army personnel, including 337th Infantry, 28 officers and 1,535 men; 37 casual officers; 1 casual private; 3 army field clerks; 9 civilians.

WILHELMINA—From Bordeaux, March 25, with 1,721 officers and men, including Bordeaux Convalescent Detachments Nos. 225, 226, 227, 228 and 230 to 240 inclusive, 56 officers and 630 men; 79th Infantry Brigade Headquarters, 4 officers and 7 men; Casual Companies Nos. 55, 62, 63, 64; 115th Sanitary Train Detachment, 1 officer and 115 men; 115th Supply Train Detachment, 1 officer and 119 men; 150th Field Hospital Company, 1 officer and 49 men; 157th Infantry Detachment, 2 officers and 285 men; 13th Base Hospital Detachment, 3 officers and 136 men.

DUE THURSDAY.

LIBERATOR—From La Pallice, March 19, with 1,259 officers and men, including 363d Infantry, Companies E, D, K, L and M, 23 officers and 1,148 men; Casual Company No. 606, 2 officers and 82 men; 4 casuals.

DUE FRIDAY.

ORIZABA—From St. Nazaire, March 25, with 3,301 army personnel, including 181st Infantry Brigade Headquarters, 6 officers and 19 men; 94th Base Hospital, 1 officer and 4 men; 364th Infantry, Headquarters of 1st and 2d Battalions, Companies C to H inclusive, 29 officers and 1,379 men; 348th Machine Gun Battalion, Headquarters, Medical and Ordnance Detachments, Companies A to D inclusive, 18 officers and 836 men; 361st Infantry, Regimental Headquarters and Supply Company, 21 officers and 495 men; St. Nazaire Convalescent Detachments Nos. 53, 54 and 55, 6 officers and 392 men; 16 nurses; 2 civilians.

ULUA—From Brest, March 23, with 1,076 army personnel, including 328th Field Artillery, Field and Staff, Headquarters and Supply Companies, Ordnance and Medical Detachments, Batteries A, B, C and F, 30 officers and 978 men; Base Hospital No. 112, 1 officer and 5 men; Casual Company No. 755, 1 officer and 42 men; 10 casual officers; 8 civilians.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

*hold apr 3/19*

ARIZONIAN—From Bordeaux, March 18, with 2,629 army personnel, including 5th Corps Artillery Park, 17 officers and 712 men; 19th Aero Squadron, 5 officers and 148 men; 21st Aero Squadron, 3 officers and 147 men; 30th Aero Squadron, 5 officers and 129 men; 33d Aero Squadron, 3 officers and 135 men; 37th Aero Squadron, 3 officers and 125 men; 43d Aero Squadron, 2 officers and 151 men; 172d Aero Squadron, 3 officers and 161 men; 174th Aero Squadron, 2 officers and 151 men; 101st Aero Squadron, 4 officers and 143 men; 257th Aero Squadron, 3 officers and 151 men; 640th Aero Squadron, 5 officers and 145 men; 32d Aero Squadron, 3 officers and 133 men. Dock at Pier 7, Bush Terminal.

EDGAR A. LUCKENBACH—From Bordeaux, March 22, with 2,281 men, including 40th Division Headquarters, 2 officers and 121 men; 115th Train Headquarters, 2 officers and 121 men; 159th Infantry, 28 officers and 2,008 men. Dock at Pier 7, Bush Terminal.

WILHELMINA—From Bordeaux, March 25, with 1,721 men, including Bordeaux Convalescent Detachments Nos. 225, 226, 227, 228 and 230 to 240 inclusive, 56 officers and 630 men; 79th Infantry Brigade Headquarters, 4 officers and 7 men; Casual Companies Nos. 55, 62, 63, 64; 115th Sanitary Train Detachment, 1 officer and 115 men; 115th Supply Train Detachment, 1 officer and 119 men; 150th Field Hospital Company, 1 officer and 49 men; 157th Infantry Detachment, 2 officers and 285 men; 13th Base Hospital Detachment, 3 officers and 136 men. Dock at Pier 1, Hoboken.

ROMA—From Marseilles, March 15, with 875 officers and men, including Special Casual Companies Nos. 1,927, 1,040, 2,408 to 2,410 inclusive; 2,425, 2,431 to 2,437 inclusive; 2,442, 2,443, 2,444, 2,450, 2,462 and Casual Companies Nos. 2,403 and 2,422. Dock at foot of 31st Street, Brooklyn.

HEREDIA—From Brest, March 22, with 89 army personnel, including 82 nurses. Reported by wireless would arrive this morning.

EL ORIENTE—From Bordeaux, March 24, with 65 men, including detachment of 54th Casual Company, New York, 1 officer and 19 men; 60th Special Casual Company, 1 officer and 40 men.

DUE TO-MORROW.

FREDERICK (War)—From Brest, March 24, with 1,613 army personnel, including 337th Infantry, 28 officers and 1,535 men; 37 casual officers. Reported by wireless would arrive at Ambrose Light Vessel at 6 A. M. to-morrow; dock at Pier 3, Hoboken, about 8 A. M.

DUE SATURDAY.

ANA CORTES—From Nantes, March 17, with 5 men of Ordnance Department.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

CULGOA—From Brest, March 5, with 104 men, including Casual Companies Nos. 274, North Carolina; 282, Arkansas; 283 and 292, Texas; 289, scattered, and 298, Pennsylvania.

HENDERSON—From Bordeaux, March 19, with 1,527 army personnel, including Bordeaux Convalescent Detachments Nos. 178, 180, 193, 194, 195, 213, 214, 216, 217, 218, 219, 222 and 223, total of 48 officers and 1,073 men; Casual Company No. 53 of New York, 2 officers and 148 men; Base Hospital No. 22 detachment, 4 officers and 156 men.

MAUL—From Brest, March 18, with 3,647, including 6 civilians, 3 naval officers; 146th Infantry, Field and Staff, Headquarters, Machine Gun and Supply Companies, Medical Detachment and Companies A, B, C, D, E, F, G, H, I, K, L and M, 65 officers and 2,617 men; Casual Companies Nos. 1,226, 1,227, 1,228, 726, 741 (all colored); 73d Infantry Brigade Headquarters, 4 officers and 19 men; Brest Convalescent Detachments Nos. 131 to 135, inclusive, 632 men.

OCLAND—From St. Nazaire, March 12, with 1 casual officer, Air Service.

ROMA—From Marseilles, March 15, with 875 officers and men, including Special Casual Companies Nos. 1,927, 1,040, 2,408 to 2,410 inclusive; 2,425, 2,431 to 2,437 inclusive; 2,442, 2,443, 2,444, 2,450, 2,462 and Casual Companies Nos. 2,403 and 2,422.

DUE WEDNESDAY.

ARIZONIAN—From Bordeaux, March 18, with 2,629 army personnel, including 5th Corps Artillery Park, 17 officers and 712 men; 19th Aero Squadron, 5 officers and 148 men; 21st Aero Squadron, 3 officers and 147 men; 30th Aero Squadron, 5 officers and 129 men; 33d Aero Squadron, 3 officers and 135 men; 37th Aero Squadron, 3 officers and 125 men; 43d Aero Squadron, 2 officers and 151 men; 172d Aero Squadron, 3 officers and 161 men; 174th Aero Squadron, 2 officers and 151 men; 101st Aero Squadron, 4 officers and 143 men; 257th Aero Squadron, 3 officers and 151 men; 640th Aero Squadron, 5 officers and 145 men; 32d Aero Squadron, 3 officers and 133 men.

EDGAR A. LUCKENBACH—From Bordeaux, March 22, with 2,281 officers and men, including 40th Division Headquarters, 2 officers and 121 men; 115th Train Headquarters, 2 officers and 121 men; 159th Infantry, 28 officers and 2,008 men.

LEVIATHAN—From Brest, March 26, with 12,059 army personnel, including 338th Infantry, complete, 72 officers and 4,078 men; 340th Infantry, complete, 61 officers and 3,895 men; 337th Infantry, Machine Gun Company and Medical Detachment, 16 officers and 818 men; 160th Field Artillery Brigade Headquarters, 10 officers and 65 men; 329th Field Artillery, complete, 54 officers and 1,411 men; Base Hospital No. 12, 27 officers and 146 men; 170th Infantry Brigade Headquarters, 4 officers and 18 men; 347th Field Artillery, 40 officers; 348th Field Artillery, 32 officers; 751st Casual Company of New York, 1 officer and 15 men; Brest Convalescent Detachment Nos. 136 to 147 inclusive, 77 officers and 1,044 men; 25 nurses; 12 civilians.

LORRAINE—From Havre, March 23, with 287 army personnel, including 35 civilians, Special Casual Company No. 2,474, and Casual Companies Nos. 2,476, 2,477, 2,478, 2,480 and 2,481.

SIBONEY—From St. Nazaire, March 22, with 3,297 army personnel, including 2d Battalion 363d Infantry, 39 officers and 861 men; 364th Infantry, 51 officers and 2,069 men; Casual Company No. 612 of New York, 2 officers and 79 men; St. Nazaire Convalescent Detachment No. 130, 10 officers and 175 men.

WILHELMINA—From Bordeaux, March 25, with 1,721 officers and men, including Bordeaux Convalescent Detachments Nos. 225, 226, 227, 228 and 230 to 240 inclusive, 56 officers and 630 men; 79th Infantry Brigade Headquarters, 4 officers and 7 men; Casual Companies Nos. 55, 62, 63, 64; 115th Sanitary Train Detachment, 1 officer and 115 men; 115th Supply Train Detachment, 1 officer and 119 men; 160th Field Hospital Company, 1 officer and 49 men; 157th Infantry Detachment, 2 officers and 285 men; 13th Base Hospital Detachment, 3 officers and 136 men.

DUE THURSDAY.

EL ORIENTE—From Bordeaux, March 24, with 65 men, including 54th Casual Company of New York (detachment), 1 officer and 19 men; 60th Special Casual Company of discharged men; 1 officer and 40 men; 4 casual officers.

KENTUCKIAN—From St. Nazaire, March 21, with 1,904 officers and men, including Headquarters 182d Infantry Brigade, 3 officers and 20 men; 363d Infantry, Regimental and 1st Battalion Headquarters, Machine Gun Company, Medical Detachment and Companies A to D inclusive, 18 officers and 1,462 men; Special Casual Company No. 2,481, 2 officers and 111 men; Special Casual Company No. 2,483, 1 officer and 65 men; Casual Companies Nos. 602 (marines), 605 and 607.

DUE FRIDAY.

FREDERICK (War)—From Brest, March 24, with 1,613 army personnel, including 337th Infantry, 28 officers and 1,535 men; 37 casual officers; 1 casual private; 3 army field clerks; 9 civilians.

ORIZABA—From St. Nazaire, March 25, with 3,301 army personnel, including 181st Infantry Brigade Headquarters, 6 officers and 19 men; 94th Base Hospital, 1 officer and 4 men; 364th Infantry, Headquarters of 1st and 2d Battalions, Companies C to H inclusive, 29 officers and 1,379 men; 348th Machine Gun Battalion, Headquarters, Medical and Ordnance Detachments, Companies A to D inclusive, 18 officers and 836 men; 361st Infantry, Regimental Headquarters and Supply Company, 21 officers and 495 men; St. Nazaire Convalescent Detachments Nos. 53, 54 and 55, 6 officers and 392 men; 16 nurses; 2 civilians.

ULUA—From Brest, March 23, with 1,076 army personnel, including 328th Field Artillery, Field and Staff, Headquarters and Supply Companies, Ordnance and Medical Detachments, Batteries A, B, C and F, 30 officers and 978 men; Base Hospital No. 112, 1 officer and 5 men; Casual Company No. 755, 1 officer and 42 men; 10 casual officers; 8 civilians.



# LEVIATHAN BREAKS RECORD, BRINGING IN 12,274 SOLDIERS

Total of 14,416 Persons on  
Vessel, Largest Number Ever  
Carried on One Ship—Only  
One Death on Voyage.

7 AMERICAN TRANSPORTS  
IN WITH 19,781 TROOPS.

Another New Mark for Arrivals  
in Single Day—Captured Ger-  
man Guns and Tanks Brought  
—Two Governors Greet Boys.

Three records were broken yester-  
day in connection with homecoming  
soldiers.

The Leviathan, which arrived from  
Brest, brought 12,274 officers and en-  
listed men, the largest number of  
troops ever transported on a single  
ship. The greatest number she car-  
ried to France was 11,322, on a trip  
last May. With nurses, civilians and  
her crew she had a total of 14,416 on  
board, the greatest number of persons  
ever carried by a single ship.

The Leviathan was one of seven  
transports, all American, which ar-  
rived with a total of 19,781 officers and  
men, the largest number brought to a  
port in this country in a day. With  
their other passengers they brought  
a total of 19,855 persons.

The other ships were the Orizaba,  
with 3,282 troops; the Henderson, with  
1,524; Liberator, with 1,359; Ulua, with  
1,068; Philippines, with 270, and Cul-  
goa, with 104.

## Captured War Machinery Brought.

They also brought back a great  
quantity of army supplies. The  
Philippines brought a German trench  
mortar, forty-nine Renault light  
tanks, eighteen caterpillar trucks,  
tank guns, tank parts, saddles and  
machinery. The Liberator had a  
great quantity of anti-aircraft fire  
control apparatus.

Most of the returning men were  
Western troops, although New York-  
ers were among the casualties on most  
of the ships and the Leviathan  
brought 179 members of the 165th  
Regiment of the Rainbow Division,  
or the old 69th. She had the 338th and  
340th Infantry and the 329th Field Ar-  
tillery complete, and parts of the  
170th and 337th Infantry, 160th, 347th  
and 348th Field Artillery. The 338th  
and 340th Infantry were part of the  
5th, or "Custer" Division.

As many of the men were from  
Michigan, Gov. Albert E. Sweeper of  
that State, Mark McKee, Chairman of  
the Red Cross in Michigan, and a  
large delegation from Detroit and  
other cities went down the bay on  
the police boat Patrol to greet their  
boys. Mayor James Rolph jr. of San  
Francisco also went on the Patrol to  
meet the Liberator, which brought the  
363d Infantry, mostly San Francisco  
boys.

Lieut. Col. Robert Bacon, former  
ambassador to France, was among  
those on the Leviathan. He had been  
overseas twenty-seven months, and  
for a long time was attached to the  
headquarters staff of Gen. Pershing.  
There did not seem to be any over-  
crowding on the Leviathan. The men  
were so glad to get home they were  
willing to take their turns in the  
bunks and at meals. The health of  
the troops was excellent. Only one  
death occurred on board. Private  
William E. Binns of Macon, Ga., died  
a week ago to-day of tuberculosis.

## Anything to Get Home.

The men received two hot and one  
cold meals a day. Commander  
Adolphus Staton, chief executive  
officer, asked a group whether they  
would rather have one cold meal and  
sail on the Leviathan or wait for  
another ship and have three hot  
meals. The reply was a chorus:  
"We'll take one meal a day and  
get home!"

The Leviathan received a wireless  
warning of a large iceberg in the west-  
bound lane and altered her course to  
the south.

It was Commander W. W. Phelps's  
last trip on the transport. The stew-  
ards invited him to the galley and  
presented to him a cake two feet in  
diameter. Capt. Durrell will com-  
mand the Leviathan when she sails  
Monday.

Brig. Gen. W. C. Rivers of the  
116th Field Artillery, who has been in  
the army twenty-four years, com-  
manded the troops on board.

Of the 165th's men on board 137  
went to France with the old 69th.  
Two of them won the Croix de  
Guerre. They are Sergt. Herman G.  
Hillig of No. 141 East 95th Street,  
and Sergt. Jack Skelly of No. 530  
West 126th Street.

Sergt. Harry Cushman of the  
165th, wounded in the Argonne, was  
aboard. Sergt. Paul Mahler of No. 34  
West 113th Street brought papers for  
the War Department. Other local  
men on board were Lieut. George E.  
Fischer of No. 310 East 15th Street,  
Brooklyn, and Lieut. John D. Clark,  
No. 49 East 68th Street.

On the Henderson were 48 officers  
and 1,073 men, either wounded or ill,  
and some casualties. Lieut. James Ar-  
thur O'Toole of No. 625 Pavonia Ave-  
nue, Jersey City, who was in the air  
service and fell behind the German  
lines, was on board. He carried a  
bullet in his leg two months, until it  
was removed when he was returned  
to France.

## Veteran Gen. McDonald Decorated.

Brig. Gen. John T. McDonald, vet-  
eran of several campaigns, who was  
graduated from West Point forty-  
three years ago, commanded troops of  
the 91st (Wild West) Division that  
arrived on the transport Orizaba. He  
has received the Distinguished Service  
Cross, the Belgian Croix de Guerre  
and the British Distinguished Service  
Medal. His brigade of infantry, the  
181st, was thrust into the line at the  
Argonne and at the Scheldt River.  
In the fighting of Sept. 29-30 in the  
Argonne the brigade advanced twelve  
kilometres, took twelve officers and  
2,400 private prisoners, and captured  
thirty-three pieces of artillery and 471  
machine guns, losing also 1,500 officers  
and men in killed and wounded.

In command of the 361st Infantry  
was Lieut. Col. A. D. Cummings, of  
Idaho, a West Pointer, to whom was  
awarded the Distinguished Service  
Cross for his brilliant reorganization  
of part of the brigade when it was  
being hammered by German fire in  
the Argonne Sept. 29.

Col. Cummings, because many of-  
ficers of the brigade had been killed  
or wounded, assumed command of  
part of the unit, at Gesnes, advanced  
with it and held the objective until  
nightfall, retiring on orders from  
headquarters because other units had  
not come up.

## Chaplain Won Two Medals.

The Rev. John W. Beard, Presby-  
terian, of Houquiam, Wash., went  
over a Lieutenant-Chaplain of the  
364th and came back a Captain and  
holder of the Distinguished Service  
Cross and Croix de Guerre. Both  
decorations were awarded for aiding  
wounded men at the front line.

"The 91st sure gave the Germans  
hell," he said. Then, apologetically,  
"I've learned to cuss quite well now,  
having heard the boys around me  
cuss whenever a German shell landed  
nearly."

Private Edward McNeil of Mexico,  
Mo., Company B, 163d Infantry, 26th  
Division, who arrived on the Orizaba,  
went to the top of a hill at Chateau-  
Thierry with eleven others after a  
machine gun. The Germans did not  
open fire until the Americans almost  
reached them. Then McNeil's eleven  
companions dropped, dead or wound-  
ed. He went on, killed two Germans  
with his rifle and the other four of  
the crew surrendered. He received  
the Distinguished Service medal.

On the Orizaba were forty-six pri-  
vates whose homes are in this city,  
most of them of the 77th Division,  
and many of whom were wounded or  
gassed in the last week of the fight-  
ing. Private William A. Marks of No.  
314 Franklin Avenue, Brooklyn, Com-  
pany E, 313th Infantry, was wounded  
in the Argonne.

More contingents of the 91st Divi-  
sion, that went through a vigorous  
career at St. Mihiel and in the  
Argonne, and eventually at the  
Scheldt River in Belgium, arrived on  
the Liberator, which left St. Nazaire  
March 19. Headquarters of the 32d  
Battalion of the 363d Infantry was  
part of the personnel.

Lieut. D. R. MacDougall, of White  
Plains, who went over with the 1st  
Engineers and served at Ypres and  
Arras alongside the British, and later  
at St. Mihiel and the Argonne, where  
he was gassed, was aboard. Others  
were: Lieut. Robert V. Frye, of No.  
73 West 124th Street, formerly a Ser-  
geant in the old 69th, promoted on the  
field for bravery, and returning with  
the 363d. Lieut. A. T. Gorman, of No.  
37 West 87th Street also went to  
France as a Sergeant in the 77th  
Division, was promoted and trans-  
ferred to the 363d Infantry. He was  
gassed in the Argonne.

# TROOPS BOUND FOR NEW YORK

## DUE TO-DAY.

KROONLAND—From St. Nazaire, with 3,733 army personnel, including  
109th Machine Gun Battalion Headquarters, Medical Detachment, Companies  
A to D inclusive, 15 officers and 702 enlisted men; 28th Division Headquar-  
ters Detachment, 100 officers and 10 enlisted men; 111th Infantry Field and  
Staff, Headquarters 1st and 32d Battalions, Medical Detachment, Machine  
Gun Company, Companies F, G, H, I, K, L and M, 63 officers and 1,388 en-  
listed men; 138th Infantry Machine Gun Company, 11 officers and 283 en-  
listed men; 28th Military Police Company, 3 officers and 186 enlisted men;  
13th Casual Nurse Detachment; 658th and 659th Casual Companies; St.  
Nazaire Convalescent Detachments Nos. 172, 173 and 174, 23 officers, 467  
enlisted men and 7 nurses, all sick or wounded. Dock at Pier 1, Hoboken.

REGINA D'ITALIA—From Marseilles, April 14, with 1,819 men, includ-  
ing 114th Field Signal Battalion Headquarters, Supply and Medical Detach-  
ments, Companies A, B and C, 9 officers and 444 enlisted men; Casual Com-  
panies 2,423, New York, 2 officers and 61 enlisted men; 2,428, New York, 1  
officer and 23 enlisted men; 2,461, New York, 1 officer and 29 enlisted men;  
2,424, 2,456 and 2,466, Pennsylvania; 2,427, Iowa; 2,438, Oklahoma; 2,439, Ar-  
kansas; 2,440, New Hampshire; 2,441, Indiana; 2,445, Alabama; 2,446, Georgia;  
2,447, Tennessee; 2,448, Wyoming; 2,449, South Dakota; 2,452, Colorado; 2,453  
and 2,945, Illinois; 2,454 and 2,946, Massachusetts; 2,455, Michigan; 2,465,  
Ohio; 2,423, 2,459, 2,468, 2,460 and 2,461, colored, scattered; 2,430 and 2,457,  
Regular Army; 2,451, marines; 9 casual officers. Dock at Pier 95, North  
River.

PUEBLO (War)—From Brest, April 17, with 1,799 men, including 117th  
Engineers, complete, 43 officers and 1,390 enlisted men; 117th Engineer Train,  
1 officer and 78 enlisted men; 4th Air Service Casual Company, 4 officers and  
247 enlisted men; 77th Casual Company. Reported by wireless would arrive  
at Ambrose Light Vessel at 1 P. M. to-day; dock at Pier 4, Army Base,  
Brooklyn.

FREEDOM—From St. Nazaire, April 13, with 1,712 men, including 1st  
Trench Mortar Battery, 5 officers and 176 enlisted men; 13th, 20th, 26th, 30th,  
32d, 38th, 48th and 70th Base Hospitals; 652d Casual Company, New York, 1  
officer and 85 enlisted men. Dock at Pier 3, Bush Terminal.

ATENAS—From St. Nazaire, April 12, with 103 men, including 316th Field  
Hospital detachment, 11 officers; 113th Company Transportation Corps detach-  
ment, 1 officer; 4th Trench Mortar Battery detachment, 2 officers; 646th Aero  
Squadron detachment, 1 officer; 2d Trench Mortar Battery detachment, 11  
officers; 91st Division detachment, 35 officers; 316th Ammunition Train Detach-  
ment, 10 officers; 42d Base Hospital detachment, 2 officers; 316th Supply Train  
detachment, 7 officers; 376th Aero Squadron detachment, 1 officer; 117th Trench  
Mortar Battery detachment, 1 officer; 308th Trench Mortar Battery detach-  
ment, 2 officers; 347th Machine Gun Battalion detachment, 11 officers; 6 casual  
officers.

WEST ALSEK—From La Pallice, April 6, with 31 men, including 74th  
Casual Company, New York, 1 officer and 25 enlisted men.

BELVEDERE—From Marseilles, April 12, with 1,542 men, including 13th  
Engineers, complete, 43 officers and 1,542 enlisted men; 8 casual officers.

LA LORRAINE—From Havre, April 19, with 354 men, including Casual  
Companies Nos. 3,427, Iowa; 3,429, Minnesota; Special Casual Companies Nos.  
3,433, 3,434, 3,435, 3,469, 3,489, 3,492, 3,493, 3,503, 3,504 and 3,500; 37 casual  
officers. Dock at Pier 57, North River.

WEST MADAKET—From Brest, April 12, with 3 men, consisting of 1  
officer and 7 enlisted men of 793d Casual Company, Michigan. Reported by  
wireless would dock at Pier 14, Hoboken, at 9 A. M. to-day.

## DUE TO-MORROW.

AGAMEMNON—From Brest, April 21, with 5,814 army personnel, in-  
cluding 304th Field Artillery, complete, 48 officers and 1,492 enlisted men;  
306th Field Artillery, complete, 45 officers and 1,545 enlisted men; 306th Field  
Artillery, complete, 45 officers and 1,678 enlisted men; 152d Field Artillery  
Brigade Headquarters, 9 officers and 61 enlisted men; 77th Division Head-  
quarters Detachment, 14 officers; Brest Convalescent Detachments Nos. 207  
to 211 inclusive, 643 enlisted men, all sick or wounded; 116 casual officers,  
99 nurses. Also 24 British and 10 French officers.

LOUISVILLE—From Brest, April 21, with 2,338 army personnel, in-  
cluding 307th Infantry, 2d Battalion, Headquarters, Medical Detachment,  
Companies F, G and H, 16 officers and 765 enlisted men; 302d Field Signal  
Battalion, complete, 12 officers and 449 enlisted men; 302d Mobile Ordnance  
Repair Shop; 302d Mobile Veterinary Section; 307th Sales Commissary Unit;  
77th Division Headquarters Detachment, 3 officers and 92 enlisted men; 162d  
Infantry, 2d Battalion (less Company H), 14 officers and 647 enlisted men;  
823d, 826th and 1,028th Casual Companies; 19th Liverpool Detachment, 4 of-  
ficers, 20 enlisted men and 3 nurses, all sick or wounded; 21 general prisoners,  
also 64 soldiers' wives and 9 children; 10 sailors' wives and 3 children; naval  
personnel of 53 enlisted men.

## DUE WEDNESDAY.

ALFONSO XEL—From Bordeaux, April 23, with 1,240 men, including  
32d Division Headquarters Detachment and Headquarters Troops; 307th Mo-  
bile Veterinary Section Detachment; 307th Train Headquarters, Quar-  
termaster Detachment; 335th Battalion Tank Corps, complete, 12 officers and  
127 enlisted men; 336th Battalion Tank Corps, complete, 15 officers and 128  
enlisted men; 379th, 380th and 381st Training and Replacement Companies,  
Tank Corps; 33d Evacuation Hospital; 2d Cement Mill Company, 3 officers  
and 116 enlisted men; 6th Cement Mill Company, 2 officers and 62 enlisted  
men; 14th Ordnance Casual Company; "A" Casual Company Tank Corps;  
528th Casual Company; 90 casual officers.

LIBERTY—From Bordeaux, April 16, with 48 men, including 519th  
Casual Company, Virginia; 8 casual officers.



Sold April 20/19

# NEW YORK'S FIGHTING IRISH REGIMENT, WHICH HAS WON GLORY IN THREE WARS, IS HOMEWARD BOUND AND MAY ARRIVE TO-DAY

COL. DONOVAN, IDOL OF HIS MEN



Col. WILLIAM J. DONOVAN.

## "Wild Bill" Prescribed the Irish Method of Fighting for Win- ning the War.

The idol of his regiment—a fighter himself, in command of fighters—is Col. William J. Donovan of the 165th Infantry, U. S. A., the old 69th. They call him "Wild Bill," though from that title it must not be deduced that he is a rabid, ferocious, unreckoning person. Nothing of the sort. He is a cultivated, affable gentleman—a highbrow in civil life, or at least as much of a highbrow as a practicing lawyer in New York State can be.

Bill Donovan comes from Buffalo, originally, but he's been a resident of New York City for quite a time. He was born in 1883, which makes him—well, you can figure out his age for yourself. Tradition has it that they used to call him, when he was quite young and untamed, "Blue-eyed Billy" Donovan.

### Played Quarter at Columbia.

After shaking off the public schools of his native city he came down here and was graduated from Columbia

as an attorney at law in 1905. He played quarterback on the Columbia football team, which in those days had quite a standing, and looking always for a scrap, joined the National Guard in his native city, when he was through with the graduation.

### Was Wounded Severely.

When the old 69th became the new 165th, Bill remained a Major and commanded a battalion which adored him. No wonder. He was always out there right at the front fighting with his men. He was wounded, and severely, but that didn't stop him. He kept going himself, and kept his lads progressing forward until the objectives were taken. The French citation which gave him the Croix de Guerre said: "His coolness, courage and efficient leadership rendered possible the maintenance of the position."

American correspondents and observers with our armies toward the end of the war quoted Bill Donovan (then Lieut.-Colonel and later to become chief of the 69th) as saying: "The good old Irish method of licking hell out of the Germans is the only way to win the war!"

And that was the method which Bill and his lads eventually pursued.

FATHER DUFFY, BELOVED OF ALL



Rev. FRANCIS P. DUFFY

## Gallant Priest Befriended Catho- lic, Protestant and Jew Alike, and Wears Two Medals.

If a vote were called for on the question of what individual of all the 165th Infantry—the old 69th—is the most popular and best beloved, it is very likely that a unanimous chorus would be heard saying "Father Duffy!" And that would not be detracting from the glory of Col. Bill Donovan or any of the other idolized leaders of the outfit.

The Rev. Francis Patrick Duffy, in the opinion of the boys of the regiment, is as holy as a saint, as tender as a mother in his ministrations, as red-blooded and virile in his manhood as the worst roughneck in the outfit and, in addition to all that, is absolutely without fear.

### Two Medals for Bravery.

Two medals on his olive-drab tunic attest to this. He wears the Distinguished Service Cross of the United States, awarded for exceptional bravery, and the Croix de Guerre of France, granted for the same

reason. Throughout all the fighting he was out in front with the lads every moment, sending them into battle with shouted benedictions and good luck wishes, helping to carry them to the rear when they were wounded, or kneeling beside them as they died, hearing their whispered confessions and giving them the peace of absolution.

Father Duffy seemed to bear a charmed life. He said at the first engagement the regiment took part in: "No German bullets can touch me!" and none ever did.

The Jewish boys and the Protestant boys soon learned to love him as devotedly as his own Catholic lads. There were numerous cases where Protestants, before the battles, went to the chaplain and said: "Father, I want to make my confession." "But you're a Protestant; you don't believe in the sacrament of confession," he would reply. "I want to do it anyway. It seems to make the Catholic fellows feel so much happier and safer."

Whereupon the priest would hear the troubles of the lad, advise him and bless him and send him on his way rejoicing. He ministered to Protestants and Jews as readily as to those of his own faith—and to fallen Germans as well.

Continued on

Continued  
next page



# OLD SIXTY-NINTH LOST HEAVILY, BUT RUSHED THE OURCQ

Now the 165th Infantry, U. S. A., It Has Undergone Several Replacements and Includes Men of Many Nationalities, With Sons of German-Born Parents Prominent Among Those Who Have Distinguished Themselves—City Will Have a Gala Day When the Regiment Parades Fifth Avenue on Its Return from Camp.

One of these fine spring days, perhaps within a couple of weeks, New York's municipal hymn is going to be The Wearing of the Green. New York's coat lapels are going to blossom forth with emerald. New York's sons and daughters, whether Latin or Slav or English, are going to proclaim themselves, for the occasion, Irish, and with a whoop and a hurroo are going to cut loose with all the enthusiasm they possess.

That day will be the day on which the 165th Infantry Regiment, U. S. A.—the old, gallant, beloved 69th New York—will march up Fifth Avenue and be welcomed home from the war.

## Fifth Avenue's Gala Days.

The bluejackets of the navy were given an ovation when they marched the broad highway last December after their return from Scapa Flow. Col. Bill Hayward's dusky warriors of the old 15th New York were cheered and lionized a little later. The triumphant 27th Division, made up of other familiar units from this city and State, drew to its line of march last month three million men and women, the greatest crowd, perhaps, that ever assembled anywhere in the world to witness any sort of an event.

But—if you'll believe the relatives and friends and admirers of the fighting Irishmen of the 69th—those affairs will seem mild in comparison with this one.

When Col. William J. Donovan—"Wild Bill" they call him, and well they may) steps out at the head of his command—

When Father Francis Patrick Duffy, whom every Jew and Protestant in the outfit worships as intensely as the Catholic lads, passes along with the staff—

When the old flags of the regiment, and the new ones with queer sounding names on them, are carried by—

## Not Long to Wait.

But there's no use trying to picture it now. There's not long to wait. The transport Harrisburg is drawing close to the harbor (she may be in, with luck, to-day); the transport Prinz Friedrich Wilhelm will be not more than a week behind her; the lads are aboard them, and as soon as they are all ashore there will begin a series of welcomes, of which the parade will be the climax.

It is safe enough, though, to venture the general prediction that there will be more racket, more unleashed emotion and more fuss made over the 69th, veterans of three wars, than any other fighting unit has yet called forth, worthy though they have been.

## Transport Harrisburg Brings 1,880; Prinz Friedrich 700 More

The transport Harrisburg, which is the old Philadelphia of the American line (and the fathers and mothers of many of the Irish lads in the outfit came to America on her when she was new), sailed from Brest on April 13. She had on board 1880 men, including the regimental staff, companies A, B, C, D, E and F, headquarters, supply, machine gun and medical detachments, with Col. Donovan in command.

On the following day the Prinz Friedrich Wilhelm, one of the crack vessels taken from Germany, departed from the French port carrying about 700, including companies G, H, I and K. This liner will not be far behind the Harrisburg, if she is behind at all.

Plans for the first greeting that will be extended to the heroes are already complete. The welcome home will begin down the bay. The huge excursion steamer Grand Republic will carry the "new regiment," the present 69th of the New York State Guard. The 323 members of this unit, under Col. John Phelan, will salute and cheer their luckier comrades who were able to get overseas and add to the lustre of the organization's record. Lieut. Col. William J. Costigan and Father J. P. Dileen, the Chaplain, will add their greetings.

## Wounded Veterans Aboard.

Aboard the Grand Republic also will be all the members of the old 69th who were sent home from France because of their wounds. These number more than 600. Some of them are sent out of hospitals, and are still

head of any other regiment, or even a whole division. And that's the way they all feel.

When the news of the regiment's sailing reached this city it was expected that the two vessels would not arrive here until next Wednesday, April 23. That is one of the most important anniversaries which the outfit celebrates. It was on April 23, 1861, that the original 69th, New York, marched to troop trains and embarked upon its great adventure in the Civil War. Some of the lads who are coming back from France now will be greeted by their grandfathers, who fifty-eight years ago wore the famous numbers on their old blue caps.

But the two ships will arrive before that date, and so there will be no double celebration. On Wednesday the usual commemorative exercises will be held, anyhow, and it is likely that some of the officers just back from France will be able to take part.

## Must Go to Camp First.

It is expected that both vessels will dock at Hoboken. The men of the regiment, as is customary, will be sent to camps for sanitation and medical observation, but it is not likely they will be detained, as the last word about them when they left Brest was that they were in excellent health.

The date of the parade and the details of it have not yet been settled and probably will not be until after all the men have landed. It is certain, though, that every wounded man whom the regiment invalided in advance will be in the line of march if physically able; and it is certain, too, that Col. Phelan's 69th State Guard Regiment will be an escort of honor. Members of the Veteran Corps will act as guard at the reviewing stand.

No official permission has been received for the parade up to date, but there seems no probability that anything will arise to prevent it. The regiment will also parade in Washington as part of the 42d or Rainbow Division, but this latter march will probably come after the one in this city.

The likelihood is that the entire regiment will be sent to Camp Merritt, which is easy of access from Hoboken, and will go through its brief quarantine period there, returning by ferryboats to this city on the day selected for the big celebration, or else on the previous day. Col. Phelan of the 69th State Guard Regiment has announced that he is prepared to house the entire outfit of homecomers in his armory at Lexington Avenue and 26th Street, in case they are permitted to come to town the day before the parade.

## Round of Entertainment.

The Women's Auxiliary, which is headed by Mrs. George R. Leslie, has arranged for a ball and supper for the heroes on the night of the parade. The Friendly Sons of St. Patrick, of which Justice Victor J. Dowling is President, is arranging for entertainments. So, too, are the Knights of Columbus. And, of course, the city of New York and the various war-work organizations are prepared to see to it that every man has the time of his life.

Father Duffy, the fighting chaplain who went over the top constantly with his boys and shared every discomfort and peril with them, is going to be especially honored. There is to be a welcoming parade for him alone in the Bronx on Saturday afternoon, May 10. District Attorney Francis Martin is in charge of this. There will be clergymen of all denominations in the line of march, to say nothing of 15,000 of the good father's friends and parishioners from his home neighborhood. It is planned to have thousands of school children form a living lane on the Grand Concourse from 161st Street to Kingsbridge Road. They will sing and wave flags as the procession goes by.

Meetings of the welcoming committee are being held nightly, and are attended by Protestant ministers and Jewish rabbis as well as Catholic priests, for Father Duffy, in his min-

istrations, knew no creed nor race. One whole section of the parade will be made up of Protestant ministers and societies from their churches, while another will similarly represent the Jewish faith.

## Gallant Priest Won Fame.

The reviewing stand for this personal tribute to an individual—which is perhaps unique so far as a clergyman is concerned—will be at 183rd Street. State and City officials, as well as church dignitaries, will watch the march and do honor to the man who was a Bronx parish priest before his personality and his gallantry won for him distinction that is almost world-wide—for they know Father Duffy in England and France and Germany, as well as here in the United States. Undoubtedly a lot of the fighting men of the regiment, "fed up" as they may be with parading, will turn out that afternoon to pay tribute to their pastor-pal.

There will be many strange faces seen in the Fighting Irish Regiment when it shows itself here. And it will be far from an Irish regiment, except in name. There are still many O's and Mc's and Mac's and other names of familiar Celtic sound in the outfit, but as a matter of exact fact it is no longer entirely a New York regiment in personnel.

Nearly 700 of the original old 69th which sailed away from New York are sleeping their last sleep in France—killed in action, dead from wounds or from natural ailments.

These are to be honored by a monument which is to be erected, as soon as possible, in Calvary Cemetery, Brooklyn, on a plot which has long been owned by the 69th New York. The Veteran Corps of the regiment has raised a fund for this, and also for caring for the survivors who may need assistance. Col. Charles Healy is President of this corps. He said, speaking of the monument:

## To Bear Names of Battles.

"It will consist of a broad, low shaft flanked at the base by two stone panels. On the shaft will be inscribed the names of the battles in which the regiment participated in the Civil War, and on the panels will be the names of the battles it fought—and won—in France."

None of the other New York regiments had so many casualties as the 165th, the old 69th. The 107th of the 27th Division and the 308th of the 77th Division most nearly approached it, but neither of those lost within 200 men of as many as the Fighting Irish did.

There were severe losses in wounded too. New York probably does not realize it, but there are more than 600 men in this city now who were invalided home from time to time during the course of the fighting. Many of them have recovered from their wounds and have been mustered out of service, but there are still several hundred who remain under medical care, and there are some who are permanently crippled.

## Regiment Lost 1,400 Men.

Approximately 1,400 men thus were lost to the regiment of the original 2,700. Their places have been taken by men of all sorts—both volunteers and drafted men—and from all parts of the country.

Of all the losses suffered by the regiment, perhaps none struck home so deeply to all ranks and to all civilians who knew the outfit, as when the casualty lists bore the name of Major James A. McKenna, jr.

Jim McKenna was killed in rather a peculiar way. He was a battalion commander in the regiment's most spectacular exploit, the crossing of the River Ourcq on July 28 last, and his command had won all its objectives and had gone far beyond them, when it became necessary for Jim to go back and re-establish communication with his headquarters.

He had dared the fire of countless machine guns situated in nests commanding the little stream. He had waded, with his lads, firing from his automatic pistol as he went. He had laughingly bested the Prussian Guards and was full of the spirit of triumph when he was returning.



Continued from previous pages

### Killed by Bursting Shell.

But while he was on his way back to the regimental headquarters a tremendous German shell exploded a few feet away from him.

Not a fragment struck or tore him. He was not hit at all. But the fine joyous life of Jim McKenna was ended merely by the concussion of the thing. He was simply shocked to death. The spot where this occurred was near the hamlet of Viller sur Fere. His comrades carried his body back to the command post to which Jim had intended to report.

His brother Billy—Capt. William McKenna who was equally beloved by the men—received the body and by special permission had it interred in the great cemetery at Chateau-Thierry where lie thousands of other Americans. There it was laid to rest on July 29 last, the final ceremonies being performed—just as Jim would have insisted—by the regiment's chaplain.

Major McKenna was 32 years old when he made the great sacrifice. He was the son of James A. McKenna, sr., a public accountant, whose office is at No. 1 Liberty Street and whose home has always been on Manhattan Island.

When the father heard of his loss he said: "It's hard to lose Jim, but I wish I had a dozen more like him to lose. Bill is still there and I know he'll make them pay for Jim." In one of the last letters the Major wrote to his father, he said:

"Have no fear, Dad, for if my turn or Billy's comes to take the trip, you need not apologize for the manner of our going. If the Germans get us, they must pay the bill in men, either to us or to our pals. That is as it should be." (And it was.)

The Government orders which tell what camps men of the old Sixty-ninth are to be sent to for demobilization, names cantonnements whose locations range from Massachusetts to the Pacific Coast. Those of the regiment who are to be mustered out at Camp Upton, L. I., number only 52 officers and 966 men, who probably represent what is left of the New York City contingent. Camp Grant, in Illinois, will demobilize the next largest number, 3 officers and 242 men. Camp Lee, in Virginia, receives 4 officers and 112 men. The rest are scattered in smaller numbers throughout the entire country.

The detachment consigned to Camp Upton naturally contains most of the boys of Irish ancestry who remain under the regimental colors. But there are Italians and Slav strains in the outfit now. Dutch and Greek, Scandinavian and even German.

### Many of German Descent.

Many sons of German parents went over with the original regiment, and they fought bravely and well their officers say. Capt. Henry Bootz, of C. company, has such a Teutonic accent his men say that he would tell them "Poys, go und get dem damned Hunns!"

But New York will welcome the newcomers just as heartily as its own sons, and for the purposes of the parade and the good time every man will be considered an Irishman.

When the first part of the regiment sailed from Brest on April 13, it had gone through exactly fourteen months, to the day, of overseas service.

There will be no attempt here to give a detailed history of the regiment. The World later will publish such an article, which has been written by George Boothby, its staff correspondent, who knows the outfit from the time it encamped down at Mills until the present day, when he is returning with it from Germany.

But a few tales of various sorts as to the sort of fighting they did will not come amiss in a story of their homecoming. Here, for instance, is what an officer from another regiment thought of them when he returned, wounded, a couple of months ago:

"You can't say too much about that gang. That poem about the Light Brigade has always appealed to me, but the story is pale compared with what those boys did. When the Ger-

mans struck in the Argonne the regiment was fighting alongside an outfit of French Blue Devils. They were fine fighters, the French, but they had been punished almost beyond endurance, and when they saw mass after mass of green-gray foemen coming toward them they believed it impossible to hold the line and they began to give way.

### "Nix on the Retreat."

"They shouted to the men of the old 69th: 'We are retreating! You must come with us!' The New Yorkers hollered back, 'Nix on the retreat. We're goin' to step on 'em. Stick with us!'"

"Maybe it wasn't good sense to stick, but all hands did. Sense wasn't needed at that spot. What was needed was pure, crazy courage, and those New York Micks sure had it. They stopped the retreat, then they stopped the Germans, and they left the field in front of them literally carpeted with dead enemies."

The crossing of the Ourcq River, on July 28 last, was one of the most spectacular feats of the regiment—indeed, it was one of the most stirring feats of the war, for that matter. Col. Frank R. McCoy was then in command. On the night of July 27 he called to him the three Majors in charge of battalions—William J. Donovan (now Colonel), Alexander E. Anderson and James E. McKenna (later killed in action). He said:

"McKenna, I want you to cross the river and drive those Germans off the opposite bank the first thing in morning. I want you, Donovan, to follow on the right, and you, Anderson, to act as a support."

### Faced a Desperate Job.

It was the toughest kind of a job. The river was bridgeless. The Germans had lined the opposite bank with machine-gun nests. There were hundreds of these quick-firers. There were infantry troops, too, manning the river-bank. And those troops were the pick of the German Army, men of the Prussian Guard.

The boys of the New York regiment knew what was in front of them, but nevertheless they slept soundly throughout the night and had their usual healthy grouch when they were

awakened early in the morning, before dawn, to go to the bat against the Germans.

It was still dark when the crossing of the river was begun, but the sun came up and the attackers were discovered by the Prussians. There was a sleetstorm of bullets from the machine guns, and heavier stuff began to drop upon the little stream and its surrounding territory as the Boches signalled back for protective artillery. But Jim McKenna's men went into the stream, as ordered, and Bill Donovan's lads followed them on the right.

Before the river was reached the casualties began. Every few yards men dropped, dead or wounded. Those not too badly wounded picked themselves up and carried on. Litter bearers, facing heroically the lethal fire, came out in the open and took the severely shot back to the advanced dressing stations. These stretcher carriers were as heroic as the men making the charge.

Many of them were cooks, having their first real opportunity to show what was in them. They were even cool enough to light cigarettes and give them to the lads they were carrying. They were under the spray of machine gun bullets and heavy shells just as much as the attacking battalions.

But the Ourcq, after all, was only one of many fights the New York regiment took part in. When the armistice was signed they were away up near Sedan; in fact, within three miles of that historic point, and within another twenty-four hours would have humiliated the Germans where the Germans, in the Franco-Prussian War, humiliated the French.

They fought pretty much all over the map, these men of the old 69th, until they could say, truly enough:

### "Shock troops—that's us!"

After the end of the war they went into Germany as part of the Allied Army of Occupation, and it is from that duty they are now returning. In a letter to a friend on The World, a correspondent, who entered Germany with the regiment, said:

### Many Old Friends Gone.

"That was the proudest day of our lives and yet one of the saddest. Not many of our old friends among the officers are left and there are a lot of the boys gone who used to furnish us with fun at Camp Mills. The regiment has had seven Colonels since that memorable morning we tripped up Fifth Avenue among the swaying, emotional crowds. That beautiful morning of sunshine seems not longer ago than yesterday, and yet ages back.

"Gee, what a homecoming will be theirs, and I'll bet that Lieut. Col. (as he was then) Donovan will lead the bunch up Fifth Avenue. What a day of rejoicing for New York—yes, and the tears will mingle with the cheers for the heroes, for there will be spaces in the ranks which were filled when the regiment left for France with Mike and Denny and Pat and Bill and Harry and Jack—six or seven hundred of them, sleeping over here that sleep from which even heroes don't return.

"I kind of fill up as I write this, for you and I will never again shake the hands of such lads as Jim McKenna and Mike Kelly and a whole lot of those brave Irish fellows down through the rank and file who were among the very first to volunteer at the first call for do-or-die service, and who have rendered the service to the full and have entered the Kingdom of Heaven."

Is it any wonder, after hearing such things as these told of the old 69th and its men, that their friends predict a wonderful homecoming reception for them?



# PERSHING'S BAND RETURNS TO HELP IN VICTORY LOAN

Organization Won Applause.  
Royalty, Lloyd George and  
Gen. Haig and Led Wilson  
Parade into Metz.

CONTAINS 104 MUSICIANS  
PICKED FROM WHOLE ARMY.

Gen. Berry, Just Back, Denies  
Charges That 35th Division  
Suffered Its Heavy Losses  
Lack of Support.

That the 35th General Headquarters  
American Expeditionary Force Band  
of Gen. Pershing's which entertained  
royalty and led the parade when  
President Wilson entered Metz, ar-  
rived here yesterday on the transport  
Von Steuben. It is some band.

All the way up the bay from Quar-  
antine it made itself heard, and as the  
transport was warped into a berth at  
Hoboken it played "Katie" out on  
deck with such vim that it received  
rousing cheers from auditors at the  
Port of Embarkation and on passing  
boats.

There are three officers and 101 en-  
listed men in the band. It was re-  
cruited after the armistice from com-  
bat troops, Capt. Louis H. Fisher jr.  
of Baltimore and Sergt. Willis H.  
Ross of Kansas City being instructed  
by Gen. Pershing to go through the  
fighting troops of the army and pick  
out a real American band to show  
Europe that the doughboys could play  
as well as fight. Capt. Fisher had  
been the leader of an orchestra in  
Baltimore. He was a line officer of  
the 313th Infantry. They gathered  
together men who had played in some  
of the most celebrated bands and or-  
chestras in this country. Thirty per  
cent. of the organization is made up  
of drafted men from the 77th and 79th  
Divisions, the rest coming from the  
26th and 28th National Guard Divi-  
sions.

## Haig Praised Band.

The band played at headquarters  
at Chaumont for the King and Queen  
of the Belgians and David Lloyd  
George. Gen. Sir Douglas Haig, com-  
mander of the British forces, told  
Gen. Pershing he was sorry he did  
not have such an organization.

Lieut. Philip Jaynes of No. 2 West  
83d Street, is second in command of  
the band. Other New Yorkers in it  
are William D. O'Mara of No. 289  
Classon Avenue, Brooklyn, a former  
bugler in the old 69th Regiment;  
George Possell of 63d Street, Brook-  
lyn, who was a flutist in the New  
York Symphony Orchestra; Louis  
Schmidt of No. 802 East 170th Street,  
a former trombonist in Sousa's Band;  
Jacob Grupp of No. 106 East 109th  
Street, a former member of the Palace  
Theatre orchestra; Frank Ellena of  
No. 162 East Houston Street, oboist  
at the 44th Street Theatre; Sergt.  
Carl Reisland of No. 60 East 96th  
Street, trumpeter of the New York  
Symphony, and John Hill of No. 50  
West 112th Street, a clarinetist at  
the Strand Theatre.

The band was sent over here by  
Gen. Pershing to stimulate the Vic-  
tory Loan drive. It went to the Hotel  
Pennsylvania.

## 35th Obeyed Orders.

Brig. Gen. Lucien E. Berry was in  
command of the 2,892 troops on the  
Von Steuben, the largest unit being  
the 110th Engineers, made up of  
former Kansas and Missouri National  
Guardsmen. When Gov. Allen of  
Missouri returned from Y. M. C. A.  
work in France several weeks ago  
he said the heavy casualties of the  
Missouri troops were due to lack of  
artillery support.

"The men of the 35th Division know  
that their losses were due to the fact  
that they were set to do a terrible  
task in the Argonne and that they  
accomplished it wonderfully," said  
Gen. Berry.

# TROOPS BOUND FOR NEW YORK

## DUE TO-DAY.

**VIRGINIAN**—From St. Nazaire, April 8, with 4,177 men, including 316th Sanitary Train Headquarters Division Medical Supply Unit, Camp Infirmaries 1 to 8, inclusive, Headquarters Field Hospital Section, Field Hospitals 361, 362, 363 and 364, Headquarters Ambulance Section, Ambulance Companies 361, 362, 363 and 364, 17 officers and 873 enlisted men; 316th Ammunition Train Headquarters, Headquarters Motor Battery and Horse Battalion, Ordnance and Medical Detachments, Companies A to G, inclusive, 16 officers and 1,026 enlisted men; 31st Division Detachment, 18 officers and 951 enlisted men; 347th Machine Gun Battalion Headquarters and Medical Detachments, Companies A to D, inclusive, 15 officers and 835 enlisted men; 362d Infantry Machine Gun Company, 5 officers and 179 enlisted men; 646th Special Casual Company, 26th Casual Detachment, Ordnance Convoy, 19th St. Nazaire Convalescent Detachment, 172 enlisted men, all sick or wounded. Reported by wireless would arrive at Ambrose Light Vessel at 6 A. M. to-day; dock at Pier 7, Hoboken, about 10 A. M.

**GREAT NORTHERN**—From Brest, April 12, with 3,009 army personnel, including 110th Ammunition Train, complete, 31 officers and 1,158 enlisted men; Casual Companies 2,976, Illinois; 2,977, Indiana; 2,903, Alabama; 2,904, Arkansas; 791, Marines; Special Casual Companies 3,404, colored; 3,417, 3,472 and 3,473, discharges; 3,403, 3,411 and 3,426, furloughs; 3,483, 3,475 and 3,997, Marines; 291st Chemical Warfare Casual Company, 30th Ordnance Casual Company, Connecticut; 33d Ordnance Casual Company, Texas; 329th Infantry Band, 6th Sanitary Squad, United States Army Ambulance Service Sections Nos. 511, 513, 533, 554, 515, 567, 575, 577, 581, 585, 591, 621, 622, 623, 624, 637, 639, 640, 643, 645 and 648, 16 officers and 674 enlisted men; 3d Evacuation Hospital, 18 officers and 181 enlisted men; Brest Convalescent Detachments Nos. 174, 175 and 176, 300 enlisted men, all sick or wounded; 24 casual officers and 14 nurses. Reported by wireless would arrive at Ambrose Light Vessel at 5 A. M. to-day; dock at Pier 6, Hoboken, about 8.30 A. M.

**HARRISBURG**—From Brest, April 12, with 2,566 men, including 165th Infantry Field and Staff, Headquarters, Supply and Machine Gun Companies, Medical Detachment, Companies A to F, inclusive, 82 officers and 1,680 enlisted men; 35th Ordnance Casual Company, Illinois; 787th Casual Company, 18th Liverpool Convalescent Detachment, 4 officers and 18 enlisted men, all sick or wounded; Brest Convalescent Detachments Nos. 171, 172, 173, 177 and 178, 599 enlisted men, all sick or wounded; 28 casual officers. Also naval personnel of 4 officers and 15 enlisted men, and 12 soldiers' wives and 2 children.

**GRAF WALDERSEE**—From Brest, April 7, with 1,741 army personnel, including 5th, 14th, 21st, 44th, 50th, 72d, 97th and 202d Base Hospitals; 42d Field Hospital, Casual Companies Nos. 2,493, Texas; 2,940, Marines, and 772, scattered; Special Casual Companies Nos. 2,932 and 2,934, discharges, and 2,935, furloughs; Brest Convalescent Detachment No. 153, 45 officers and 13 field clerks, all sick or wounded; 18 casual officers, 44 nurses. Reported by wireless would arrive at Ambrose Light Vessel at 6 A. M. to-day; dock at Pier 4, Hoboken, about 9 A. M.

**ZEPPELIN**—From Brest, April 9, with 1,650 army personnel, including 129th Field Artillery, complete, 53 officers and 1,274 enlisted men; 339th Ambulance Company, 3 officers and 103 enlisted men; 44th Base Hospital Detachment, 1 officer and 41 nurses; 777th Casual Company, Pennsylvania; casualties, 73 officers, 53 enlisted men, 8 army field clerks and 37 nurses. Reported by wireless would arrive at Ambrose Light Vessel at 4 A. M. to-day; dock at Pier 1, Hoboken, about 9.30 A. M.

**SEATTLE (War)**—From Brest, April 8, with 1,601 men, including 5th Army Corps Headquarters Troop, 5 officers and 336 enlisted men; 335th Field Hospital, 4 officers and 78 enlisted men; 52d Pioneer Infantry Companies L and M, 7 officers and 426 enlisted men; 406th Telegraph Battalion, complete, 7 officers and 205 enlisted men; Casual Companies Nos. 2,491, 2,492, 2,493, Pennsylvania; 1,232, Illinois; 2,489, New York, 1 officer and 24 enlisted men; 2,490, Ohio; 2,924, Utah; 2,925, Vermont; 2,926, Kentucky; 2,927, Maine; 2,928, Mississippi; 2,929, Oregon; 2,930, Florida; Special Casual Companies Nos. 2,937 and 2,938, discharges; 32 casual officers. Reported by wireless would arrive to-day.

**OSKAWA**—From Nantes, April 4, with 10 men (2 officers and 8 enlisted men) of Ordnance Convoy.

## DUE TO-MORROW.

**CHARLESTON (War)**—From Brest, April 19, with 1,349 men, including 411th Telegraph Battalion, complete, 12 officers and 213 enlisted men; 41st Field Hospital, 4 officers and 74 enlisted men; 339th Field Hospital, 4 officers and 78 enlisted men; Casual Companies Nos. 2,270, 3,401 and 3,410, Marines; 1,233, New York, 1 officer and 81 enlisted men; 1,241, Arkansas; 1,243, Illinois; 1,244, Colorado; 1,249, Iowa; 780, North Carolina; Special Casual Companies Nos. 2,923 and 3,403, discharges; 6th Air Service Casual Company, 7 casual officers.

"If Gov. Allen is criticising the action of the 35th Division he is criticising only Marshal Foch. As an army officer I was there to obey orders, and in the action at Bouquoin the division was ordered to take certain positions and it took them. Yes, it advanced sixteen kilometres beyond the objective.

"There were three things asked of the American troops in that fight. First, they were asked to stop the German advance. They did it. Second, they were asked to gain an advantage over the Germans. They did that. Third, they were ordered to overcome strongly fortified German lines. They accomplished that too."

## Got "Flu" and Prohibition.

Among the casualties on the Von Steuben were former Attorney General Thomas W. Gregory and Melville E. Stone, General Manager of the Associated Press. Each delivered an address to the troops on the way across the Atlantic. Mr. Gregory urged the men to adjust themselves quickly to peace conditions upon their return to their homes. A doughboy in the audience caused a roar of laughter by shouting out:

"We fought for democracy; what we got was Spanish influenza and Prohibition."

Mr. Gregory accompanied President Wilson to France as an unofficial adviser on matters pertaining to the Peace Conference. He said he believed the agreements reached at the conference would be satisfactory to the majority of the people of this country.

"There were numerous difficulties, and differences of opinion confronting the delegates," he said, "but they were met and settled by the conferees as gentlemen. While no country, of course, obtained all it wanted, I believe the provisions will be generally accepted."

Mr. Gregory said part of his work abroad had to do with a mission for the War Department. For one thing

he looked into the return home of the bodies of Americans who died in France and he confirmed reports that the work of locating and identifying the bodies was progressing satisfactorily.

"The American fighters upheld all the traditions of the American army," Mr. Gregory added. "They are leaving France with the respect of the world. In all my time abroad I never saw an intoxicated soldier, nor did I see anything that would tend in the least to lower respect or admiration for our fighters."

"I must say now, however, that they are all anxious to come home and their greatest desire is to be reabsorbed into the regular life of their own country."

Mr. Gregory said President Wilson's popularity abroad had not waned and that the President's present stay in France has been that of a worker, without the acclaim attending his first visit.

Others on board were: Major C. Gillette, a surgeon of No. 111 East 64th Street; Lieut. Henry E. Wood, an engineer of No. 320 West 84th Street and Major Frederick Pope, a chemist, of Scarsdale, N. Y.

The transport Walter A. Luckenbach arrived from St. Nazaire in the afternoon with 2,492 men, most of them comprising base hospital units, mortar batteries and the 321st Field Signal Battalion. The transport Silver Shell, from La Pallice, also arrived with 24 casualties.

Among those on the Luckenbach was Lieut. William J. Farrell of No. 759 East 163d Street, the Bronx. He returned in command of the 2d Trench Mortar Battery.

Twenty-two American soldiers who were coming here on the transport West Grove were transferred to the transport Oskawa, according to word received by the army authorities in Hoboken yesterday. The West Grove, which sailed from La Pallice, became disabled and the Oskawa towed her into Fayal, Azores, taking the men off there and proceeding here with them.



## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

**MANCHURIA**—From Brest, April 13, with 4,769 army personnel, including 137th Infantry, complete, 98 officers and 3,205 enlisted men; 49th Base Hospital, 6 officers and 163 enlisted men; United States Army Ambulance Service Sections Nos. 520, 521, 530, 569, 570, 599, 600, 602 and 604, 8 officers and 358 enlisted men; 98th Aero Squadron, 2 officers and 136 enlisted men; Casual Companies Nos. 783, scattered; 784, New York, 1 officer and 14 enlisted men; 1,242, Illinois; 3,416th Special Casual Company, discharges; 7th Casual Nurse Detachment; Brest Convalescent Detachments Nos. 179 to 183 inclusive, 579 enlisted men, all sick or wounded; 8 casual officers. Reported by wireless would dock at Pier 1, Hoboken, at 2 P. M. to-day.

**MOBILE**—From Brest, April 13, with 2,973 army personnel, including 130th Field Artillery Field and Staff, Headquarters and Supply Companies, ordnance and medical detachments, Batteries A to F inclusive, 60 officers and 1,610 enlisted men; United States Army Ambulance Sections Nos. 504, 510, 512, 525, 552, 553, 625, 626, 632, 633, 634, 636, 638 and 646, 12 officers and 358 enlisted men; 76th Base Hospital, 7 officers and 170 enlisted men; 703d and 704th Motor Transport Company detachments, 7 officers and 116 enlisted men; 1st Convalescent Camp; 1,247th Casual Company, South Carolina; 350th, 388th, 397th and 398th Bakery Companies; Casual Nurse Detachments Nos. 1 to 6 inclusive, 8, 9 and 10, 9 officers and 304 nurses; Base Hospital No. 21 detachment, 1 officer and 55 nurses; 50th Base Hospital detachment, 1 officer and 43 nurses; 76th Base Hospital detachment, 1 officer and 30 nurses; 15 casual officers and 25 casual nurses. Also naval personnel of 4 officers and 21 enlisted men, and 3 soldiers' wives. Reported by wireless would arrive at Ambrose Light Vessel at 3 P. M. to-day; dock at Pier 1, Hoboken, about 5 P. M.

**SANTA TERESA**—From Bordeaux, April 11, with 1,829 men, including 11th Engineers Field and Staff, Companies B and C, 7 officers and 265 enlisted men; Bordeaux Convalescent Detachments Nos. 199, 212, 215, 220, 221, 224, 244, 248, 253, 255, 256, 257, 258, 259 and 260, 50 officers and 1,370 enlisted men, all sick or wounded; 508th Casual Company; Special Casual Companies Nos. 77, furlough; 78, marines; 506 and 511, discharges; 11 casual officers. Reported by wireless would arrive at Ambrose Light Vessel at 6 A. M. to-day; dock at Pier 2, Hoboken, about 12:45 P. M.

**DUCA DEGLI ABRUZZI**—From Marseilles, April 8, with 1,175 army personnel, including United States Army Ambulance Service Sections Nos. 526, 527, 529, 532, 545, 555, 557, 559, 562, 565, 566, 573, 579, 587 and 596, and Provisional Sections A, B and C, 15 officers and 648 enlisted men; quartermaster detachment, 1 officer and 64 enlisted men; headquarters detachment, 16 officers and 98 enlisted men; hospital detachment, 19 officers and 44 enlisted men; motor repair shop detachment, 1 officer and 142 enlisted men; Casual Companies Nos. 2,418, Massachusetts; 2,419, Illinois, and 2,426, California. Also naval personnel of 3 officers and 3 enlisted men. Reported by wireless would arrive at Quarantine at 8 A. M. to-day; dock at Pier 36, North River, about 9:30 A. M.

**WEST GALETA**—From Brest, April 9, with 27 men of Casual Company No. 628, Illinois.

**OSKAWA**—From Nantes, April 4, with 32 men, including 2 officers and 8 enlisted men of Ordnance Convoy, and 22 men, including 1 officer and 19 enlisted men of 67th Casual Company, New York, taken from disabled transport West Grove at Azores. Reported by wireless would arrive this afternoon.

DUE TO-MORROW.

**AQUITANIA**—From Brest, April 18, with 305th Infantry, complete, and 306th and 306th Machine Gun Battalions of 77th Division; 64th Evacuation Ambulance Company; 90 casual officers. (Detailed cable report of units on board not yet received).

**SANTA CLARA**—From Bordeaux, April 13, with 1,829 men, including 15th Engineers, complete, 34 officers and 1,372 enlisted men; 14th Machine Gun Battalion Detachment, 1 officer and 39 enlisted men; 145th Machine Gun Battalion Detachment, 5 officers and 374 enlisted men.

**PRINZ FRIEDRICH WILHELM**—From Brest, April 16, with 1,660 army personnel, including 165th Infantry 3d Battalion Headquarters, medical detachment; Companies G, H, I, K, L and M, 48 officers and 987 enlisted men; 331st Infantry Band, 1 officer and 36 enlisted men; Casual Companies Nos. 2,910 and 3,401, West Virginia; 2,912, Alabama; 2,981, Pennsylvania; 2,983, Ohio; 2,984, Colorado; 2,985, Kansas; 2,986, North Dakota; 2,987, Tennessee; 2,995, Oklahoma; 3,421, Missouri; 790, scattered; 336th and 337th Butchery Companies; 312th Clothing Unit; 11th Casual Nurse Detachment, 61 nurses; 12th Base Hospital, 1 officer and 68 nurses; 71st Base Hospital, 36 nurses; 116 casual officers and 13 casual nurses. Also 30 soldiers' wives, 4 children and 1 maid.

**SURINAME**—From St. Nazaire, April 10, with 47 men, consisting of 361st Infantry Detachment, 13 officers and 34 casual officers.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

**MOBILE**—From Brest, April 13, with 2,973 army personnel, including 130th Field Artillery Field and Staff, Headquarters and Supply Companies, ordnance and medical detachments, Batteries A to F inclusive, 60 officers and 1,610 enlisted men; United States Army Ambulance Sections Nos. 504, 510, 512, 525, 552, 553, 625, 626, 632, 633, 634, 636, 638 and 646, 12 officers and 358 enlisted men; 76th Base Hospital, 7 officers and 170 enlisted men; 703d and 704th Motor Transport Company detachments, 7 officers and 116 enlisted men; 1st Convalescent Camp; 1,247th Casual Company, South Carolina; 350th, 388th, 397th and 398th Bakery Companies; Casual Nurse Detachments Nos. 1 to 6 inclusive, 8, 9 and 10, 9 officers and 304 nurses; Base Hospital No. 21 detachment, 1 officer and 55 nurses; 50th Base Hospital detachment, 1 officer and 43 nurses; 76th Base Hospital detachment, 1 officer and 30 nurses; 15 casual officers and 25 casual nurses. Also personnel of 4 officers and 21 enlisted men, and 3 soldiers' wives. Reported by wireless would arrive at Ambrose Light Vessel at 3 P. M. to-day; dock at Pier 1, Hoboken, about 5 P. M.

**PANAMAN**—From Brest, April 13, with 2,095 men, including 16th Engineers Headquarters and Medical Detachment, Companies A, B, C, D, E, F and G, 16 officers and 465 enlisted men; 108th Company Transportation Corps, 3 officers and 166 enlisted men; Special Casual Company No. 76, discharges.

**DUCA DEGLI ABRUZZI**—From Marseilles, April 8, with 1,175 army personnel, including United States Army Ambulance Service Sections Nos. 526, 527, 529, 532, 545, 555, 557, 559, 562, 565, 566, 573, 579, 587 and 596, and Provisional Sections A, B and C, 15 officers and 648 enlisted men; quartermaster detachment, 1 officer and 64 enlisted men; headquarters detachment, 16 officers and 98 enlisted men; hospital detachment, 19 officers and 44 enlisted men; motor repair shop detachment, 1 officer and 142 enlisted men; Casual Companies Nos. 2,418, Massachusetts; 2,419, Illinois, and 2,426, California. Also naval personnel of 3 officers and 3 enlisted men.

DUE TO-MORROW.

**MANCHURIA**—From Brest, April 13, with 4,769 army personnel, including 137th Infantry, complete, 98 officers and 3,205 enlisted men; 49th Base Hospital, 6 officers and 163 enlisted men; United States Army Ambulance Service Sections Nos. 520, 521, 530, 569, 570, 599, 600, 602 and 604, 8 officers and 358 enlisted men; 98th Aero Squadron, 2 officers and 136 enlisted men; Casual Companies Nos. 783, scattered; 784, New York, 1 officer and 14 enlisted men; 1,242, Illinois; 3,416th Special Casual Company, discharges; 7th Casual Nurse Detachment; Brest Convalescent Detachments Nos. 179 to 183 inclusive, 579 enlisted men, all sick or wounded; 8 casual officers.

**WEST GALETA**—From Brest, April 9, with 27 men of Casual Company No. 628, Illinois.

**OSKAWA**—From Nantes, April 4, with 32 men, including 2 officers and 8 enlisted men of Ordnance Convoy, and 22 men, including 1 officer and 19 enlisted men of 67th Casual Company, New York, taken from disabled transport West Grove at Azores. Reported by wireless would arrive to-morrow afternoon.

DUE THURSDAY.

**AQUITANIA**—From Brest, April 18, with 305th Infantry, complete, and 306th and 306th Machine Gun Battalions of 77th Division; 64th Evacuation Ambulance Company; 90 casual officers. (Detailed cable report of units on board not yet received).

**SANTA TERESA**—From Bordeaux, April 11, with 1,829 men, including 11th Engineers Field and Staff, Companies B and C, 7 officers and 265 enlisted men; Bordeaux Convalescent Detachments Nos. 199, 212, 215, 220, 221, 224, 244, 248, 253, 255, 256, 257, 258, 259 and 260, 50 officers and 1,370 enlisted men, all sick or wounded; 508th Casual Company; Special Casual Companies Nos. 77, furlough; 78, marines; 506 and 511, discharges; 11 casual officers. Reported by wireless would arrive at Ambrose Light Vessel at 5:30 A. M. Thursday; dock at Pier 1, Hoboken.

**SANTA CLARA**—From Bordeaux, April 13, with 1,829 men, including 15th Engineers, complete, 34 officers and 1,372 enlisted men; 14th Machine Gun Battalion Detachment, 1 officer and 39 enlisted men; 145th Machine Gun Battalion Detachment, 5 officers and 374 enlisted men.

**PRINZ FRIEDRICH WILHELM**—From Brest, April 16, with 1,660 army personnel, including 165th Infantry 3d Battalion Headquarters, medical detachment; Companies G, H, I, K, L and M, 48 officers and 987 enlisted men; 331st Infantry Band, 1 officer and 36 enlisted men; Casual Companies Nos. 2,910 and 3,401, West Virginia; 2,912, Alabama; 2,981, Pennsylvania; 2,983, Ohio; 2,984, Colorado; 2,985, Kansas; 2,986, North Dakota; 2,987, Tennessee; 2,995, Oklahoma; 3,421, Missouri; 790, scattered; 336th and 337th Butchery Companies; 312th Clothing Unit; 11th Casual Nurse Detachment, 61 nurses; 12th Base Hospital, 1 officer and 68 nurses; 71st Base Hospital, 36 nurses; 116 casual officers and 13 casual nurses. Also 30 soldiers' wives, 4 children and 1 maid.

**SURINAME**—From St. Nazaire, April 10, with 47 men, consisting of 361st Infantry Detachment, 13 officers and 34 casual officers.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

**AGAMEMNON**—From Brest, April 21, with 5,814 army personnel, including 304th Field Artillery, complete, 48 officers and 1,492 enlisted men; 305th Field Artillery, complete, 45 officers and 1,545 enlisted men; 306th Field Artillery, complete, 45 officers and 1,678 enlisted men; 152d Field Artillery Brigade Headquarters, 14 officers; Brest Convalescent Detachments Nos. 207 to 211 inclusive, 643 enlisted men, all sick or wounded; 116 casual officers, 99 nurses. Also 24 British and 10 French officers. Reported by wireless would dock at Pier 1, Hoboken, at 10:15 A. M. to-day.

**KROONLAND**—From St. Nazaire, with 3,733 army personnel, including 109th Machine Gun Battalion Headquarters, Medical Detachment, Companies A to D inclusive, 15 officers and 702 enlisted men; 23th Division Headquarters Detachment, 100 officers and 10 enlisted men; 111th Infantry Field and Staff, Headquarters 1st and 32d Battalions, Medical Detachment, Machine Gun Company, Companies F, G, H, I, K, L and M, 63 officers and 1,888 enlisted men; 133th Infantry Machine Gun Company, 11 officers and 283 enlisted men; 28th Military Police Company, 3 officers and 186 enlisted men; 13th Casual Nurse Detachment; 658th and 659th Casual Companies; St. Nazaire Convalescent Detachments Nos. 172, 173 and 174, 22 officers, 467 enlisted men and 7 nurses, all sick or wounded. Reported by wireless would dock at Pier 2, Hoboken, at 10:30 A. M. to-day.

**REGINA D'ITALIA**—From Marseilles, April 14, with 1,819 men, including 114th Field Signal Battalion Headquarters, Supply and Medical Detachments, Companies A, B and C, 9 officers and 444 enlisted men; Casual Companies 2,423, New York, 2 officers and 61 enlisted men; 2,428, New York, 1 officer and 23 enlisted men; 2,464, New York, 1 officer and 29 enlisted men; 2,424, 2,466 and 2,466, Pennsylvania; 2,427, Iowa; 2,438, Oklahoma; 2,439, Arkansas; 2,440, New Hampshire; 2,441, Indiana; 2,445, Alabama; 2,446, Georgia; 2,447, Tennessee; 2,448, Wyoming; 2,449, South Dakota; 2,452, Colorado; 2,453 and 2,454, Illinois; 2,454 and 2,454, Massachusetts; 2,445, Michigan; 2,485, Ohio; 2,429, 2,469, 2,458, 2,460 and 2,461, colored, scattered; 2,430 and 2,457, Regular Army; 2,451, marines; 9 casual officers. Dock at Pier 95, North River.

**ATENAS**—From St. Nazaire, April 12, with 103 men, including 316th Field Hospital detachment, 11 officers; 113th Company Transportation Corps detachment, 1 officer; 4th Trench Mortar Battery detachment, 2 officers; 646th Aero Squadron detachment, 1 officer; 2d Trench Mortar Battery detachment, 11 officers; 91st Division detachment, 35 officers; 316th Ammunition Train Detachment, 10 officers; 42d Base Hospital detachment, 2 officers; 316th Supply Train detachment, 7 officers; 376th Aero Squadron detachment, 1 officer; 117th Trench Mortar Battery detachment, 1 officer; 308th Trench Mortar Battery detachment, 2 officers; 347th Machine Gun Battalion detachment, 11 officers; 6 casual officers. Reported by wireless would arrive at Ambrose Light Vessel at 4 A. M. to-day; dock at Pier 8, Hoboken, about 8:30 A. M.

**WEST ALEK**—From La Pallice, April 6, with 31 men, including 74th Casual Company, New York, 1 officer and 25 enlisted men.

DUE TO-MORROW.

**LOUISVILLE**—From Brest, April 21, with 2,338 army personnel, including 307th Infantry, 2d Battalion Headquarters, Medical Detachment, Companies F, G and H, 16 officers and 765 enlisted men; 302d Field Signal Battalion, complete, 12 officers and 449 enlisted men; 302d Mobile Ordnance Repair Shop; 302d Mobile Veterinary Section; 307th Sales Commissary Unit; 77th Division Headquarters Detachment, 3 officers and 92 enlisted men; 162d Infantry, 2d Battalion (less Company H), 14 officers and 647 enlisted men; 823d, 826th and 1,028th Casual Companies; 19th Liverpool Convalescent Detachment, 4 officers, 20 enlisted men and 3 nurses, all sick or wounded; 21 general prisoners, also 64 soldiers' wives and 9 children; 10 sailors' wives and 3 children; naval personnel of 53 enlisted men.

**ALFONSO XIII**—From Bordeaux, April 23, with 1,240 men, including 82d Division Headquarters Detachment and Headquarters Troops; 307th Mobile Veterinary Section Detachment; 307th Train Headquarters Quartermaster Detachment; 335th Battalion Tank Corps, complete, 12 officers and 127 enlisted men; 336th Battalion Tank Corps, complete, 15 officers and 128 enlisted men; 379th, 380th and 381st Training and Replacement Companies, Tank Corps; 33d Evacuation Hospital; 2d Cement Mill Company, 3 officers and 116 enlisted men; 6th Cement Mill Company, 2 officers and 62 enlisted men; 14th Ordnance Casual Company; "A" Casual Company Tank Corps; 528th Casual Company; 90 casual officers.

**LIBERTY**—From Bordeaux, April 16, with 43 men, including 519th Casual Company, Virginia; 3 casual officers.



# LEVIATHAN SAVED, WITH 14,000, FROM MINE BY TEN YARDS

Swerve Ordered by Navigator  
Cunningham Avoids Menace  
in Path After Warning by  
Wireless Off Grand Banks.

COLLISION WITH WARSHIP  
AVERTED AT BREST.

Transport, With Baker and Son  
of Pershing Aboard, Missed  
Missouri by Few Feet—  
Brings 69th's Buddies.

That the transport Leviathan, big-  
gest ship afloat, carrying 14,000 per-  
sons, including troops, crew and civ-  
ilians, came within ten yards of  
striking a mine on her way from  
Brest became known last evening  
when the ship docked at Hoboken.

A wireless from the transport  
Mount Vernon Monday reported a  
floating mine 400 miles southeast of  
the Grand Banks. The Leviathan  
swerved southward, but at 10.30  
o'clock Tuesday morning her lookout  
reported a mine so close that when  
Lieut. Commander Harold Cunning-  
ham, the navigator, put the ship  
hard to port she missed the mine by  
only thirty feet.

The next day an iceberg was  
sighted, but the Leviathan was far  
enough away to escape that danger.  
It is believed the mine sighted by the  
Leviathan was not that reported by  
the Mount Vernon, as it lay 100 miles  
south of the spot where the Mount  
Vernon saw it.

## Narrowly Averted Collision.

Entering Brest on her east-bound  
trip with Secretary Baker, several  
Congressmen and Warren Pershing,  
nine-year-old son of the General,  
aboard, the Leviathan missed by only  
a few feet running down the battle-  
ship Missouri. Officers of the Levi-  
athan were high in praise last evening  
of the seamanship displayed in these  
emergencies by Capt. Edward H.  
Durrel and Navigation Cunningham.  
Though news of the proximity of a  
mine spread quickly, the troops re-  
mained calm.

The Leviathan was scheduled to  
sail from Brest Good Friday but lack  
of coalers caused an announced post-  
ponement of twenty-four hours.  
Learning this, the soldiers aboard  
volunteered to coal the vessel. All  
Thursday night 1,000 soldiers, work-  
ing in relays and stripped to the  
waist, coaled the ship while four  
brass bands encouraged their efforts.  
The ship sailed Good Friday as origi-  
nally planned.

Most of the troops on the Leviathan  
(who were held aboard all night be-  
cause of the late docking) comprised  
units of the Rainbow Division, includ-  
ing the 166th Infantry of Ohio, 168th  
Infantry of Iowa, the 149th and 150th  
Field Artillery Regiments, 42d Divi-  
sion Military Police Company, and  
42d Division Headquarters Troop.

In command was Major Gen. George  
W. Read, head of the 42d Division,  
who was until several weeks ago in  
command of the 2d Army Corps,  
which included the 27th and 30th  
Divisions.

Brig. Gen. Douglas MacArthur  
came back in command of the 84th  
Field Artillery Brigade of the Rain-  
bows. Another who returned was  
Major Gen. Samuel D. Sturgis, who  
took the 87th Division of the West to  
France last August. This division  
did not get into action.

## Cruisers Bring Regiments.

The North Carolina and Montana,  
cruisers, brought regiments of the  
167th Infantry, old 4th Alabama,  
which trained at Camp Mills with  
the old 69th and fought alongside the  
New Yorkers in France. Col. William  
P. Screws, who was in command,  
said the regiment suffered losses of  
105 killed, 2,000 wounded and total

## TROOPS BOUND FOR NEW YORK

### DUE TO-DAY.

SANTA CLARA—From Bordeaux, April 13, with 1,525 men, including 15th  
Engineers, complete, 34 officers and 1,372 enlisted men; 14th Machine Gun  
Battalion Detachment, 1 officer and 33 enlisted men; 145th Machine Gun Bat-  
talion Detachment, 5 officers and 374 enlisted men.

ATENAS—From St. Nazaire, April 12, with 103 men, including 316th Field  
Hospital detachment, 11 officers; 113th Company Transportation Corps detach-  
ment, 1 officer; 4th Trench Mortar Battery detachment, 2 officers; 646th Aero  
Squadron detachment, 1 officer; 2d Trench Mortar Battery detachment, 11  
officers; 91st Division detachment, 35 officers; 316th Ammunition Train Detach-  
ment, 10 officers; 42d Base Hospital detachment, 2 officers; 316th Supply Train  
detachment, 7 officers; 376th Aero Squadron detachment, 1 officer; 117th Trench  
Mortar Battery detachment, 1 officer; 308th Trench Mortar Battery detach-  
ment, 2 officers; 347th Machine Gun Battalion detachment, 11 officers; 6 casual  
officers.

WEST ALSEK—From La Pallice, April 6, with 31 men, including 74th  
Casual Company, New York, 1 officer and 25 enlisted men.

WEST GALETA—From Brest, April 9, with 27 men of Casual Company  
No. 628, Illinois.

### DUE TO-MORROW.

FREEDOM—From St. Nazaire, 1,712 officers and men, including 1st  
Trench Mortar Battery, 5 officers, 176 men; 19th, 20th, 25th, 30th, 32d, 35th,  
48th and 70th Base Hospitals.

CAPE MAY—From Bordeaux, April 14, with 1,365 officers and men, in-  
cluding 12th Engineers, 43 officers, 1,257 men; 39th and 84th Companies of  
Transportation Corps; 169th Transportation Casual Company.

REGINA D'ITALIA—From Marseilles, April 27, with 1,819 officers and  
men, including 114th Field Signal Battalion, 9 officers and 444 men; the rest,  
casual companies.

MINNESOTA—From Brest, April 15, with 1,240 officers and men, includ-  
ing 151st Machine Gun Battalion, complete, 22 officers, 646 men; 167th In-  
fantry, Companies L and M, 11 officers, 421 men; 31st Ordnance Casual Com-  
pany of New York, 3 officers, 110 men.

CHICAGO—From Bordeaux, April 16, with 1,061 officers and men, includ-  
ing 11th Engineers, Field and Staff, Headquarters Detachment, Medical De-  
tachment, Company A, Detachment Company B, Companies D, E and F, 49  
officers, 966 men.

PUEBLO—From Brest, April 17, with 1,739 officers and men, including  
117th Engineers, complete, 43 officers, 1,390 men; 4th Air Service Casual Com-  
pany, 4 officers, 247 men.

ORIZABA—From Bordeaux, April 13, with 3,793 officers and men, includ-  
ing 308th Ammunition Train, 30 officers, 1,226 men; 20th, 92d, 93d, 94th, 98th,  
102d and 129th Companies of Transportation Corps; 104th Aero Squadron, 10  
officers, 146 men; 248th Aero Squadron, 3 officers, 207 men; Bordeaux Conval-  
escent Detachments Nos. 268, 272, 276, 277, 280, 290, 291, 292, 293, 9 officers, 521  
men.

SIBONEY—From Bordeaux, April 18, with 3,172 officers and men, includ-  
ing 106th Field Signal Battalion, 12 officers, 307 men; 109th Field Signal Bat-  
talion, 10 officers, 435 men; 46th Engineer Pontoon Train, 3 officers, 143 men;  
Bordeaux Convalescent Detachments Nos. 233, 243, 254, 262, 263, 264, 265, 267,  
269, 270, 271, 273, 274, 275, 278, 279, 281 to 289 inclusive, 301, 302, 303, 71 officers,  
2,003 men.

casualties of 110 per cent., necessitat-  
ing so many replacements that it has  
practically lost its old identity.

"Our Fighting Alabamas have a  
keen affection for your old 69th,"  
said Chaplain E. P. Smith. "We went  
over the top together in every en-  
gagement. Every time in the Civil  
War that the old 4th of Alabama  
went into action it was opposed by  
the old 69th of New York. Every  
time in the European war that the  
old 4th went into action it was sup-  
ported by the old 69th. Now, the  
Alabama boys, in tribute to the New  
York lads, want very much to parade  
with them on Fifth Avenue next  
Monday. We are going to try to ar-  
range it."

In the 167th are the only two men  
of the Rainbow Division to whom was  
awarded the Congressional Medal of  
Honor. They are Pvt. Thomas C.  
Neighbors of Sugar Falls, Idaho and  
Corpl. Sidney Manning of Alabama  
City.

The most "shot up" man of the  
167th is Corpl. Manning, Company G.  
In an hour of fighting at Chateau-  
Thierry, July 28, he received four  
bullets in the left leg, three in the  
right leg and one in the right  
shoulder. For continuing to fight  
until a bullet pierced his left  
shoulder he received the war award.

Corul. Charles Mass of Selma, Ala.,  
has the D. S. C. He carried a ma-  
chine gun to the front line at  
Chateau-Thierry. A shell killed the  
others of his group. None of the in-  
fantrymen nearby knew how to op-  
erate a machine gun. Mass ex-  
claimed: "All right, we'll go for them  
with rifles." He led a detachment  
of the infantrymen in a charge on  
the Germans with bayonets.

Corpl. A. G. Howie of Mobile, Ala.,  
won the D. S. C. as a runner in the  
Argonne. He not only delivered his  
message under dangerous conditions,  
but killed one German who was in  
his way and captured another.

Lieut. Edward When of Talladega,  
Ala., won the Distinguished Service  
Cross, Croix de Guerre and Order of  
Leopold. He got the D. S. C. for ex-  
traordinary bravery in the rescue of  
a comrade who had been wounded.  
When he reached his friend, under  
heavy fire, the man was dead. He  
brought the body back.

Lieut. Robert E. Eppy, Company F,  
167th, received the Distinguished Ser-  
vice Cross, the French Croix de  
Guerre and the Belgian Order of the  
Crown.

Private Bourke Hill, same com-  
pany, has the distinction of having  
shot down a German aviator with his  
rifle.

Altogether the men of the Alabama  
regiment won twenty-five Distin-

## 23,089 TROOPS YESTERDAY RECORD FOR RETURN HERE

A record for the number of  
troops brought to an American  
port in one day was achieved yester-  
day, when six vessels brought  
to Manhattan and Hoboken 23,089  
officers, men and nurses. The best  
previous day's record was 19,471,  
April 2.

The ships and the number of  
officers, men and nurses they  
brought yesterday were:

Leviathan .....	12,158
Mount Vernon .....	5,777
Prinz Friedrich Wilhelm ..	1,659
North Carolina (cruiser)...	1,593
Montana (cruiser) .....	1,508
Touraine .....	394
Total .....	23,089

guished Service Crosses, twenty-five  
Croix de Guerres, two Congressional  
Medals and seventeen Belgian decora-  
tions of various kinds.

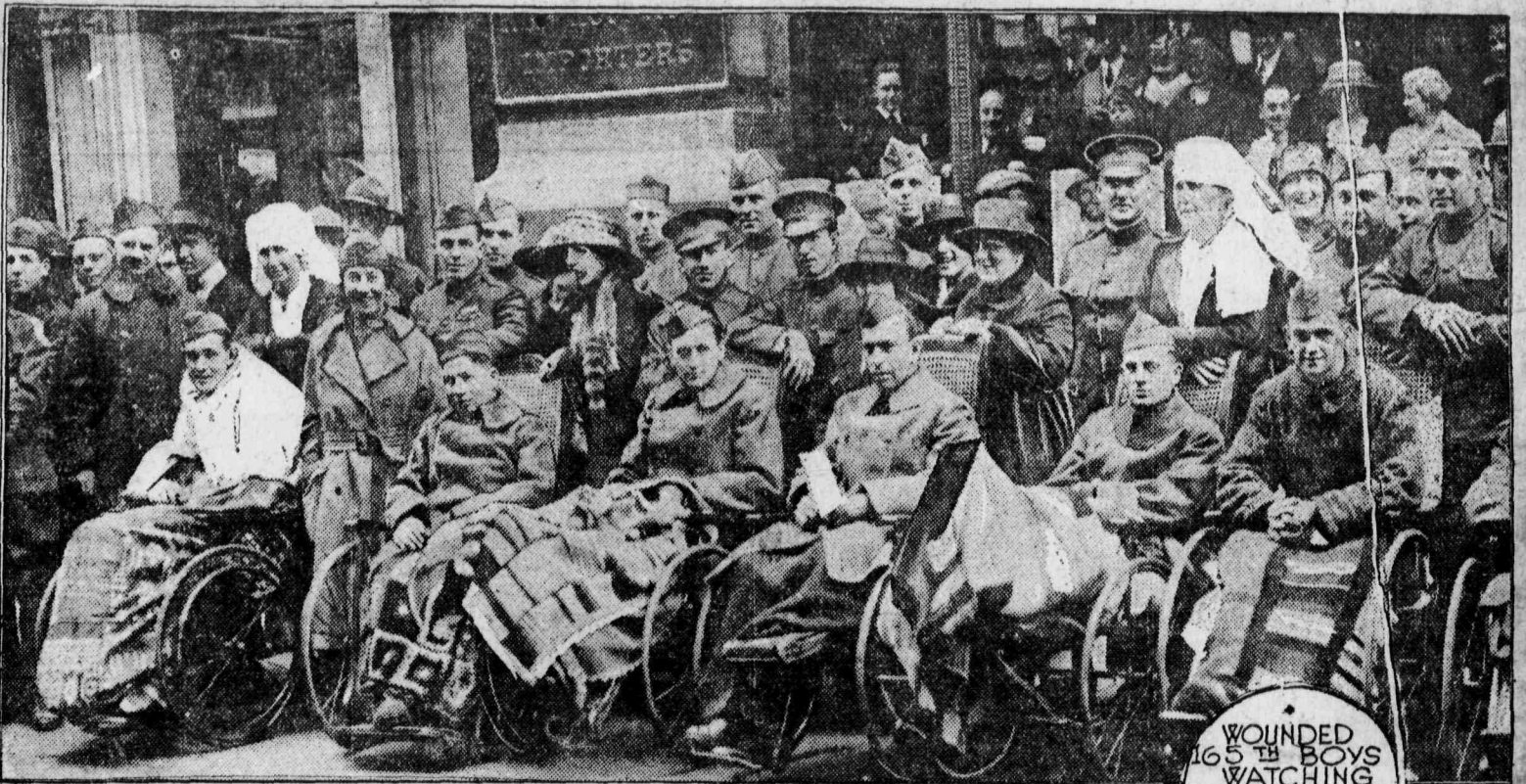
Brig. Gen. Frank Caldwell of  
Washington, D. C., came on the Mon-  
tana. He commands the 83d Infantry  
Brigade.

On the Touraine was Capt. J. H.  
Arthur Day of Washington, D. C.,  
who served with the Belgian army  
throughout the war, in the 7th Field  
Artillery. He has been wounded and  
gassed and has been made a Cheva-  
lier of the Order of the Belgian  
Crown. He has the Belgian Croix de  
Guerre, the African Medal (Belgian)  
for service in East Africa in 1918, and  
the British Military Cross.



World Apr 29/19

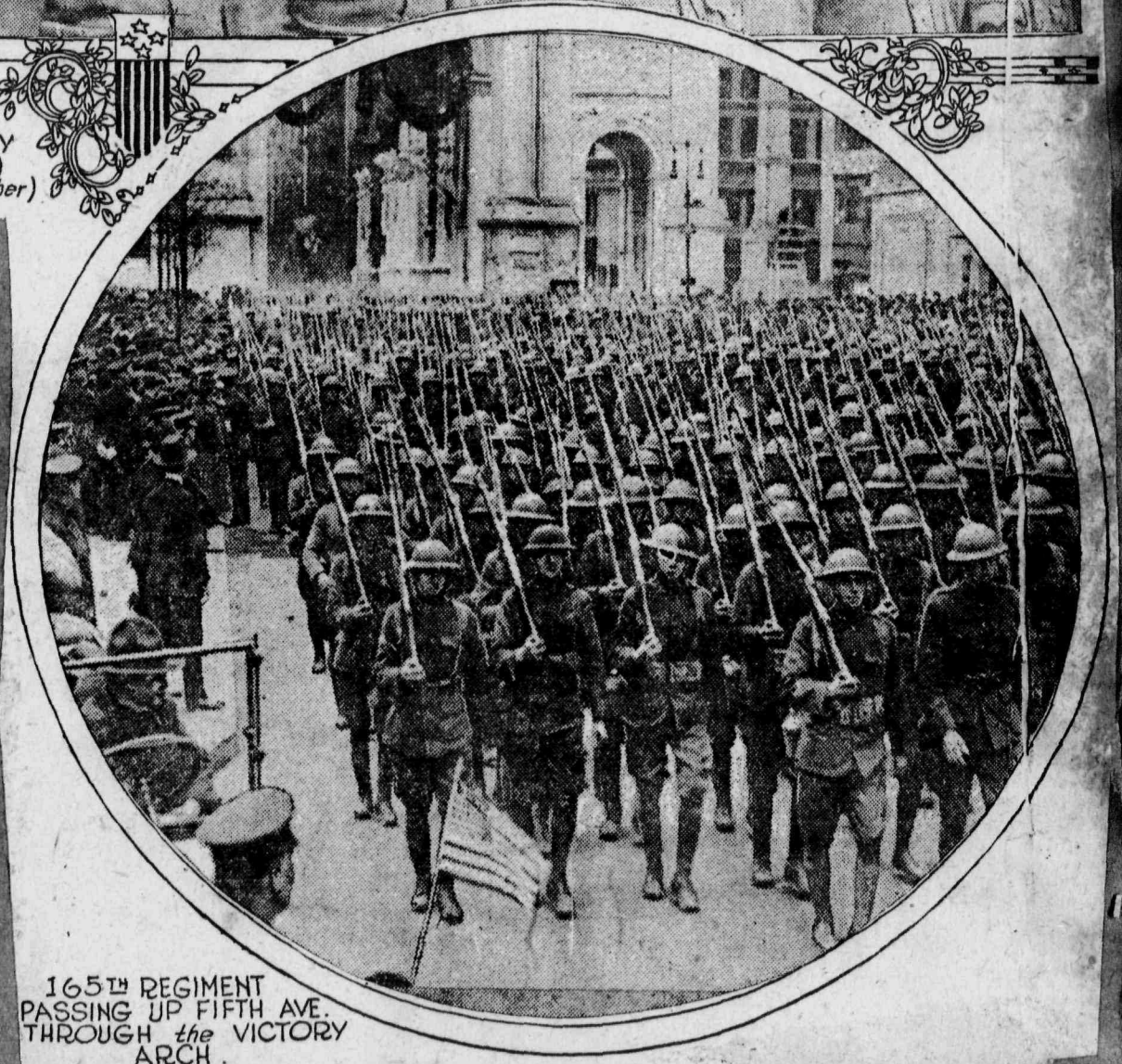
# SCENES THAT MARKED THE GREAT CITY'S GREETING TO THE RETURNED FIGHTERS OF THE 165TH REGIMENT



WOUNDED  
165TH BOYS  
WATCHING  
THE PARADE



COL. WILLIAM J. DONOVAN  
(4TH from left) and HIS STAFF  
FATHER FRANCIS P. DUFFY  
IS Second from the left)  
(Photos by World Staff Photographer)



165TH REGIMENT  
PASSING UP FIFTH AVE.  
THROUGH THE VICTORY  
ARCH.



World apr 29/19

# ON ITS LAST HIKE 165TH RECONQUERS ITS OWN BIG CITY

With Shell-Swept Roads Giving  
Place to Fifth Avenue, the Old  
69th Men and Comrades Pass  
Amid Old Glory and Green.

NO STOPPING TO PICK UP  
FLOWERS WOMEN THROW.

"Garryowen" and Other Irish  
Airs Set Marchers' Feet Mov-  
ing So Swiftly the Regiment  
Goes By in Eleven Minutes.

Their last five miles—and their hap-  
piest five miles—were covered yester-  
day by the men of the 165th Infantry,  
U. S. A.

Many have been the marches of  
the fighting lads who include the  
Old 69th of New York since they left  
their native shores in the darkness  
of October midnights back in 1917;  
but never was there a march like  
this.

They went through long, grilling  
training hikes in their first days in  
France, watched only by wearied  
peasants and war fatigued civilians, who  
wondered if these new comrades  
could fight. They came to know bit-  
ter, heavily-burdened struggles along  
shell-swept roads, up toward a front  
where there was an enemy who found  
out promptly enough that they could  
fight. They underwent marches  
through reconquered villages, where  
lazed peasants watched them wide-  
eyed and silently, almost unbelieving  
in the presence of these rescuers.  
They trod with the tramp of victors  
into Germany, observed by a stolid,  
voiceless population that hid its  
hatred beneath an affectation of hu-  
mility.

**Their Last Hike Together.**

But all these marches were forgot-  
ten yesterday when the 165th pro-  
ceeded with light hearts and light  
steps up the main avenue of the  
home town on the last hike: they  
would ever know together—with the  
shouts of perhaps a million admirers  
in their ears, with flowers strewn in  
their pathway, with their bands  
blaring out fine old Irish music, and  
with emblems of green—the color  
always associated with the Old 69th  
—everywhere meeting their eyes.

It did not take long for the heroes of  
the 165th to pass. Generally it was  
only eleven minutes between the time  
Col. Donovan, at the head of the line,  
strode along, and the time the last of  
a squadron of motor cars swept by,  
carrying the cripples. But no matter  
at what point one looked at the pass-  
ing of the regiment, those eleven min-  
utes were full of racket and color and  
thrills, for New York really let itself  
loose in honor of the organization.

From Washington Square to 110th  
Street, every block saw flags by the  
thousands leaping into action in bil-  
lows of red, white and blue—and  
green. Every block heard voices by  
the thousands raised in shrill acclaim.  
There was an unceasing riot of wel-  
come.

**Colonel and Chaplain Sad.**

"Wonderful!" said Col. Donovan as  
he stood in the plaza at the end of  
the route and watched his troops  
sweep by. "A wonderful reception—  
and wonderful boys!" There was  
rather a tinge of sadness in his voice  
as, when the end of the line passed,  
he dropped his right hand from his  
steel helmet after answering the last  
salute, and said: "Well, that's our  
last review."

"God bless them all!" said Father  
Duffy, as he responded to the final  
salutation offered to him, and turned  
with the Colonel to depart. "There's  
nothing too good on earth for them—  
or in Heaven for those we left behind  
us."

The padre too looked a trifle sad as  
he thought of the break-up soon to  
come of the command which he loved  
as much as it loved him.

But there was no visible serious-  
ness to the soldier lads as they came  
to a halt in the blocks above 110th  
Street and flung their helmets, with  
a tremendous clatter, to the asphalt.  
"It was fine!" they said. "But how  
about the cats?"

"Great stuff!" But first that old  
chow, and then back in civvy  
clothes!"

"Say, the town sure handed it to  
us! But tell New York not to go  
Prohibition before we get mustered  
out by the end of the week!"

**Most Impressive March.**

They were a proud, happy lot—and  
they had a right to be. They had car-  
ried off their victory march in splen-  
did fashion; indeed, it was the most  
impressive, from a military viewpoint,  
that the town has yet seen, and that  
is not a disparagement of the units  
that previously have passed in review  
before Fifth Avenue's cheering  
crowds.

On the stroke of 2 o'clock the regi-  
ment started away from Washington  
Square. It swept along without a  
halt—without even an interval of  
marking time—and covered the five  
miles in exactly two hours. Not a  
man, not even a wounded man,  
dropped out. Not one broke the  
straightness of the platoon lines by  
stooping to pick up a flower, great  
though the temptation must have  
been, for the flowers were tossed by  
colleens whose like even France does  
not know. It was strictly a military  
march, just as Col. Donovan wanted  
it to be, and it won the applause of  
the highest military officers who  
watched it.

Down by Washington Square, when  
the regiment was forming, admirers  
by the hundreds broke into the halted  
ranks and showered the lads with  
blossoms. So there was scarcely a  
man who did not have a rose or a  
carnation or a jonquil stuck in the  
opening of his pack, or perhaps in  
the side of his gas mask, but the  
wearing of these was the only de-  
parture from the strictest of army  
ethics.

**Women's Bouquets Refused.**

From place to place along the line  
women rushed out and tried to hand  
immense bouquets to Col. Donovan,  
to Father Duffy, to the Majors of  
the battalions and to individual  
heroes, but all were refused smiling-  
ly but firmly. Therefore the bouquets  
were torn apart and thrown beneath  
the marchers' boots.

It was to the good old tune of  
"Garryowen" that the regiment's  
band led the procession northward  
from Washington Square. But it  
was "Garryowen" with such a flour-  
ish as no band had ever given it be-  
fore. Following the French fashion,  
there were twenty trumpeters, with  
"clairons," at the head of the line.  
They swung these horns about (each  
was draped with a green flag bear-  
ing a gold harp), then cut loose with  
a preliminary blast that could be  
heard for blocks.

It was a proud day for the band,  
for its drum major was Johnnie Mul-  
lins jr., the son of old Johnnie Mul-  
lins, who for years was drum major  
of the old 69th and who, by the same  
token is still drum major of the  
present 69th Guard Regiment's band.  
Old Johnnie was proudly in line  
ahead of the last battalion, swinging  
his baton with the same tricks he  
had taught his son.

**New 69th Had Its Share.**

At the same moment that Col.  
Donovan's men swung up the street,  
from the Square, the new 69th, the  
Guard regiment, took its place on  
the east side of Fifth Avenue, north  
and south of the reviewing stand,  
which was at 82d Street. Commanded  
by Col. John J. Phelan, these boys  
came smartly to attention in salute  
to the dignitaries, then distributed  
themselves in a long line that ex-  
tended for blocks.

In the reviewing stand were Gov.  
Smith, Mayor Hylan, Major Gen.  
Alexander of the 77th Division, Major  
Gen. O'Ryan of the State Guard,  
Major Gen. Barry, commanding the  
Eastern Department; Rear Admiral  
Koontz, Rear Admiral Glennon, for-  
mer Ambassador Sharpe, who rep-  
resented this Nation in France, and  
a score of prominent civilians of  
Irish strain representing societies al-  
lied with the regiment. The Police

Band was stationed on the east side  
of the avenue at this point, and as it  
struck up "Come Back to Erin" a  
great chorus of voices in the big  
grand stand in front of the Museum  
of Art sang the wistful old ballad.  
This was impromptu but mighty ef-  
fective.

**Widow of Poet There.**

There was another reviewing stand  
further down the street which was  
almost as significant to the marchers,  
for more than half the regiment is  
Catholic. This was the Knights of  
Columbus stand in front of St. Pat-  
rick's Cathedral. Here sat Arch-  
bishop Hayes, Mgr. Lavelle, rector  
of the Cathedral; the Rev. P. J. Mc-  
Givney, National Chaplain of the  
Knights; the Mgrs. Francis H.  
Wall, Luke J. Evers, John Edwards,  
James McGean, William G. Murphy

and John W. Powers and an assem-  
blage of noted Catholic laymen and  
Knights.

In one of the front seats was Mrs.  
Joyce Kilmer, widow of the poet-  
Sergeant killed in action with the  
regiment. Near her was Mrs. Eliza-  
beth Ivers, an elderly Brooklyn  
woman, who wore two gold stars on  
her sleeve for two sons who did not  
come back. But all along the line,  
in various stands, were to be seen  
those emblems.

It was 3.09 o'clock when Col. Don-  
ovan, at the head of his command,  
reached the official reviewing stand,  
a fine figure of a soldier, with his  
hand at his helmet in salute while  
the band ahead of him was playing  
that most appropriate of marches—  
"The Wearin' of the Green." Two  
paces behind the Colonel and to his  
left marched his second, Lieut. Col.  
Alexander Anderson, and then,  
stretching across the street in a  
straight line, the eight members of  
his immediate staff, the tall, spare  
figure of Father Duffy towering above  
the others.

**Very Old and Very Proud, She.**

So well did they look that as soon  
as the Generals in the reviewing  
stand had answered the salute they  
broke into applause, Alexander and  
Barry and O'Ryan turning to each  
other with commendatory remarks,  
and clapping their hands in highly  
unmilitary fashion. The crowd in  
the big stand on the west side of the  
street shrieked a greeting. Whether  
it was an Irish greeting or not a  
listener could not be quite sure, but  
the yells were like the "woo-woo-  
woo!" shout which, in the mind of  
the American public, always seems  
to stand for the war-cry of the native  
Indian.

stand toward which much attention

was turned. It was that of an old, old  
woman, white haired but smiling. She  
had lived ninety-one years—this news  
spread through the crowd from those  
close to her—and she had known of  
many wars, but she was proud to  
have lived long enough to see the 69th  
come back from this war, as she had  
seen it return from the conflict be-  
tween the States, again victorious,  
and this time with her grandson, John  
W. Murray of Headquarters Company,  
safe and sound, just as her husband,  
John Murray, had come back in 1865.  
Mrs. Murray lives at No. 2262 Loring  
Place, Bronx.

She stood erect as the head of the  
line went by, with an American flag  
in one hand and the emblem of Erin  
in the other, and she smiled through  
the tears that recollection brought to  
her eyes.

**Yells for "Dynamite Mike."**

At the head of the first Battalion  
of infantry marched that upstanding  
soldier, Major "Dynamite Mike" Kel-  
ley. Yells rocketed all around him  
and his lads. They marched in close  
platoon formation, with the second  
line almost under the bayonets of the  
first, and almost upon their heels.  
But they swung along with an ease  
and a certain jauntiness that only sea-  
soned campaigners know, and that  
not even West Point cadets can ever  
acquire.

That square-jawed idol of the 2d  
Battalion, Major Martin Meaney,  
came along next, ahead of his men,  
to the accompaniment of more shouts,  
so that the Police Band, which had  
started to play at its station on the  
82d Street corner, could barely be  
heard with its "Patrick's Day in the  
Morning."

In the middle of the 2d Battalion's  
ranks were carried the regimental  
standards—cut and torn from weather  
exposure and from constant wrapping  
and unwrapping, though not from  
wounds—and then a great silk service  
flag, borne by a special guard of  
honor. This was emblazoned with  
647 gold stars for the men who fell in  
France. All hats were off—and tears  
sprang to almost every one's eyes—  
as this emblem, though it was far  
from funereal in appearance, went by.

**Just One Civilian in Line.**

In a line of Staff Sergeants who fol-  
lowed the colors marched the only  
civilian who had the honor of parad-  
ing with the regiment. This was  
George H. Boothby, the correspondent  
of The World who was with the out-  
fit in France and Germany and re-  
turned with them. He wore a tin hat  
and an officer's uniform, like the rest.

The tall, blond-mustached Major  
Van Sanford Merle-Smith (fancily  
named, but a great scrapper) headed  
the 3d Battalion of infantry. Then  
the 4th battalion, comprising the  
headquarters, supply and machine-  
gun companies, came along behind  
Major Henry A. Bootz, who was born  
in Germany and had three brothers in  
the German Army, but fought like a  
demon against his kin and Father-  
land.

At this point the band of the 69th  
Guard Regiment, headed by "Old  
Sergeant" Johnnie Mullins, passed by  
playing "The Minstrel Boy to the  
War Has Gone," and heading the  
final battalion. This was of wounded  
men of the regiment who had been

sent back from France in advance  
of their buddies. They were follow-  
ing the gigantic Major Thomas T.  
Reilly—"Big Tom," who is the  
heftiest chap in the whole command,  
and who did wonders until a bullet  
stopped him and sent him home.

**Wounds No Bar to Happiness.**

The active members of the regiment  
carried rifles and light packs, with  
gas masks at their left sides. The  
wounded, under Major Tom (and  
there were some without arms and  
many who limped—but none without  
a grin), carried no equipment at all.  
Those up front turned neither to right  
nor left at all the greetings, but there  
was freedom back in these ranks, and  
the boys with the gold stripes on  
their right arms laughed happily at  
the salutations.

At the very end there were a dozen  
automobiles carrying men entirely  
unable to walk, but quite able to  
wave crutches, canes or bandaged  
arms.

Then, suddenly, everything was  
over. So fast was the gait set by  
Col. Donovan and so close was the  
formation, that before the spectators  
could realize that they had seen a  
whole regiment, it had passed. Those  
eleven minutes seemed like three.

This morning the 165th goes back  
to Camp Mills. Next it will go to  
Camp Upton for demobilization. Be-  
fore the end of the week, probably,  
the last man will be back in civilian  
life. But it will be a long time be-  
fore that last man forgets his last  
hike.



## BOASTING GERMANS HERE ON TROOPSHIP

One Glorifies Own "Prowess" as  
Captain of Raider Moewe—  
Another Counts Zeebrugge  
Dead as a Victory.

They had been conquered. Not only that. They were escorting home in fine style a considerable contingent of their conquerors. Yet so chestily did they stride the decks of the troopship Cap Finisterre yesterday that reporters thought the gold-laced personages were probably of a new race of demigods.

But they were not. They were Prussian officers. Six of them. Ashamed that their nation had lost the war? Not on your life—or the German equivalent for that sentiment. Indeed, army officers and nurses aboard impressed upon the reporters that these six German naval officers had been disgusting nuisances.

Among the doughboys on the transport the customary answer of the "M. P.'s" to the soldiers' frequent fling, "Who won the war?" was replaced with "The Germans did."

The Cap Finisterre was a Hamburg-American liner in the South American service and was allocated to the United States under the armistice conditions. As usual with vessels turned over by the enemy, six German naval officers were taken on the trip to acquaint its American company with the craft's peculiarities.

Scarcely had the transport left Brest when the ranking German officer announced himself as Capt. Emil Pohlmann of the raider Moewe, which sank forty-three merchant ships. He proudly exhibited photographs of sinking ships. "The British," he sneered, on an uninvited visit among the 185 nurses aboard, "they are full of lies."

Alois Bergmann gleefully related

GERMAN RAIDER CAPTAIN  
WHO BRINGS BOASTS HERE



Capt. EMIL POHLMANN—  
DUNBARWOOD & VOGELWOOD.

that he was third engineer on a German destroyer during the fight at Zeebrugge when the British ship Vindictive was sunk to block egress.

"Ha," he leered, when questioned by a reporter, "we counted 670 dead and wounded British soldiers. What do you think of that, ha? They outnumbered us ten to one. The British say a damn lie if they claim they were the victors. Ha! There was fifty-seven feet of clear water left after they sank the Vindictive."

"I raided, in a destroyer, some British towns. We attacked Dunkirk and Yarmouth and Margate and Dover. At Dover we sank the entire British patrol. What do you think of that, ha?"

The reporter replied, "I think you're a liar," and the foeman moved on to seek out more congenial listeners.

Said Lieut. Richard Neujahr: "The English are cowards. They run away when attacked. In one of our raids four German ships met four English and one American craft. All five turned tail and fled."

Somebody then murmured "Jutland." Herr Neujahr "turned tail and fled."

## 1,200 MEN OF 77TH HOME ON WARSHIP; 13,000 ON 10 SHIPS

Cruiser St. Louis Brings Part  
of 307th Infantry and  
Division Police.

Twelve hundred more men of the 77th Division reached home to-day on the cruiser St. Louis which entered the harbor before noon and went to the army piers at Hoboken.

The warship brought the 3d battalion of the 307th Infantry, 25 officers and 1,006 men, and the 77th Division police company 7 officers and 189 men. The ship also carried the 372d Aero Squadron and a detachment of the 76th Base Hospital, a total of 1,427 soldiers.

Nine other ships were due to dock to-day making the total arrivals 13,000 troops.

On the Henry B. Mallory are 2,052, including the 309th Field Signal Battalion; 332d, 304th and 337th Battalions, Tank Corps; 378th Training Replacement Tank Company, Casual Companies B and C, Tank Corps; 11th, 36th and 20th Aero Squadrons; 169th Aero Park Squadron, 485th Aero Construction Squadron, 25th Evacuation Hospital, Bordeaux convalescent detachments.

On the Pastores, Bordeaux, the 2,117 men include the 1st, 2d, 3d, 4th, 5th and 6th Battalions, Field Artillery Replacement Regiment; 3d Anti-Aircraft Machine Gun Battalion, 5th Aero Squadron, 1st Anti-Aircraft Battalion Detachment and eight casual companies.

The General Goethals, Bordeaux, has 1,417, including the 323d Field Signal Battalion, the 90th, 161st, 43th, 494th and 655th Aero Squadrons; 656th Aero Supply Squadron, 318th Replacement and Salvage Company, Tank Corps.

The Alfonso XIII, from Bordeaux, has 1,240, including the 82d Division Headquarters Detachment and Headquarters Troop, 307th Mobile Veterinary Section Detachment, 307th Train Headquarters, Quartermaster Detachment, 335th Battalion Tank Corps, and many other tank units.

On the Finland, which arrived last night and docked to-day at Hoboken, there were 3,500 men, including the 28th Division Headquarters Detachment, 103d Engineers, Field and Staff, Headquarters First Battalion, Sanitary and Ordnance Detachments and Companies A to E; 2d Convalescent Camp, 23d Base Hospital, 46th Base Hospital and several casual companies.

On the Columbia, Marseilles, there are 1,098, including the 327th Bakery Company, 305th Bakery Company, 30 casual officers and 19 special casual and casual companies, including two from New York.

The Kanawa, from Bordeaux, has 153 casuals; the West Alsek, La Pallice, 31 New York casuals, and the Western Hero, La Pallice, 29 California casuals.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

CALAMARES—From St. Nazaire, May 4, with 2,208 men, including 107th Machine Gun Battalion Field and Staff, Headquarters, Medical and Ordnance Detachments, Companies A and B, 20 officers and 493 enlisted men; 113th Infantry Headquarters, Headquarters Company, Supply and Machine Gun Companies, Sanitary and Ordnance Detachments, Companies A and B, 24 officers and 1,024 enlisted men; 108th Field Artillery Supply Company, 4 officers and 327 enlisted men; 57th Infantry Brigade Headquarters, 6 officers and 33 enlisted men; Special Casual Companies Nos. 677, 678, 679, 680 and 681. Reported by wireless would arrive at Ambrose Light Vessel at 3 P. M. to-day; dock at Pier 1, Hoboken, about 5 P. M.

GIUSEPPE VERDI—From Marseilles, April 30, with 1,890 men, including 78th Division Theatrical Unit, 4 officers and 32 enlisted men; 303d Mobile Ordnance Repair Shop, 2 officers and 43 enlisted men; 307th Field Artillery, complete, 58 officers and 1,404 enlisted men; 660th Aero Squadron, 1 officer and 113 enlisted men; 1,108th Air Service Squadron, 1 officer and 129 enlisted men; Casual Companies No. 3,890, California; 3,891 and 4,403, Pennsylvania; 3,892, New York; 3,899, Massachusetts; 4,400, Georgia; 4,401, Kansas, 4,402, Texas; 6 casual officers.

P. DE SATRUSTEGUI—From Bordeaux, May 2, with 1,462 men, including 325th Infantry Headquarters 3d Battalion, Machine Gun Company, Sanitary Detachment, Companies I to M inclusive, 20 officers and 1,140 enlisted men; Battery E, 321st Field Artillery, 2 officers and 161 enlisted men; 328th Infantry Detachment, 28 officers; 546th Special Casual Company; 309th Bordeaux Convalescent Detachment, 51 officers, all sick or wounded. Reported by wireless would arrive to-day; dock at Pier 8, East River.

ANTONIO LOPEZ—From Bordeaux, May 2, with 1,174 army personnel, including 325th Infantry Headquarters 2d Battalion, Medical Detachment, Companies E to H inclusive, 25 officers and 977 enlisted men; 326th Infantry Detachment, 7 officers; 327th Infantry Detachment, 24 officers; 544th Casual Company, New York; Special Casual Companies Nos. 538, 541 and 542; Bordeaux Convalescent Detachments Nos. 294, 316 and 317, 24 officers and 1 enlisted man, all sick or wounded; 15 casual officers. Also 24 wives of officers and enlisted men.

ESPAGNE—From Havre, May 4, with 317 army personnel, including 3,964th Casual Company, scattered; Special Casual Companies Nos. 3,993 and 3,994; 6 casual officers.

PESARO—From Marseilles, April 26, with 1,407 men, including 153d Field Artillery Brigade Headquarters, 6 officers and 1 enlisted man; 308th Field Artillery, complete, 44 officers and 1,273 enlisted men; 80 casual officers.



## BOASTING GERMANS HERE ON TROOPSHIP

One Glorifies Own "Prowess" as  
Captain of Raider Moewe—  
Another Counts Zeebrugge  
Dead as a Victory.

They had been conquered. Not only that. They were escorting home in fine style a considerable contingent of their conquerors. Yet so chestily did they stride the decks of the troopship Cap Finisterre yesterday that reporters thought the gold-laced personages were probably of a new race of demigods.

But they were not. They were Prussian officers. Six of them. Ashamed that their nation had lost the war? Not on your life—or the German equivalent for that sentiment. Indeed, army officers and nurses aboard impressed upon the reporters that these six German naval officers had been disgusting nuisances.

Among the doughboys on the transport the customary answer of the "M. P.'s," to the soldiers' frequent fling, "Who won the war?" was replaced with "The Germans did."

The Cap Finisterre was a Hamburg-American liner in the South American service and was allocated to the United States under the armistice conditions. As usual with vessels turned over by the enemy, six German naval officers were taken on the trip to acquaint its American company with the craft's peculiarities.

Scarcely had the transport left Brest when the ranking German officer announced himself as Capt. Emil Pohlmann of the raider Moewe, which sank forty-three merchant ships. He proudly exhibited photographs of sinking ships. "The British," he sneered, on an uninvited visit among the 185 nurses aboard, "they are full of lies."

Alois Bergmann gleefully related

GERMAN RAIDER CAPTAIN  
WHO BRINGS BOASTS HERE



Capt. EMIL POHLMANN—  
DUNBARWOOD & VILLAGEWOOD.

that he was third engineer on a German destroyer during the fight at Zeebrugge when the British ship Vindictive was sunk to block egress.

"Ha," he leered, when questioned by a reporter, "we counted 670 dead and wounded British soldiers. What do you think of that, ha? They outnumbered us ten to one. The British say a damn lie if they claim they were the victors. Ha! There was fifty-seven feet of clear water left after they sank the Vindictive."

"I raided, in a destroyer, some British towns. We attacked Dunkirk and Yarmouth and Margate and Dover. At Dover we sank the entire British patrol. What do you think of that, ha?"

The reporter replied, "I think you're a liar," and the foeman moved on to seek out more congenial listeners.

Said Lieut. Richard Neujahr: "The English are cowards. They run away when attacked. In one of our raids four German ships met four English and one American craft. All five turned tail and fled."

Somebody then murmured "Jutland." Herr Neujahr "turned tail and fled."

## 1,200 MEN OF 77TH HOME ON WARSHIP; 13,000 ON 10 SHIPS

Cruiser St. Louis Brings Part  
of 307th Infantry and  
Division Police.

Twelve hundred more men of the 77th Division reached home to-day on the cruiser St. Louis which entered the harbor before noon and went to the army piers at Hoboken.

The warship brought the 3d battalion of the 307th Infantry, 25 officers and 1,006 men, and the 77th Division police company 7 officers and 189 men. The ship also carried the 372d Aero Squadron and a detachment of the 76th Base Hospital, a total of 1,427 soldiers.

Nine other ships were due to dock to-day making the total arrivals 13,000 troops.

On the Henry B. Mallory are 2,052, including the 309th Field Signal Battalion; 332d, 304th and 337th Battalions, Tank Corps; 378th Training Replacement Tank Company, Casual Companies B and C, Tank Corps; 11th, 96th and 20th Aero Squadrons; 169th Aero Park Squadron, 485th Aero Construction Squadron, 25th Evacuation Hospital, Bordeaux convalescent detachments.

On the Pastores, Bordeaux, the 2,117 men include the 1st, 2d, 3d, 4th, 5th and 6th Battalions, Field Artillery Replacement Regiment; 3d Anti-Aircraft Machine Gun Battalion, 5th Aero Squadron, 1st Anti-Aircraft Battalion Detachment and eight casual companies.

The General Goethals, Bordeaux, has 1,417, including the 323d Field Signal Battalion, the 90th, 161st, 43th, 494th and 655th Aero Squadrons; 656th Aero Supply Squadron, 318th Replacement and Salvage Company, Tank Corps.

The Alfonso XIII, from Bordeaux, has 1,240, including the 82d Division Headquarters Detachment and Headquarters Troop, 307th Mobile Veterinary Section Detachment, 307th Train Headquarters, Quartermaster Detachment, 335th Battalion Tank Corps, and many other tank units.

On the Finland, which arrived last night and docked to-day at Hoboken, there were 3,500 men, including the 28th Division Headquarters Detachment, 103d Engineers, Field and Staff, Headquarters First Battalion, Sanitary and Ordnance Detachments and Companies A to E; 2d Convalescent Camp, 23d Base Hospital, 46th Base Hospital and several casual companies.

On the Columbia, Marseilles, there are 1,098, including the 327th Bakery Company, 305th Bakery Company, 80 casual officers and 19 special casual and casual companies, including two from New York.

The Kanawa, from Bordeaux, has 153 casuals; the West Alsek, La Pallice, 31 New York casuals, and the Western Hero, La Pallice, 29 California casuals.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

CALAMARES—From St. Nazaire, May 4, with 2,208 men, including 107th Machine Gun Battalion Field and Staff, Headquarters, Medical and Ordnance Detachments, Companies A and B, 20 officers and 493 enlisted men; 113th Infantry Headquarters, Headquarters Company, Supply and Machine Gun Companies, Sanitary and Ordnance Detachments, Companies A and B, 24 officers and 1,024 enlisted men; 108th Field Artillery Supply Company, 4 officers and 327 enlisted men; 57th Infantry Brigade Headquarters, 6 officers and 33 enlisted men; Special Casual Companies Nos. 677, 678, 679, 680 and 681. Reported by wireless would arrive at Ambrose Light Vessel at 3 P. M. to-day; dock at Pier 1, Hoboken, about 5 P. M.

GIUSEPPE VERDI—From Marseilles, April 30, with 1,890 men, including 78th Division Theatrical Unit, 4 officers and 32 enlisted men; 303d Mobile Ordnance Repair Shop, 2 officers and 43 enlisted men; 307th Field Artillery, complete, 58 officers and 1,404 enlisted men; 660th Aero Squadron, 1 officer and 113 enlisted men; 1,108th Air Service Squadron, 1 officer and 129 enlisted men; Casual Companies No. 3,990, California; 3,991 and 4,403, Pennsylvania; 3,992, New York; 3,999, Massachusetts; 4,400, Georgia; 4,401, Kansas, 4,402, Texas; 6 casual officers.

P. DE SATRUSTEGUI—From Bordeaux, May 2, with 1,462 men, including 325th Infantry Headquarters 3d Battalion, Machine Gun Company, Sanitary Detachment, Companies I to M inclusive, 20 officers and 1,140 enlisted men; Battery E, 321st Field Artillery, 2 officers and 161 enlisted men; 323th Infantry Detachment, 28 officers; 546th Special Casual Company; 109th Bordeaux Convalescent Detachment, 51 officers, all sick or wounded. Reported by wireless would arrive to-day; dock at Pier 8, East River.

ANTONIO LOPEZ—From Bordeaux, May 2, with 1,174 army personnel, including 325th Infantry Headquarters 2d Battalion, Medical Detachment, Companies E to H inclusive, 25 officers and 977 enlisted men; 326th Infantry Detachment, 7 officers; 327th Infantry Detachment, 24 officers; 544th Casual Company, New York; Special Casual Companies Nos. 538, 541 and 542; Bordeaux Convalescent Detachments Nos. 294, 316 and 317, 24 officers and 1 enlisted man, all sick or wounded; 15 casual officers. Also 24 wives of officers and enlisted men.

ESPAGNE—From Havre, May 4, with 317 army personnel, including 3,904th Casual Company, scattered; Special Casual Companies Nos. 3,993 and 3,994; 6 casual officers.

PESARO—From Marseilles, April 26, with 1,407 men, including 153d Field Artillery Brigade Headquarters, 6 officers and 1 enlisted man; 308th Field Artillery, complete, 44 officers and 1,273 enlisted men; 80 casual officers.



## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

VON STEUBEN—From Brest, May 5, with 2,940 men, including 120th Machine Gun Battalion, complete, 25 officers and 761 enlisted men; 323d Field Artillery, complete, 54 officers and 1,272 enlisted men; 158th Field Artillery Brigade Headquarters, 10 officers and 66 enlisted men; Casual Companies Nos. 837, New York; 839, scattered; Brest Convalescent Detachments Nos. 231, 232, 233 and 234, 500 enlisted men; 23 casual officers. Reported by wireless would arrive at Ambrose Light Vessel at 12.30 A. M. to-day; dock at Pier 4, Hoboken, about 10.30 A. M.

GIUSEPPE VERDI—From Marseilles, April 20, with 1,890 men, including 78th Division Theatrical Unit, 4 officers and 32 enlisted men; 303d Mobile Ordnance Repair Shop, 2 officers and 43 enlisted men; 307th Field Artillery, complete, 58 officers and 1,404 enlisted men; 660th Aero Squadron, 1 officer and 113 enlisted men; 1,108th Air Service Squadron, 1 officer and 129 enlisted men; Casual Companies No. 3,990, California; 3,991 and 4,403, Pennsylvania; 3,992, New York; 3,999, Massachusetts; 4,400, Georgia; 4,401, Kansas, 4,402, Texas; 6 casual officers.

RE D'ITALIA—From Marseilles, April 27, with 1,796 men, including 2d Army Headquarters, 12 officers and 531 enlisted men; 303d Field Battalion, Signal Corps, Medical Detachment, Companies A and C, 9 officers and 231 enlisted men; 78th Division Employment Detachment, 2 officers and 2 enlisted men; 3,984th Casual Company, Motor Transport Corps, Special Casual Companies Nos. 3,980, 3,985, 3,986, 3,995, 3,996, 3,997, 4,405, 4,406, 4,413; 21 casual officers.

P. DE SATRUSTEGUI—From Bordeaux, May 2, with 1,462 men, including 325th Infantry Headquarters 3d Battalion, Machine Gun Company, Sanitary Detachment, Companies I to M inclusive, 20 officers and 1,140 enlisted men; Battery E, 321st Field Artillery, 2 officers and 161 enlisted men; 328th Infantry Detachment, 28 officers; 546th Special Casual Company; 299th Bordeaux Convalescent Detachment, 51 officers, all sick or wounded.

LOUISIANA (War)—From Brest, May 1, with 1,444 men, consisting of 107th Ammunition Train, complete, 34 officers and 1,127 enlisted men; 32d Division Military Police Company, 4 officers and 192 enlisted men; 107th Mobile Ordnance Repair Shop, 2 officers and 52 enlisted men; 8th Sanitary Squad, 833d Casual Company, North Carolina. Reported by wireless would arrive at Ambrose Light Vessel at 3 P. M. to-day; dock at Pier 2, Hoboken, about 5 P. M.

ANTONIO LOPEZ—From Bordeaux, May 2, with 1,174 army personnel, including 325th Infantry Headquarters 2d Battalion, Medical Detachment, Companies E to H inclusive, 25 officers and 977 enlisted men; 326th Infantry Detachment, 7 officers; 327th Infantry Detachment, 24 officers; 544th Casual Company, New York; Special Casual Companies Nos. 538, 541 and 542; Bordeaux Convalescent Detachments Nos. 294, 316 and 317, 24 officers and 1 enlisted man, all sick or wounded; 15 casual officers. Also 24 wives of officers and enlisted men.

ESPAGNE—From Havre, May 4, with 317 army personnel, including 3,964th Casual Company, scattered; Special Casual Companies Nos. 3,993 and 3,994; 6 casual officers.

PESARO—From Marseilles, April 26, with 1,407 men, including 153d Field Artillery Brigade Headquarters, 6 officers and 1 enlisted man; 308th Field Artillery, complete, 44 officers and 1,273 enlisted men; 80 casual officers.

DUE TO-MORROW.

CALAMARES—From St. Nazaire, May 4, with 2,208 men, including 107th Machine Gun Battalion Field and Staff, Headquarters, Medical and Ordnance Detachments, Companies A and B, 20 officers and 493 enlisted men; 113th Infantry Headquarters, Headquarters Company, Supply and Machine Gun Companies, Sanitary and Ordnance Detachments, Companies A and B, 24 officers and 1,024 enlisted men; 108th Field Artillery Supply Company, 4 officers and 227 enlisted men; 57th Infantry Brigade Headquarters, 6 officers and 33 enlisted men; Special Casual Companies Nos. 677, 678, 679, 680 and 681. Reported by wireless would arrive at Ambrose Light Vessel at noon to-morrow; dock at Pier 1, Hoboken, about 2 P. M.

DUE THURSDAY.

PLATTSBURG—From Brest, May 7, with 1,899 army personnel, including 322d Field Artillery, complete, 42 officers and 1,357 enlisted men; Brest Convalescent Detachments Nos. 235 to 238 inclusive, 7 officers and 470 enlisted men, all sick or wounded. Also 60 soldiers' wives, 10 children, 13 sailors' wives with 3 children, and 13 stranded American civilians.

FLORIDIAN—From St. Nazaire, May 5, with 1,799 men, including 113th Infantry, 1st, 2d and 3d Battalion Headquarters, Sanitary Detachment of 2d and 3d Battalion, Companies C, D, E, F, G, I, J, K, L and M, 28 officers and 1,770 enlisted men.

HUDSON—From Bordeaux, April 29, with 652 men, including 325th Infantry Headquarters Company, Detachment of Company M and Sanitary Detachment, 7 officers and 356 enlisted men; 158th Infantry, Detachments of Companies A and K, 5 officers and 86 enlisted men; Casual Companies Nos. 536, Virginia; 540, New York; Special Casual Companies Nos. 537 and 539; 14 casual officers.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

PLATTSBURG—From Brest, May 7, with 1,899 army personnel, including 322d Field Artillery, complete, 42 officers and 1,357 enlisted men; Brest Convalescent Detachments Nos. 235 to 238 inclusive, 7 officers and 470 enlisted men, all sick or wounded. Also 60 soldiers' wives, 10 children, 13 sailors' wives with 3 children, and 13 stranded American civilians.

FLORIDIAN—From St. Nazaire, May 5, with 1,799 men, including 113th Infantry, 1st, 2d and 3d Battalion Headquarters, Sanitary Detachment of 2d and 3d Battalion, Companies C, D, E, F, G, I, J, K, L and M, 28 officers and 1,770 enlisted men.

ANTONIO LOPEZ—From Bordeaux, May 2, with 1,174 army personnel, including 325th Infantry Headquarters, 2d Battalion, Medical Detachment, Companies E to H inclusive, 25 officers and 977 enlisted men; 326th Infantry Detachment, 7 officers; 327th Infantry Detachment, 24 officers; 544th Casual Company, New York; Special Casual Companies Nos. 538, 541 and 542; Bordeaux Convalescent Detachments Nos. 294, 316 and 317, 24 officers and 1 enlisted man, all sick or wounded; 15 casual officers. Also 24 wives of officers and enlisted men. Dock at Pier 8, East River.

HUDSON—From Bordeaux, April 29, with 652 men, including 325th Infantry Headquarters Company, Detachment of Company M and Sanitary Detachment, 7 officers and 356 enlisted men; 158th Infantry, Detachments of Companies A and K, 5 officers and 86 enlisted men; Casual Companies Nos. 536, Virginia; 540, New York; Special Casual Companies Nos. 537 and 539; 14 casual officers.

ESPAGNE—From Havre, May 4, with 317 army personnel, including 3,964th Casual Company, scattered; Special Casual Companies Nos. 3,993 and 3,994; 6 casual officers. Reported by wireless would arrive this morning; dock at Pier 57, North River, about noon.

## TROOPS BOUND FOR NEW YORK

DUE TO-DAY.

KAISERLIN AUGUSTE VICTORIA—From Brest, May 14, with 5,470 army personnel, including 131st Infantry, 66th Infantry Brigade Headquarters, 108th Field Signal Battalion, 33d Division Headquarters Detachment, 132d Infantry Detachment, 123d and 124th Machine Gun Battalion Detachments, 15th and 16th Casual Nurse Detachments, including 100 nurses; 25th Engineers (less Company C), 852d and 4,415th Special Casual Companies, 125 casual officers, 23 other nurses. Reported by wireless would arrive at Ambrose Light Vessel last night; dock at Pier 1, Hoboken, about 8 A. M. to-day.

HARRISBURG—From Brest, May 13, with 2,425 army personnel, including 108th Engineers, 108th Engineer Train, 314th Engineer Train, 315th Sales Commissary, 1,020th Casual Company, 854th Special Casual Company. Reported by wireless would arrive at Ambrose Light Vessel at 1.30 P. M. to-day; dock at Pier 7, Hoboken, about 3.30 P. M.

OTSEGO—From Bordeaux, May 11, with 1,011 men, including 811th Infantry Headquarters and Medical Detachments, Companies A, B and C; 84th Base Hospital, 333d Ambulance Company, 32d Evacuation Hospital, 651st Casual Company, Virginia; 569th Special Casual Company. Dock at Pier 2, Hoboken.

PANAMAN—From Bordeaux, May 15, with 2,181 men, including 401st Telegraph Battalion Headquarters, Supply and Medical Detachments, Companies D and E; 415th Telegraph Battalion Headquarters Detachment, Companies D and E; 71st and 114th Base Hospitals, 42d Ambulance Company, 100th Division Headquarters Detachment, 10th, 99th and 1,105th Aero Squadrons; 574th Casual Company, Iowa; 570th Special Casual Company. Reported by wireless would arrive at Ambrose Light Vessel at 2 P. M. to-day; dock at Pier 3, Bush Terminal, about 3 P. M.

SANTA ELENA—From Brest, May 10, with 864 men, consisting of 1st September Automatic Replacement Draft Engineers, 68th Evacuation Ambulance Company, Special Casual Companies 880, 4,411, 4,417, 4,418, 4,421. Reported by wireless would arrive at Ambrose Light Vessel at 7 A. M. to-day; dock at Pier 16 Hoboken, about 9 A. M.

## THREE FAMILIES SEEK TO IDENTIFY MYSTERY SOLDIER

Major Phillips of Flushing May  
Soon Solve Puzzling  
Amnesia Case.

Three mothers to-day anxiously await a cablegram from Major Roland E. Phillips, with the Red Cross in Paris. He has been asked to look at the American soldier suffering from amnesia and decide whether he is the son of the Rev. James MacLeod, pastor of the Reformed Church of St. Nicholas, of Mrs. Emma Phillips of Evanston, Ill., or is his own son who was believed to have been killed in July.

The soldier who does not know who he is has been ordered home by Gen. Pershing, but it has not been an-



ROWLAND  
E. PHILLIPS, JR.

nounced on what ship he will sail. Unless Major Phillips finds him before he sails the mystery will not be cleared until the ship reaches New York and the three mothers see him.

He may be Henry Blakely MacLeod, who disappeared in this country months ago, or Rowland E. Phillips Jr., son of the Major, who lives at Flushing; he may be the Illinois Phillips, or he may be none of these.

No word had been received to-day from Gen. Pershing, who had notified the Rev. Malcolm James MacLeod, pastor of the Collegiate Reformed Church, that he was about to send home the lad who was believed to be the long missing son of the clergyman, but who is listed by the A. E. F. as Rowland E. Phillips Jr.

Dr. MacLeod has received word from Mrs. Emma Phillips of Evanston, Ill., that she has been expecting the return of a son who has not been heard from in many months and who went abroad with the A. E. F.

Mrs. Phillips of Flushing repeated to-day that she is certain the lad is not her boy, despite the General's cablegram. She said she is convinced that her son, Rowland E. Phillips Jr., was killed July 28 when fighting at the Ourcq with Company L, 165th Infantry. Mrs. Phillips called attention to the striking similarity in the descriptions of her son and the MacLeod boy. Both were of the same age, about the same size and each had a star-shaped scar on his forehead.

Her husband, Major Phillips, of the Red Cross, went abroad last year to organize a bureau of missing persons, as the result of the long delay by the War Department in reporting his son's death.

"My husband investigated fully in France, spoke to many of our boy's comrades and was convinced he had been killed. In fact, he found the boy's grave, near that of Lieut. Quentin Roosevelt."



HENRY  
BLAKELEY  
MACLEOD



# MANY SAILED IN DARKNESS WITH NOT A LIGHT SHOWING; THE SOLDIERS ALL BELOW

Capt. Walter J. Bernard, Marine Superintendent of Army Piers, Who Holds Commissions in Both Branches of the Service, Passed Many Anxious Days and Sleepless Nights on Duty, but Says He'll Take a Holiday When the Last of Our Boys Is Back From France.

The other day the two most massive craft in the world, Leviathan and Imperator, after a transoceanic race, passed into the harbor ten minutes apart and were docked, within the space of an hour from the time both moved up the river, on either side of the same pier at Hoboken.

The incident led a reporter for The World to inquire into other achievements of Capt. Walter J. Bernard, Marine Superintendent of the army piers at this port and the man who edged both of the big transports into their berths that day.

This inquiry disclosed a war record of achievement that is easily one of the most interesting of the records at the Port of Embarkation, for Capt. Bernard is the man who set the sailing hour for every transport bearing American soldiers that left this port during the war, and who designates now, as he did in the war, the docking time of each incoming troopship or other craft headed for his piers.

The vast bulk of the more than 2,000,000 men that we sent to France went on ships that Capt. Bernard sped away, and most of those now returning are on craft that he berths.

Docking and undocking ships is his business. On the day that the Leviathan and Imperator came in together, Capt. Bernard also placed alongside piers eight other transports.

## Shipping Safely 2,000,000 Men Was a Weighty Responsibility

Capt. Bernard, who had one of the most nerve-testing jobs of all, is the only man in the United States who holds his commission from both the army and the navy. He operates by express and written authority of both the Secretary of War and the Secretary of the Navy, though in reality a Captain of the army.

Two years ago the hair that is now gray was jet black and his frame carried 27 more pounds of weight than to-day. There are lines now in his face that were graven that week in August last when he sent away some 10,000 soldiers.

On Nov. 11, 1918, when the armistice was signed, there were in Europe considerably over 2,000,000 American soldiers. The War Department had already begun to rush the third million over. Of those that had gone across, a total of 1,777,109 officers and men had been sent from the Port of Embarkation at New York, in 336 craft, comprising United States Shipping Board vessels, naval transports, American passenger liners, seized German and Austrian vessels and ships chartered from Great Britain, France, Italy, Brazil and Holland.

### Times and Places Specified.

Every one of these 336 vessels sailed at a time and from a place in this port specified by Capt. Bernard. His was the say-so. The army asked him when. The navy asked him when.

From the moment that a transport noses around the edge of a pier and starts to glide slowly into a dock, she becomes Bernard's charge and remains so until her bridge has passed the end of the pier on the outward trip.

For the task of getting away the ships that Admiral Gleaves had assembled and the men that Gen. Shanks had placed on the piers, the War and Navy Departments chose Capt. Bernard, for twenty-one years in the Army Transport Service.

### Studied Ships and Tides.

For a month he roamed the waters of New York Harbor, studying the tides, the currents, the shoals, the construction peculiarities of this ship and that and this pier and that. He inquired into the temperaments of certain craft (for vessels are prima donnas—ask any man of the seas for verification). Then he took up the job.

There are at Hoboken six piers that once were German property—Hamburg-American and North German Lloyd Lines. Their docks could crowd in an aggregate of perhaps twenty steamships. Before the war each of these piers had its own marine superintendent. Six piers, six superintendents. That was the German way. The American way was to make Bernard boss of the entire job.

In addition, he was given jurisdiction over the Bush Terminal piers, two piers at Jersey City, four on the Manhattan side and control over troop

carriers at the Cunard, White Star, Italian and French Line piers.

### First Convoy Leaves.

The first convoy left Hoboken June 14, 1917. Things looked blue, navy officials will admit to-day, for Germany's ruthless submarine campaign was cutting a gaping swath in the total of tonnage at the command of the Allies.

The Allies at that time were decidedly averse to having America risk a large number of transports, being willing then to accept America's assistance in the form of cargo ships. They coupled with America's programme of rushing troop ships to Europe with gloomy visions of transports sunk by torpedoes and thousands of Yankees fumbling helplessly in the waves.

But America went at the job hammer and tongs. And when the second convoy left on July 2, 1917, Capt. Bernard was the man who got the ships away from Hoboken.

### A Night and Day Job

From that time began the long stretch of toil that meant for Capt. Bernard days without rest, nights of sleepless anxiety, a constant hum and rush of work and a growing responsibility for the safety and efficiency of the departures and arrivals of the ships that left or entered the docks under his jurisdiction.

It is not known, except to a few, that during the war all transports went by number, never by name. Thus, the Leviathan was Transport No. 22. Over the telephone officers spoke of No. 16 and No. 34, never of ships by name. Thus, had a German overheard orders over the telephone, he would have had the task of determining what ship was referred to, whereas had the name been spoken his information would have been a case of "easy come."

Each day, the navy transmitted, through Admiral Gleaves, to Capt. Bernard certain data of ships at sea.

The navy would notify him, for instance, that a convoy was scheduled to sail on a certain date. The army and navy reported daily the progress of loading ships with coal and provisions.

The navy would inform the army that at a certain date there would be available ships with capacity for so many troops and so many tons of accompanying cargo (equipment, rations, etc.).

Capt. Bernard, to take one instance, would be informed that at 2 A. M. on a certain date a convoy of four or six or seven transports would meet at the first rendezvous at Ambrose Channel Lightship.

It was then up to him to set the sailing times for the ships of the convoy and the escorting destroyers, if they were at piers. In the early days

## LEVIATHAN BARELY NOSES IMPERATOR OUT IN OCEAN RACE

Older of Twin Giantesses of Sea  
Gets to Dock Half Hour Ahead,  
the Two Bringing 15,148  
Troops From Brest.

### GERMAN COMMANDERS ARE ON LATEST TROOPSHIP.

Capt. Kruse Says Our Mines  
Wore Out Navy Trying to  
Clear Ports—Nine Ships Bring  
27,310, Single Day Record.

As if to open a way for the largest two vessels in the world to make port, the dense fog yesterday lifted early in the afternoon and the Leviathan and Imperator came up the harbor to Hoboken. The giantesses had just made fast their lines when the fog closed down again.

The Leviathan was drawing 35 feet forward and 41 feet six inches aft. The Imperator was down 33 feet at her stem and 38 feet at her stern. They came up the river only half an hour apart, with the Leviathan leading, to dock at the opposite sides of Pier 4. While the Leviathan was being nosed into her dock the Imperator passed her and was turned directly across the river with her nose toward Hoboken, where she was held while the Leviathan docked.

### Nine Bring 27,310 Troops.

With them came seven other vessels from France, the nine bringing a total army personnel of 27,310. All but a few hundred were troops and it was the largest number that has arrived here in a single day. Most of the men were Westerners, those in the Leviathan and Imperator being chiefly of the 89th or Mid-west Division, organized by Gen. Leonard Wood and made up of National Army men from various States along the Mississippi as well as New Mexico and Arizona. The Leviathan had a personnel of 11,958 and the Imperator only 3,190. The latter will be fitted out here to carry almost as many as the Leviathan.

The other ships that arrived were the cruisers Seattle and Charleston, the transports Manchuria, Mexican and Ohioan, and the former steamer Yale. She brought 298 men here and put into the Azores to escape bad weather. She made the run from Ponta Delgada here in the fast time of five days.

The Imperator left Brest at 10.30 A. M., May 15, and the Leviathan ten hours later. Last Monday the Leviathan, which was being held to the Navy's regulation 20 knots for her, caught sight of the Imperator's smoke on the horizon ahead. In a short time the Imperator's hull was picked up ahead and for the remainder of the day the two vessels were in sight of each other. The Leviathan reached Ambrose Light vessel, off the harbor here, just three hours in the lead. She anchored until the fog showed signs of lifting and there the Imperator caught up to her.

On the Imperator, which laid up at Hamburg all during the war, were her two captains of the Hamburg-American Line. They were Capt. Thomas Kier, her "commodore," and Capt. Fritz Kruse, her staff captain. She also had her old chief engineer, Ludwig Christlieb, and her chief steward, William Valekmer. They and eighteen others of the German crew of 463 which took her from Hamburg to Brest and turned her over to the American Navy there, arrived here.

Imperator Behaved Splendidly. Capt. John K. Robison, who was on duty with Admiral Sims in European waters, and who brought the Imperator here, as well as Lieut. Commander C. J. Laird, navigating officer, said she behaved splendidly, and had nothing but praise for the aid given by the Germans in explaining the ins and outs of the big ship.

Both Capt. Kier and Capt. Kruse are well known here.

"The German people are through

## GERMAN FORMER CAPTAIN HERE ON THE IMPERATOR



Comm. THOMAS KIER...

with the monarchy," said Capt. Kruse. "Whether Ebert remains as President is a question. What the German people want now is enough to eat and clothe themselves. If they get those things they will quickly settle down to commercial pursuits. They want the chance to work and forget."

Capt. Kruse was in the German Naval Reserve during the war, as was Capt. Kier. They commanded what were classed as auxiliary cruisers, but were really converted merchantmen of from 5,000 to 6,000 tons fitted out for mine sweepers, with cutters on their bows. These were used in the North Sea to keep the roads open to the harbors, particularly for the U boats to get out and in.

### North Sea Mines Were Deadly.

Capt. Kruse said that during the last year of the war getting rid of the mines the British and Americans planted was a task that was wearing them out fast when the armistice came. One of the ships he commanded was sunk by a mine and he was in the water twenty minutes. He said a road to the sea would be swept clear one day and the next morning would be filled again with mines that had been planted during the night.

Capt. Koenig, who brought the German submarine Deutschland to this country before we entered the war, was also in command of a mine sweeper. He went into the naval reserve after the Deutschland was taken over by the German Navy. Capt. Kruse said the Deutschland, under the command of a German naval officer, made one, and he thought two, trips to American waters and planted mines after we declared war.

Troops on the Imperator were sprawled on the thick pink rug in her main saloon when she arrived. They said it was far better than the trenches. None of her luxurious things had been removed. The only change in her looks was that her three funnels were painted black, instead of the buff of the Hamburg-American Line. This was done before she left Germany. The gilt German Imperial insignia on her bow remained, in spite of the American flag flying at her stern.

### Keep Powder Dry, Says Kahn.

Representatives Julius Kahn of California, and Richard Olney of Massachusetts, returned on the Leviathan. Mr. Kahn, who is Chairman of the House Committee on Military Affairs, visited the battlefronts. He and Mr. Olney were taken off by an Army tug at Quarantine and hurried to Washington.

"As a plain American citizen, I trust in God, but let us keep our powder dry," Mr. Kahn was quoted in the Transport Ace, the Leviathan's daily paper. He was said to betray skepticism as to the League of Nations, while supporting it, and to advocate getting our troops home from Europe at the earliest opportunity. He was also called an opponent of National Prohibition and reported to have said: "We must appear to the world as a nation unable to control our appetite for liquor."

Admiral Gleaves returned, after inspecting the troop embarkation points abroad, particularly at Antwerp whence it is proposed to ship the Army of Occupation men. He was decorated a commander of the Legion of Honor in France.

The bodies of George M. Coleman, of Huntington, L. I., and Morris Goldstone, members of the crew of the tug Gypsum Queen, which foundered off Brest, were brought

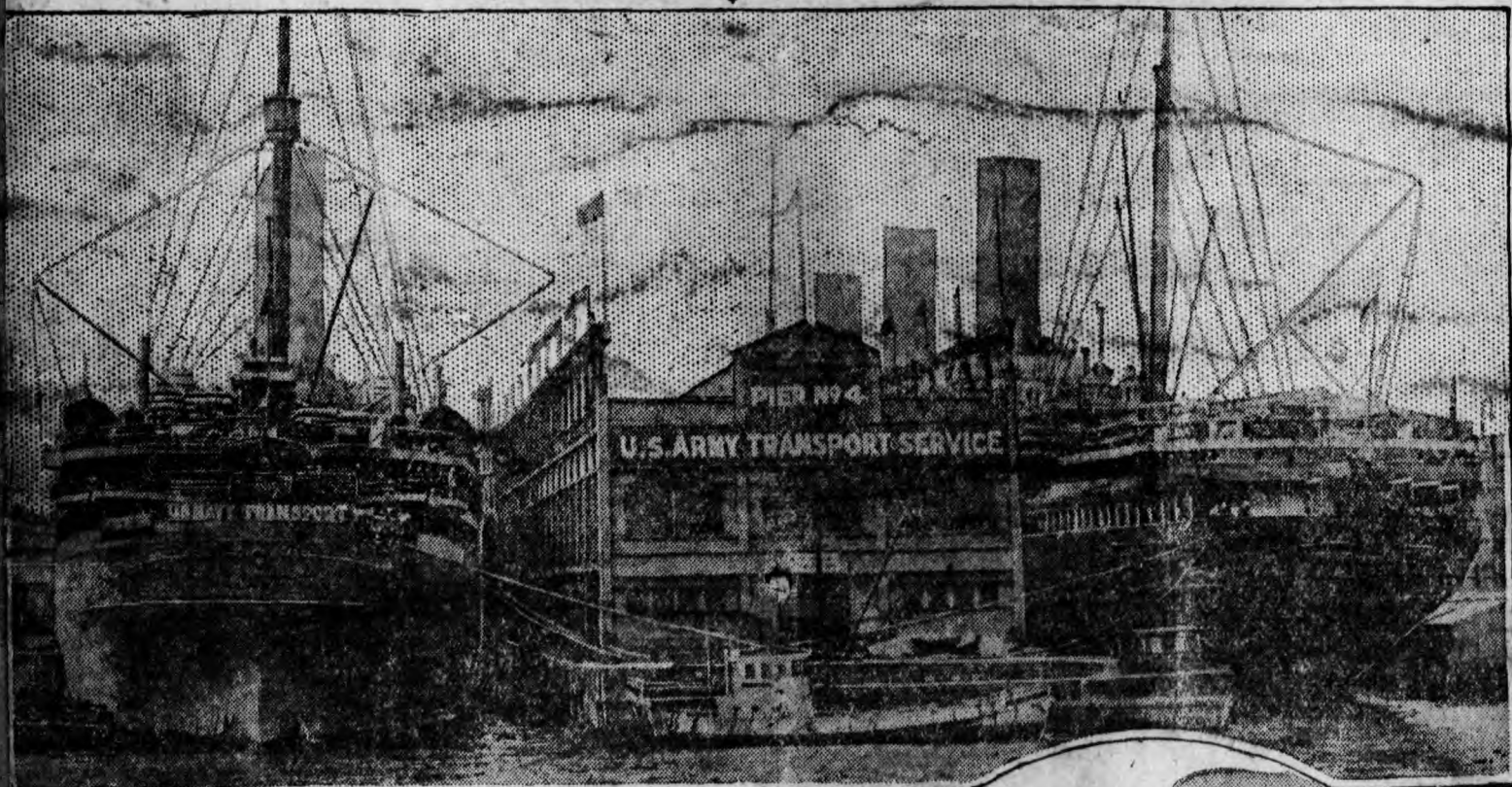
Continued on  
next page



Continued from previous page June 11/19

# HOW OUR MIGHTY FLEET OF TRANSPORTS, DISGUISED BY NUMBERS, WAS SAFELY SENT FROM NEW YORK, WITH MILLIONS OF MEN, AND WAS DOCKED ON ITS HURRYING RETURN WITHOUT A HITCH

## TWO LARGEST SHIPS IN THE WORLD AND MAN WHO BERTHED THEM



Left to Right... U.S.S. LEVIATHAN and U.S.S. IMPERATOR.

one or two ships would be slow getting away, sometimes through delay causing the entire convoy to be held up as much as a day. This trouble was eliminated, and before long all ships were sent away together or at such close intervals as to make certain that they would reach the rendezvous at the appointed time.

Knowing when the ships were due at Ambrose Channel, Capt. Bernard, acquainted with tide conditions, would determine at what time the ships were to leave. And then followed considerable scurrying from pier to pier to get the troopships away, one after another without pause.

### **Ships Sometimes Delayed.**

Sometimes the best laid plans of army and navy went astray. For instance, the Pastores and the Kroonland and other craft had small fires. The America sank at her pier. Troops sometimes were delayed in transit from Camp Merritt, Camp Mills or Camp Upton. Equipment was sometimes late in arriving. That meant delay in sending away the convoy.

Meanwhile, to protect against damage, the river was patrolled by launches day and night. All barges with coal and supplies had to apply at Pier No. 1 for passes before they could approach the transports to which they were assigned.

Each day Capt. Bernard received from the navy information that certain craft were about to enter port. That meant clearing dock space for them. And it involved the preparation of only certain docks for certain ships. Thus, the Calamares Capt. Bernard knew, was 487 feet long. That meant she would enter a slip ample to accommodate that bulk, and because her length was not extraordinary, there would be left space for some other ship. Capt. Bernard knew just which ships would fit into that remaining space. And he planned accordingly.

### **Big Ships Hard to Place.**

The Leviathan, he knew, could go only to Pier No. 4, the one place big enough to accommodate her. The massive Manchuria, the Mallory, the George Washington and some of the others of the bigger vessels could not

be accommodated at any berth, but had to be placed in one of a certain few slips.

Often there were ships in the river waiting for ships to start for France so that they could enter the docks. Sometimes ships loaded with troops passed craft down the bay that were rushing in to coal and take on contingents of soldiers.

Sometimes certain ships sailed together always—notably the Great Northern and the Northern Pacific, sister ships on the Pacific, which always sailed and arrived together. Usually these two sailed alone. Toward the latter part of the war they were accompanied by the Leviathan. The Siboney and Orizaba, during the war raced back and forth together. Even now they are chums of the seas. The Montana and North Carolina, cruisers, since the armistice have made their trips together.

### **No Lights Where Shown.**

Troops about to sail were not allowed on decks. No lights showed when ships went away at night. Signalling was done by wigwag, not by megaphone or tooting. All was done with the minimum of sound possible.

The greatest rush of the entire war occurred one night last August when Capt. Bernard started away nine transports from Hoboken in a total of seventy minutes. The first was started off at 11.50 at night. The ninth went at exactly 1 o'clock. The marvel of this stunt may be realized from the fact that under normal conditions it sometimes requires half an hour to undock a ship.

The quickest docking, strange to say, was that of the biggest ship of them all. On Aug. 20, 1915, the gangplank was run out to the Leviathan just six minutes after she had swung around the edge of the pier. Incidentally, the Leviathan proved the least troublesome of all the vessels Bernard docked and undocked.

The day that most impressed itself on his mind was Sunday, June 30, 1918. Bernard, who has a memory that retains the slightest details for many months back, recalled to the reporter that at 10.05 o'clock that morning the President Grant sailed with the one-millionth soldier from the south berth of Pier 5, Ho-



Capt. WALTER J. BERNARD.

boken. Reference to the records bore him out in all the details he ventured.

### **Jumped for Joy at News.**

"And when we learned that the President Grant reached France safely we just leaped and shouted 'Glory hallelujah!'" added Capt. Bernard.

Another day that remains fixed in his memory is Nov. 4, 1918, the mad day of the "fake armistice." He said that on that day the Siboney and Orizaba were about to leave with troops. Again reference to the records backed up his memory.

"When word came that the armistice was signed everybody believed it. The troops were taken off the Siboney and Orizaba," he said. "They were the sorest bunch of soldiers I ever saw when they were started back to Camp Merritt."

Nowadays his job is not the anxious task of getting away masses of men in silence and dark and nervous

worry, but the more pleasant work, though just as arduous, of receiving men who have come back with the smiles of victors.

"When the boys are all back," said Capt. Bernard, "I'll take a little vacation, though I don't know how I'll ever be able to get back into a calm course of conduct after all these many months of hustle and bustle day and night."

Just as the reporter started for New York, Capt. Bernard called to him: "And don't forget that I've got the best wife that ever was. All the time that I went without sleep and food and failed to show up home she bore it with a grin, because she, too, was doing her bit by standing for my long hours."



Herald Apr 27/19

# FIRST OF 11TH ENGINEERS WHO HELD GERMANS AT CAMBRAI REACH PORT



LT. COL. H.W. HUDSON

11TH ENGINEERS on the DECK of the SANTA TERESA I.F.S. Photo

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"Sergeant (now Lieutenant) W. F. Burt, of New York, was in a shelter with his men and a detachment of Tommies under a British officer. Burt thought he heard a machine gun, and told the British officer so, but the imperturbable Englishman said it was the Tommy machine runners signalling. Burt heard more machine guns and told the officer he thought the Germans were coming over.

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"Oh, don't get your wind up," said the Englishman, "it's just some shelling." Then Burt peeked out and saw a German machine gun crew in the distance. He forgot his discipline for the moment and said to the officer: "You can go to hell. I'm going to get my men out of here." Which he did. Between the shelter and the end of a communication trench there was a gap of twelve feet, which was visible to the Boches. So Burt watched the Germans and whenever he found their attention diverted he scooted one of his men across the gap. The Tommies, without consulting their officer, followed suit, and soon Burt and his men were safe in the trench.

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The vanguard of New York's fighting railroad men, the Eleventh Railway Engineers, who dropped pick and shovel at Cambrai and fought the Germans off with rifle and bayonet, arrived home yesterday. Seven officers and 285 men, comprising companies B and C of the regiment, arrived on board the Santa Teresa, which docked in Hoboken. The rest of the famous regiment will arrive aboard the Chicago next Sunday, under command of Colonel William Barclay Parsons, of No. 60 Wall street.

A parade on Fifth avenue Wednesday morning, May 30, a banquet following at the Hotel Pennsylvania and a reception and informal welcome home in the afternoon at the Seventy-first Regiment Armory comprises the official preparations for the homecoming festivities of the Eleventh.

The regiment has a record that for uniqueness is rivalled by very few outfits of the American army. They were the only volunteer organization recruited in the State of New York except the National Guard. They were the first American troops in England, and the first to be reviewed by King George. They were the first American troops on the line, for they arrived at Peronne in the Somme region, on August 14, 1917. A few weeks later, on September 5, they suffered the first American casualties, when Sergeant, now Lieutenant Calderwood, and Private Brannigan, of Company F, were wounded by shells. Twice they have been decorated by the British, with whom they served for a long period, and twice by the Americans. The first British citation was given the regiment at Cambrai because of its remarkable feat in constructing ten miles of railroad in eight days.

## Decorated by the French.

Lieutenant Colonel H. W. Hudson, of No. 31 West Eighty-fourth street, was in command of the detachment which arrived yesterday. Colonel Hudson, who before the war was engaged in construction work on the Hellgate Bridge, became separated from the Eleventh last fall, when he became a member of the staff of the director general of transportation with the A. E. F. Last September, when he rejoined his regiment, he was presented by Marshal Petain with the Legion of Honor medal on behalf of the French government.

The other officers who returned with the detachment yesterday were Captain C. P. Hubbard, of Woburn, Mass.; Lieutenant R. S. Knappen, of South Dakota, who went over as a sergeant; Lieutenant W. F. Burt, of No. 251 West Eighty-first street, who was a "huck private" when he left the States with the Eleventh; Lieutenant L. V. Petersen, of No. 212 Eighty-eighth street, Brooklyn, who was a master mechanic when he reached France; Lieutenant M. R. Calderwood, of Pelham, N. Y., also a sergeant promoted to a commission, and Lieutenant D. S. Claron, of Plainfield,

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In the latter part of September the second battalion went to the Argonne to help build a connecting line from Aubreville to Apremont. October found the regiment divided between the First and Second Armies.

The New York came back with a varied list of experiences. Charles Geoghegan, of No. 511 West 158th street, was working on a narrow gauge railway at Cambrai when the Germans caught him. He was the first American the Germans had seen, and they enjoyed themselves greatly exhibiting him to the troops behind their lines.

Sergeant Isador Kanner, of No. 306 East Houston street, claims the distinction of being the first Jew in the American army to receive wounds in France. He was hit by shrapnel December 10, 1917. All the members of the Eleventh were the three gold stripes denoting at least eighteen months of service. They were in France twenty-one months.

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Frank Brooks, No. 82 Dawson street; John Lally, Goldensbridge, N. Y.; Ulrich Mahey, No. 1,722 Amsterdam avenue; Herbert Ueltz, No. 78 Union street, Newark, N. J., and Clarence Conklin, No. 313 West 11th street, supposed to be the last American taken prisoner.

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Herald Apr 24/19

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11TH ENGINEERS on the DECK of the SANTA TERESA

I.F.S.  
PHOTO

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# "LOST BATTALION" HEROES, WHO DEFIED GERMAN TRAP IN ARGONNE FOREST, RETURN ABOARD THE AMERICA



1—Happy Survivors of the "Lost Battalion." 2—Major Carl F. McKinney. 3—Troops of the 307th and 308th Infantry in Hoboken. 4—Captain William J. Culley. 5—Colonel Nathan K. Averill. 6—Brigadier General Harrison J. Price. 7—Colonel Isaac Erwin. 8—Major George G. McMurtry.

*Heavels after 29/19*

*Reading matter on next page*



Herald Apr 29/19

## Troops Kept Below Deck to Avoid Listing as Ship Steams Up Bay.

Back from the battlefields of France, back from the blood-soaked forests of the Argonne, where for six days and nights they fought death from hunger and from the Boche, one hundred surviving members of the "Lost Battalion" of the 308th infantry landed in Hoboken yesterday when the transport America docked at Pier No. 4 with 7,051 troops. The vessel left Brest on Easter Sunday.

Bitter disappointment was expressed by New York soldiers of the 308th and 307th infantry aboard the vessel because they were denied the opportunity to give cheer for cheer from the welcoming crowds which thronged the river boats in the bay to meet the soldiers.

Fear that the vessel might list too heavily if the men were left on deck and should chance to rush to one side of the other caused ship commanders to order them below as the vessel came up the harbor.

### Most Are New York City Men.

Practically all the troops on board the America were of the Seventy-seventh division. They included the 308th infantry complete, with ninety-five officers and 3,573 enlisted men, and the 307th infantry, field and staff headquarters, supply and machine gun companies, medical detachments and Companies A, B, C, D and E, fifty-six officers and 1,992 enlisted men. Most of these men are from New York city and will go to Camp Upton to be mustered out.

Brigadier General Harrison J. Price, who commanded the 154th infantry brigade in France, was in charge of all troops aboard the vessel. In his headquarters staff, which accompanied him, were nine officers and seventy-four men.

Colonel Nathan K. Averill, who was in command of the regiment when it left Camp Upton, led it yesterday, although he was with other units for some time in France. Seventy-nine men of the regiment have been decorated with the Distinguished Service Cross, and have received Medals of Honor from Congress.

### Decorated on Vessel's Decks.

One officer and two enlisted men got decorations from the French Army just before the America left Brest, on April 19, when Lieutenant Colonel Maurice Larent, of the French-American Mission, boarded the vessel and held presentation ceremonies on the main deck. These men were Major George G. McMurry, of No. 27 East Seventieth street, who was with the "Lost Battalion" in the Argonne forest; First Sergeant Benjamin Kaufman, of Company K, and Private John Herschkowitz, of Company C. Sergeant Kaufman distinguished himself in the Argonne on September 27, when he went after a machine gun nest. He was wounded in the left hand, but continued his fight until he had captured the gun, killed several of the gunners with hand grenades and took back the rest prisoners. Herschkowitz, an east side man, was originally in the 305th infantry. He succeeded in carrying a message to Major Whittlesey on September 23 after three men had been killed in the attempt. He has the Distinguished Service Cross as well as the Croix de Guerre.

Another decorated hero of the 308th is Captain William J. Cullen, of No. 1,187 Woodcrest avenue, the Bronx, a lawyer. He wears both the Distinguished Service Cross and the Croix de Guerre.

As the troops disembarked in Hoboken they were met by Major Carl F. McKinney, now one of the personnel officers at Hoboken, who commanded the First and Third battalions of the 307th infantry, which went to the rescue of the "Lost Battalion" and saved it from total annihilation.

Major McKinney is a West Point graduate of 1911 and his home is in Birmingham, Ala., but at present he resides at No. 601 West 116th street.

**Tell How Battalion Was Trapped.**  
Varying stories of the manner in which the "lost battalion" got separated, have been narrated, so a comprehensive outline of the events leading up to the situation and the fight itself was made by those of the men who returned aboard the America.

Men of the 307th infantry and the 306th machine gun battalion were trapped in the forest on October 2, along with companies A, B, C, D and G, of the 308th. Because of the heavy casualties the battalion was depleted from the other two regiments, so that 690 men advanced into the attack in the forest.

When relief came from the first and third battalions of the 307th, under Major McKinney, 107 of the men of the "lost battalion" had been killed and only 194 were able to march out of their position, the others being wounded or gassed.

Captain Cullen, in telling of the event which led up to the situation, said that the battalion had been sent up to advance on Binarville Moulin de Charlevaux. Companies B and H, under Lieutenant Harry Rodgers, who was later killed, went on ahead. Captain Cullen was in command of Company H. They pushed forward until they met with severe resistance from machine gun fire.

A charge was made and the troops captured the machine gun nests of ten guns and took two officers and twenty-eight men prisoner. A further advance of two kilometers was made, but they discovered they had gone too far, and that both their flanks were lined with Germans.

### "Caught in Tight Corner."

"Word was sent back to Whittlesey of our position," said Captain Cullen, "and he joined us at once with his two staff officers. A German head appeared and one of the staff officers fired. We at once were subjected to a terrific fire, and with our position revealed we were in a tight corner."

"Company H was covering the left flank, and being unable to move forward we dug in as best we could, which was not very good at that, with the machine gun bullets flying all around. Food we had practically none, and we had to subsist on leaves for six days."

"The Germans made five distinct and terrific attacks and failed to make any headway, although they covered the ground in front of us with their dead. Many of our men were killed at night. Realizing the position the battalion was in, the Boche kept the area flooded with light. There was a spring some distance to the rear, but the enemy had a line on it, and though our men were forced to go there for water several were killed each trip."

Of ten men in an outpost amid a terrific bombardment, seven were killed and only one came back unwounded. It was he who delivered the message from the Germans that further bloodshed would be spared if the men surrendered. I don't know what Whittlesey replied, but that night we made a terrific attack on the Germans with machine guns, and when I asked Whittlesey next morning what he had replied to the German demand for surrender he said that he did not need to send any message as the attack the night before was a reply."

Among other decorated men in the regiment was Sidney Smith, of Company H, who received the D. S. C. Sergeant Erickson, of Company H, who received the same decoration, went back over 250 yards of ground which was continually under shell and machine gun fire to bring reinforcements.

### Band Played at Burial of 300.

Lieutenant Herman Schoenfeld, of Patchogue, L. I., who was in command of the 308th's band, said that 300 men were buried around the place where the "lost battalion" was trapped. The band played at the funerals. Many of the band instruments left in a shed while the men were doing stretcher work were blown to pieces by German shells. Several of the "wounded instruments" were brought back with the band.

Sergeant Frank W. Winkler of No. 3,714 Third avenue, said that he weighed 185 pounds when he went in with the "Lost Battalion" and lost twenty-five pounds within six days.

The "long and short" of the 307th were Private Tom Lee, of No. 12 Pell street, formerly a waiter in a chop suey restaurant, who has been decorated with the Croix de Guerre, and Private Loreto Rodriguez, a Mexican Indian, six feet four inches tall.

Colonel Isaac Erwin, of Lynchburg, Va., who was in command of the 307th, wears the D. S. C. as does also Captain Frank W. Gilbert of that command. The regiment, part of which returned last week, fought in the Argonne alongside the 308th and sent two battalions to the rescue of the Lost Battalion.

### Bride Drove Ambulance.

One bride returned aboard the America. She formerly was Miss Margaret Rowland, of Racine, Wis., who was an ambulance driver in Mrs. E. H. Harriman's unit. She was with her husband, Captain John B. Delahanty, son of the late Admiral Delahanty, of No. 44 East 29th street, Manhattan, personnel officer of the 308th infantry, and one-time member of squadron A.

The couple met in Paris and had a regular field wedding on the porch of a battered French chateau at Broulon on April 5. Father John J. Harrigan, of the Bronx, chaplain of the 308th, performed the ceremony.

Among the casual officers aboard the vessel was Major General Francis J. Kernan. He has been in France for nine-

teen months. He organized and commanded the S. O. S. in France and later was sent to Switzerland for the repatriation of wounded prisoners. After the signing of the armistice he was attached as military adviser at the peace conference and has been for two months in Poland, where he says conditions are bad. General Kernan has the Distinguished Service Cross and the Croix de Guerre.

Lieutenant Charles Ridgely, of No. 100 East Seventeenth street, who formerly was with the Twenty-sixth infantry, of the First division, went over as a casual in September, 1917, received the Distinguished Service Cross at Soissons, July, 1918, when in action with Lieutenant Colonel Roosevelt, and the Croix de Guerre at Cantigny, in June, 1918. He received citations for valor in raids in the Picardy sector and in the Argonne. With a detachment he captured thirty-six prisoners and exterminated the rest of a Germany company.

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## OVATION AWAITS FIRST 77TH UNITS DUE HERE TO-DAY

### 305th Infantry, 305th and 306th Machine Gun Battalions Due Aboard the Aquitania.

New York will let loose another ovation of welcome to-day when the liner Aquitania, bearing five thousand veterans of the Seventy-seventh division, steams up the bay. The Aquitania is due to arrive at Ambrose Channel about six o'clock. At eight o'clock the official city boats Patrol, Bay Ridge, Gaynor and Correction will leave Pier A, at the Battery, to escort the troopship to her dock in the Hudson River.

It is expected that the Aquitania will dock about noon at Pier 54, at the foot of Fifteenth street. The troops aboard, consisting of the 305th infantry and the 306th and the 306th machine gun battalions, will be placed aboard ferries immediately and will be taken to Long Island City, where they will entrain for Camp Mills.

For the last several days the office of the Mayor's Committee of Welcome has been besieged with relatives of the boys eager for permission to board the welcoming boats. As many as possible have been accommodated. An official party, headed by the Mayor and members of the advance party of the division, will be on the Mayor's official boat, the Patrol.

The 305th infantry will hold the honor of being the first big contingent of the division to arrive as a whole. Ninety-two officers and 3,746 enlisted men of the regiment are aboard the Aquitania. The machine gun battalions consist of about twenty officers and 775 men each. Other troops on board include the Sixty-fourth Evacuation Ambulance Company, ninety casual officers, 130 enlisted casuals and nineteen civilians.

### No Visits for Forty-eight Hours.

At 1. Seventy-seventh headquarters, in the Biltmore, yesterday a request was issued that the relatives and friends of the men be notified that no attempts at visiting the camp should be made before forty-eight hours have elapsed. For the first two days after the men arrive they will be subjected to the usual cleansing processes and physical examinations. No

passes will be issued during that time and no visitors will be allowed. Therefore the officers at the division headquarters advise friends of the boys not to waste their time by trying to see them during the period. An announcement will be made through the newspapers stating when visitors at camp will be allowed.

The "no parade" bugaboo reared its head again yesterday for a time, to the consternation of those who read the announcements in the afternoon papers, that the division was not going to parade after all. A lengthy letter received by Robert L. Moran, President of the Board of Aldermen, from the office of the Adjutant General of the Army, detailed the reasons why the War Department has decided not to sanction a parade of the Seventy-seventh. The announcement caused a great many to think that the official O. K. placed upon the parade a few days ago had been revoked, but when it was learned that the letter was dated April 18, which was prior to the receiving of the cablegram from Secretary Baker, authorizing the holding of the parade, the gloom was dispelled.

It was stated at the advance party headquarters that nothing was known of any revocation of permission to hold the parade, and that preparations for the event were continuing without interruption. A reassuring letter was also received from Major General Henry Jervey, of the War Department, by Martin Conboy, who was director of the draft in New York city. The letter stated that a cablegram received from France stated that the division would arrive within six days, and that it would, therefore, undoubtedly be possible to have the entire division parade.

### Entertainments After Parade.

Entertainments for regimental or company units cannot be staged earlier than the fifth day after the parade, according to a statement from Major Lewis Sanders, of the Advance Headquarters. The discharge of the men will not be completed before this time, said Major Sanders. All members of the home auxiliaries of the division are authorized to wear the divisional insignia on the left shoulder as an official recognition of their connection with the division. Executive officers and members of information committees may be officially indicated by a band of golden yellow with the Statue of Liberty in blue, on the left arm.

The only official publications of the division will be the history, which will be ready May 5, the programme for the Argonne Players, the official postcards and the division posters, "Well Done, Seventy-seventh" and "Spirit of the Argonne."

A memorial service in memory of the men of the 306th field artillery who died in the service of their country will be held in the Engineers' Building, No. 29 West Thirty-ninth street, to-morrow evening at eight o'clock. The next contingent of the division is scheduled to arrive to-morrow on the Mount Vernon, which bears the 153d infantry brigade headquarters and the 306th infantry complete.



# LAST OF THE SIXTY-NINTH REACHES OLD HOME TOWN; THE LEVIATHAN ARRIVES WITH MORE RAINBOW UNITS



1—Major General George Reed. 2—Company C, 165th Infantry. 3—Colonel M. A. Tinley, 168th Infantry. 4—Brigadier General Douglas McArthur.

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Revised after 29/1/19



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## The Prinz Friedrich Wilhelm Brings Joyous Irish Fighters Under Command of Major Van Santvoordt Merle-Smith.

Getting their share and more of the ovation that welcomed the greatest number of homecoming troops to New York in a single day, the remainder of the famous "Fighting Sixty-ninth"—forty-eight officers and 987 men—greeted again after eighteen months of absence the towers and canyons of their own home city.

They were among the 1,600 troops arriving on board the Prinz Friedrich Wilhelm, fifth of the seven seized German liners to reach this port from abroad, flying the Interallied flag of white and blue. Partly on that account, perhaps, and partly because of the exhilaration of homecoming, they burst into a paeon of triumph as their craft nosed into her pier, No. 6, Hoboken. Two lines that the newcomers on the pier head could catch boasted that "It was only the Sixty-ninth New York that drove the Hun across the Ourcq"—poetic license of Gaelic minstrels making the name of the city and the river rhyme.

### Major Merle-Smith in Command.

The men of the old Sixty-ninth, officially the 165th U. S. Infantry, comprised companies G, H, I, K, L and M, third battalion headquarters and a medical attachment. Commanding them was Major Van Santvoordt Merle-Smith, who helped organize the old Sixty-ninth and who went abroad as commander of Company L.

Besides being promoted, Major Merle-Smith was twice wounded and was decorated with the Distinguished Service Cross. He is the only son of the Rev. Dr. Wilton Merle-Smith, of No. 529 Park avenue. His grandfather, after whom Major Merle-Smith is named, was founder of the Hudson River Day Line. In honor of his arrival yesterday the steamboats of that line were decorated with flags and bunting.

Looking after the spiritual necessities of the returning Irishmen was Father James Hanley, assistant to Father Francis P. Duffy. He had nothing more exciting to relate than that he had christened four babies while at sea. They were born among the sixty-two brides of American soldiers and seamen aboard, who were coming to this country aboard the vessel with their husbands or to meet their helpmates here. One of the infants has since died.

### Guests at Smoker.

Last night the men of the old Sixty-ninth who are already in town on leave from Camp Mills were entertained by the men of the new Sixty-ninth at a "smoker" in the Lexington avenue armory. Tonight the Mayor's Committee, acting for the city, will be hosts to the officers and men of the veteran regiment in an official welcome.

### All Men Get Leaves.

All the men of the regiment have been given leave from camp for the twenty-four hours beginning at noon to-day. They will come to the Sixty-ninth Regiment Armory at five o'clock to a dinner that is to be served to them by 350 girl canteen workers of the Woman's Branch of the Mayor's Committee under the direction of Mrs. Nelson H. Henry.

After the dinner the armory will be cleared for dancing. Music will be by the New York Police Department Band.

Sheriff David H. Knott and August Silz, of the Dinner Committee of the Mayor's Committee, will be in charge of the night's activities. The men are to return to camp on Sunday night and will arrive here for their big review and parade just after noon on Monday.

A dinner is to be given to the officers of the 165th Infantry at Sherry's this evening. All branches of the military and naval service will be represented to honor the regiment. It is expected that 160 of the 172 officers of the regiment will be able to attend. Rodman Wanamaker, chairman of the Mayor's Committee, will preside, and addresses will be made by Colonel Donovan, Chaplain Francis P. Duffy, Mayor Hylan and others. Among the guests will be representatives of the Secretaries of War and Navy, Governor Smith, Major General Robert Alexander, Major General David C. Shanks, Major General Thomas E. Barry and Rear Admiral Glennon.

## LIEUTENANT VINCENT ASTOR RETURNS TO NEW YORK WITH CAPTURED GERMAN SUBMARINE

### Says He Enjoyed Service.

When Lieutenant Astor left this country in June, 1917, he told friends:—"I promise that I will not return to the United States unless I can bring over a German submarine."

Asked about this and to tell something about his personal experiences, Lieutenant Astor modestly declined to enter into that subject.

"I have been in the service since June, 1917, and I can say that I have thoroughly enjoyed every minute of the service that I have been able to render to my country," he said.

While he was talking a snow flurry came up and the lieutenant remarked with a shrug:—"This doesn't look much like spring, does it?"

Other officers of the U-117 are Lieutenant Commander H. C. Frazer and Lieutenant J. R. Rayhart. There is a crew of thirty-seven men, twelve of them expert machinists. The officers' quarters on board are commodious and fairly comfortable. Those for the crew are fitted with folding beds and are roomy. There was no shortage of food, as in the last days of the cruise of the U-117, and those aboard enjoyed the trip as a whole, notwithstanding the bad weather.

### Outspeeds Escort Craft.

The U-117 makes thirteen knots on the surface and she left any escort boats behind on her way to the Navy Yard. No relatives of the men aboard were at the pier when she tied up and aside from a gathering of Navy Yard mechanics and a movie man, there was no demonstration of welcome.

The boat is 275 feet in length, 17 foot beam and draws 15 feet of water. She is



LIEUTENANT VINCENT ASTOR

larger than the U-111, which reached the Navy Yard several days ago. She is equipped with two Diesel four cylinder engines, of 1,200 horse power each, for operation on the surface, and four electric motors, of 500 horse power each, for operation when submerged. She is fitted with three periscopes and has one six inch gun mounted forward.

When under the control of Germany the boat was fitted to carry twenty torpedoes and forty-five mines. When she arrived yesterday the breach block of the deck gun was missing, and it is understood this was removed by the Germans before turning her over.

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'I Will Say, by God, That the 77th Never Failed to Do What Is Was Called Upon to Do'  
—MAJOR GENERAL ALEXANDER.



MAJOR GENERAL ROBERT ALEXANDER

CAPTAIN T.S. KENYON and LIEUTENANT F.N. ELLIOTT  
CO. B, 306th INFANTRY GREET THEIR RELATIVES



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## DEMOBILIZATION OF THE 77TH DIVISION TO BEGIN ON MAY 9

Last of New York's Own Should  
Be Discharged by May 12,  
Says Officer

Demobilization of the Seventy-seventh division, to take place at Camp Upton, will begin on Friday, May 9, and within three days every man in the division will have returned to civil life, according to a declaration made yesterday by Lieutenant Colonel Louis B. Gerow, adjutant general of the division.

"By May 12," he said, "the Seventy-seventh will have passed into history as a fighting organization. The machinery of demobilization at Camp Upton has been perfected so that 10,000 men, perhaps as many as 12,000, can be discharged from the service daily. Additional barracks are in course of construction at Camp Upton to facilitate demobilization."

It is understood that the division will entrain direct for Camp Upton next Wednesday morning, the day following the parade, after spending the night in the various armories of the city.

Colonel Gerow stated that the 20,000 men of the division now at Camp Mills were giving a good account of themselves from the standpoint of discipline. Of that number only twenty-seven men had absented themselves without leave and the majority of these explained their absence as due to their being unable to locate relatives, he pointed out.

With the expected arrival this morning of the Nieuw Amsterdam with the 302d Engineers of the Seventy-seventh aboard, the entire division will have reached home with the exception of casualties due on the transport Frederick on Sunday and the train units which are coming over on the President Grant.

It was intimated at division headquarters in the Hotel Baltimore yesterday that a fair chance exists for the President Grant to reach port in time for those aboard to march in Fifth avenue with their comrades. A report was current that the transport would steam in some time today. Those acquainted with the steaming qualities of the transport, however, said that if she left the French coast on April 21, as reported, she could hardly reach here before Sunday or Monday and she would have to crowd her boilers to make the passage in that time.

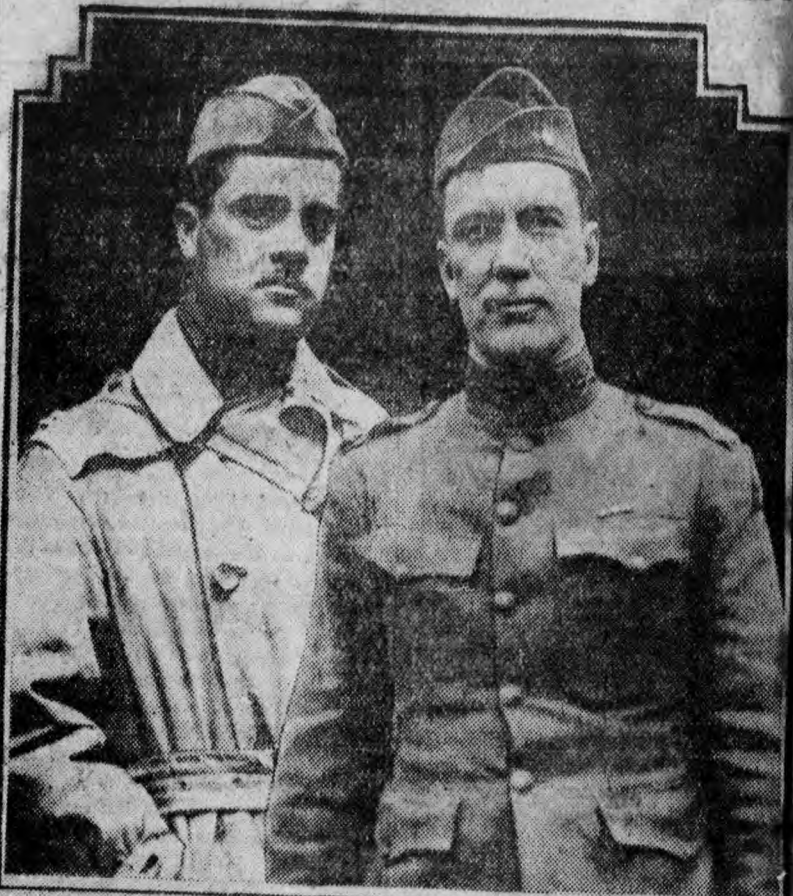
Major General Alexander decided yesterday that the division will parade in overseas caps, thus relieving the men of wearing the heavy steel helmets, and permitting relatives and friends more easily to recognize the marchers. The helmet will be carried on the left shoulder as the New York boys carried them on their hikes behind the lines in France.

The adjutant's office of the division announced that beginning at noon to-day the following units would be granted forty-eight hours leave:—Three Hundred and Fifth infantry, companies A, B, C, D, E, K, L and M, 303d infantry, no passes; 307th infantry, 20 men each from companies B, C, D and E; 308th infantry, approximately 20 men each from each company; 306th Field artillery, 305th Machine Gun battalion and 306th Machine Gun battalion, fifty per cent of each organization, providing the work on the discharge papers has been completed in time.

Of the 304th and 306th Field artillery, one-half went on pass yesterday at noon, to return to Camp Mills at half-past nine o'clock to-morrow morning.

The New York branch of the Jewish Welfare Board will have an official boat to greet the President Grant, bringing in the last of the Seventy-seventh division. On board the boat will be prominent members of the Jewish community and parents, relatives and friends of the Jewish boys on board that transport.

## OPERATIONS AT SEA SAVE TWO OF 3,800 RETURNING SOLDIERS



Captain TIMOTHY F. DONOVAN

Major WATSON JENKINS

Two delicate operations were performed on two soldiers while the transport Finland was on her way to New York from St. Nazaire with 3,500 troops. When the vessel docked in Hoboken yesterday the two patients were in fine condition.

Private Walter Nagle, B company, 103d Engineers, of West Philadelphia, was stricken with appendicitis when the vessel was two days out, and an immediate operation was necessary. Fortunately the sea was very calm. The operation was performed by Lieutenant Commander D. R. Ryan, assistant navy surgeon on the Finland.

Private C. W. Hall, a casual, whose home is in South Carolina, was also an appendicitis patient. Both operations were successful.

The main organization on board the Finland was the 103d Engineer Regiment, of the Keystone Division, who in turn built bridges and went into the line as infantrymen, and, like other units of the Twenty-eighth division, suffered heavy losses. Colonel F. A. Snyder, a Philadelphia engineer, took the regiment to France and returned in command of it.

One of the remarkable feats of the regiment was the construction of a trestle bridge over the Marne river near Chateau-Thierry, on July 21, when the Germans were making supreme efforts to break the allied line.

As the Germans were driven back, the American troops went over the bridge and the engineers threw themselves into the line with the first wave of French troops that went into the attack. Again on October 4, at La Forges they went into the line as infantry combat troops, and on October 6, in the supreme attack by the Twenty-sixth division on the La Chene Tendu Ridge they were part of the Fifty-sixth infantry brigade, which suffered heavy losses, but gained their objective.

During the fighting the regiment lost sixty-six killed, 273 wounded, 271 gassed, thirty-seven shell-shocked and three missing, a total of 636 casualties. One of the dead was Lieutenant Colonel Frank J. Duffy, killed August 17, at Courville.

Corporal Arthur Dieter, of Scranton, Pa., received the D. S. for rescuing another member of his company under heavy fire.

Coming back in command of Base Hospital No. 23, was Captain Timothy F. Donovan, of Buffalo, attached to the unit as a surgeon. He is a brother of Colonel William Donovan, of the Sixty-ninth regiment, of New York.



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## 'LOST BATTALION' MEN AMONG 1,427 WHO ARRIVE HOME

New York Policemen of 77th  
Division Also Here Aboard  
the St. Louis.

Some of the men of the "Lost Battalion" and the Third battalion of the 307th infantry arrived home yesterday aboard the St. Louis, which docked at pier 7, Hoboken.

Thousands of New York folk who went to Hoboken were held outside the piers by a special detail of Military Police, but they waved frantically through the railings as they recognized their relatives and friends marching past them.

The troops on board numbered 1,427, and included the Third battalion and a medical detachment of the 307th infantry, 25 officers and 1,006 men. There was also the Seventy-seventh division Military Police, the 372d, aero squadron and a detachment of the Seventy-sixth base hospital.

Major Weston Jenkins, of Rome, N. Y., was commander of troops on board and incidentally commander of the Third battalion of the 307th infantry.

### Penetrated Enemy Lines.

Describing the fight against the German positions which had been taken up around the Lost Battalion, of which K company was then a part, he said that Major Whittlesey's command had penetrated through the enemy lines. Because of the jungle nature of the forests it was difficult to keep contact with the flanks. When the Germans found that a battalion of Americans were two kilometers in their lines they closed up in the rear and set out to put a wire fence around the Lost Battalion.

"Three runners were sent up to try and locate Major Whittlesey, but none of them got through and only one came back," said Major Jenkins. "When Whittlesey's command was located the regiment worked forward and attacked for five days.

"They worked through by regular Indian fighting. There was one section which went around a railroad track, and I sent a platoon forward to try to get through that way. They made the bend and I went forward to investigate. As I took my glasses and looked through two bullets whizzed past my head.

### All Who Passed Were Killed.

"Every man of that platoon who passed the curve in the tracks was killed. Major McKinney was the first man to get in touch with Whittlesey."

Captain Joseph A. Holahan, of No. 423 Amity street, Flushing, L. I., went overseas in command of Company K of this battalion and came back in that command, but he was not with his company when it was attached to Whittlesey's battalion of the 308th infantry. He had been gassed on September 15. He was working with the White Star line before he joined the army. He has been recommended for the D. S. M. and the Belgian War Cross.

With the military police of the Seventy-seventh division, many members of the New York Police Department returned home. Captain Francis F. Bangs came back in command of the outfit. He is a lawyer and his home address is No. 14 West Seventy-third street.

Among the men of the Third battalion of the 307th regiment who were decorated was Captain Ward Chamberlain, a lawyer, of No. 2 Rector street.

Captain Nathan H. Lord, in command of Company L, was a celebrated tennis player at Columbia University.

Among the decorated men of the battalion are Corporal Herman Neubell, of No. 166 Ivy street, Wilmsurst, L. I., and Private Joseph Charles, of Kingston.

## BOASTING GERMAN OFFICERS HERE ABOARD SHIP WITH 1,000 SOLDIERS



(1) Sergeant Frank Leavitt (U. S. A. Champion Wrestler). (2) Docking the Cap Finistere. (3) Staff Officers of the 127th Infantry—Left to Right, Lieutenant C. H. Swanson, Captain A. E. Mitchell, Lieutenant Colonel B. J. Zink, Lieutenant Edmund S. Higgins and Chaplain Gustav Stearns.

## FIRST 1,000 NEW VOLUNTEER TROOPS LEAVE TO JOIN ARMY ON THE RHINE



1—Sergeant Roy Williams. 2—Colonel H. L. Jackson bidding farewell to his wife. 3—Private Jack Taylor, who fought with Scotch Highlanders.

United States troops are again on their way to France. The first contingent of volunteer soldiers recruited in this country for the regular army since the armistice was signed left Hoboken yesterday for France, where they will immediately proceed to the Rhine and become part of the army of occupation.

They are known as Companies A, B, E and D of the overseas replacement troops, and consist of 24 officers and 1,000 men. They will be utilized to replace drafted men now in the regular army units on the Rhine.

They left yesterday on board the naval transport Agamemnon, under command of Colonel H. R. Jackson.

Two of the soldiers are battle-scarred veterans of the world war. They are Private Jack Tyler and Sergeant Roy Williams. Tyler saw three years of fighting, from 1914 to 1917, as a member of the crack Scottish regiment, the Highland Light Infantry. He has three wound stripes, and took part in the battle and retreat from Mons, the Arras push and the fighting at Amiens.

Sergeant Williams, who has an aunt, Mrs. E. Eloig, living at Hartford, Conn., served on the Flanders and French fronts with the Scottish Grenadier Guards, was

wounded and discharged from the British army, came back to this country and re-enlisted in the American army.

The majority of the men are in their early twenties, and come from the Middle and far West. Comparatively few have been in the service before.

When the Agamemnon moved away from her pier there were no ceremonies, but the one thousand regulars on board set up cheering and seemed happy at the prospect of service abroad. Colonel Jackson said of the men:—

"These men are all enlisted for three years' foreign service. I don't expect they will stay on the line so long as that, but we are prepared if it is necessary."



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## THE LEVIATHAN AND IMPERATOR CROSS OCEAN MINUTES APART; 27,256 TROOPS LAND IN ONE DAY

General Wood, with Governors of Kansas and Nebraska, Welcomes Western Soldiers Back Aboard Three Great Transports Once Under German Flag.

Three great ships which were formerly the pride of the German merchant marine yesterday came into New York harbor with a precious community cargo of American doughboys. They were the two largest steamships in the world, the Emperor and the Leviathan which had finally raced across the sea almost bow and bow and the Kaiserin Auguste Victoria which followed along four hours after the 3,000 mile contest won by the Leviathan.

The two leading ships of the world's commerce left Brest within an hour of each other and constantly sighted each other throughout the trip across. Until two days ago it was any ship's race, but slowly the Leviathan forged ahead with the result that she reached her pier and tied up just before the great Emperor was in for the night.

Thousands of patriots from the plains of Kansas and from Nebraska and Missouri gave the big ships one of the wildest welcomes witnessed since the return of troops has been under way. Major General Leonard Wood, formerly in command of the Eighty-ninth Division, to which most of the returning men belong, and Governor Henry J. Allen, of Kansas, went down the bay and escorted the troops up the harbor, to where there was a welcome such as Hoboken will long remember, as the patient and intensely patriotic Westerners waiting there gave vent to their appreciation of an all star fighting force from "back home." There were several units of the Thirty-third Division on the Leviathan also.

### 27,256 Soldiers Landed.

It proved a big day in many ways, all records being beaten for the debarkation of troops, with a total of 27,256 for the day. This included six smaller vessels and the Leviathan and Emperor.

Several distinguished passengers were on board the Leviathan, including Vice Admiral Albert Gleaves, commander of the Cruiser and Transport Force, who has been overseas four weeks. Other passengers included Mr. Henry P. Davidson, chairman of the American Red Cross War Council; Representative Charles P. Caldwell, of New York; Julius Kahn, of California; Richard Olney, of Massachusetts, and John N. Morin, of Pennsylvania.

Lieutenant Henry Davidson, son of the head of the Red Cross, also was a passenger, but he was wounded and under the care of a nurse.

Down the bay a bushel of letters from the folks back home to the boys of the 35th Infantry were put aboard the Leviathan by Mrs. Effie L. Scott, Governor S. R. McKelvie, of Nebraska, and Adjutant General H. J. Clark, of Missouri, also were aboard a welcome ship down the bay, and came up with the Leviathan.

Vice Admiral Gleaves, who was accompanied by Flag Lieutenant J. Lawson, was returning from a tour of inspection of the evacuation ports in France, Belgium and England. His flag was saluted in Brest by French and British war ships. He inspected the harbor of Brest, made a tour of the battle front, and visited the British grand fleet at Rosyth, Scotland. He also inspected the docks at Liverpool and St. Nazaire.

### Eighty-ninth Division Aboard.

Among the army organizations on board the Leviathan were the 33d Infantry, of the Eighty-ninth Division, a Kansas regiment, commanded by Colonel James R. Reeves; 25th Infantry, Nebraska regiment, Lieutenant Colonel Levi G. Crown commanding; 129th Infantry, Twenty-ninth Division, Colonel Edgar A. Meyer commanding; 108th Supply Train, Thirty-third Division, Major William A. Hendrie commanding; 340th Machine Gun Battalion, Eighty-ninth Division, Major William A. Hale commanding; 341st Machine Gun Battalion, Major Ernest E. Watson commanding; 108th Sanitary Train, Major Eugene G. Clancy commanding.

Colonel Reeves was in command of the troops on board and Brigadier General Johnson Hadgood of the field artillery was a passenger.

The Eighty-ninth Division was organized at Camp Funston by Major General Leonard Wood. It left here for France in June and trained until August 4 in the Reynel training area. The personnel of the troops of the division is drawn from the States of Missouri, Nebraska, Kansas, Arizona, South Dakota and New Mexico, with latter additions from Illinois and Wisconsin.

The division was in the trenches in the Toul sector, and was one of the assaulting divisions of the Fourth Army Corps in the St. Mihiel drive from September 12 to 15.

It was rated by the German Intelligence Section as a strong combat division and from October 15 to November 1 held the line in front of the Kremslunde-Stellung, being subjected to a continuous bombardment of high explosives and gas.

### Total Casualties 7,002.

The division jumped off on November 1 in the final stage of the Meuse-Argonne offensive, capturing the Barriquet Heights, the key to the river crossing of the Meuse at Pouilly and Stenay, and finally forcing the river on the nights of November 10-11 in two places and capturing the town of Stenay on the morning after the armistice was signed.

The brunt of the attack was borne by the 37th Infantry Brigade. Its total casualties numbered 7,002, and the total number of decorations awarded to members of the division are as follows: Congressional Medal of Honor, 8; Distinguished Service Cross, 115; Distinguished Service Medal, 2; Croix de Guerre, 68; Belgian Cross of the Order of Leopold, 1; Belgian Croix de Guerre, 2; and Legion of Honor, 3, a total of 139 decorations.

The division captured 192 officers, 4,869 men, 122 large guns, 455 small guns, advanced forty-eight kilometers and were ninety days in the line. Captain Moses Atkins, of the Second Battalion of the 33d Croix de Guerre, and Lieutenant Colonel Infantry, had the Croix de Guerre and the Order of Leopold; Colonel Reeves the James L. Peatross the D. S. C. The 35d Infantry is known as the "All Kansas."

Captain John Lehmann, son of Frederick Lehmann, formerly United States Solicitor General, arrived with the 342d. He is a St. Louis man as are Lieutenants Vogt and Rohlfing, of the 35th. Both of the latter were formerly connected with the art department of the St. Louis Globe-Democrat.

### The Emperor Brings 3,190.

South Dakota, Missouri and Nebraska men were in the 340th Machine Gun Battalion, which operated with the Eighty-ninth Division. They suffered ninety-three casualties and one Croix de Guerre was won by a member of the battalion. The 341st Machine Gun Battalion of the same division had seven men killed and 276 wounded. Eight Distinguished Service Crosses were awarded and one Croix de Guerre.

The 129th Infantry, of the Thirty-third Division, also on board the Leviathan, was commanded by Colonel R. A. Meyer, of Troy, N. Y. It was formerly the Third Illinois National Guard.

On board the Emperor were 3,190 soldiers, this including the 35th Infantry of 83 officers and 1,888 men; 575 officers in regimental detachments or as casuals, 417 nurses and 133 civilians.

Major General William A. Snow, chief of artillery, and Major General Peter C. Harris, adjutant general of the army, were passengers as well as Brigadier General Tieman N. Horn and Alfred A. Sarbird.

There were twenty German officers on board acting in an advisory capacity. The Emperor was sunk deep in the mud of the Elbe River, which had to be dragged for weeks before she could be pulled out and taken to Brest, where she was turned over to an American crew.

Among the Germans were Commodore Thomas Kier and Captain Fritz Kruse, who formerly were in command of the ship when she was in the transatlantic service under the Hamburg-American flag.

Navigating officers of the Leviathan told of the race between the two ships from Brest and were rather proud of their victory. The Leviathan also beat its own record on a quick return, making the round trip in sixteen days and three hours.

## Secretary Baker Home; Says Millionth American Soldier Will Leave France Soon

Arrives Aboard the George Washington with 5,000 United States Troops.

The United States naval transport George Washington, which has become recognized as the President's ship, arrived at Hoboken last evening with 6,563 troops and Newton D. Baker, Secretary of War, on board.

Secretary Baker, who will remain in New York and review the Seventh-seventh division parade to-day, said he had been with the Third Army on the Rhine, and that it was perhaps the best army ever organized. The remainder of the A. E. F., he said, was being sent to the seacoast as rapidly as possible. Conditions at Brest are ideal, he declared.

Speaking of the transportation of troops home he said:—

"The millionth American soldier will embark from Brest some time this week. The great expedition is now over and the men who were ferried through the submarine zone to go over the top are now patrolling the Rhine or on their way home with lights burning and no need for destroyer escorts.

### Great Establishment Breaking Up.

"The great establishment which had been built up in France is being broken up, and in a short while America will have withdrawn from France, leaving only the memory of industrial efficiency and the military strength which she took to the aid of the weary Allies and with which the war was won.

"Meantime at home industry is resuming its peace time channels. Perhaps as any one I have been permitted to see all phases of this great achievement on both sides of the ocean, as I have taken three trips to France during the war.

"The resourcefulness and valor of the soldiers, the courage and brave endurance of the men of the navy, the determination and energy of the people at home have all co-operated to bring victory swift and clean. This co-operation has made us invincible in war; its spirit will make us invincible in peace. To the men of the army and navy, shares in the glory of it all, the country looks with happy confidence that their efforts have shown both that Americans are strong no who fear any enemy and strong enough to deal bravely and wisely with the problems of her own progress and growth."

### Two Receptions Aboard Ship

During the trip two receptions were held by Secretary Baker, one to the army officers and another to the naval officers and ship's welfare workers.

Elaborate preparations were made for the reception in Hoboken, Pier No. 3 having been lavishly decorated with the flags of the allied nations. A guard of honor was drawn up at the foot of the gangway.

Practically all the troops aboard the George Washington were of the Thirty-third division, including the 128th infantry, 103 officers and 2,898 men; 127th infantry, seventy-six officers and 2,216 men; Thirty-second division headquarters, thirty-three officers and 256 men; field hospital No. 125, five officers and eighty-one men; field hospital No. 127, six officers and eighty-one men, and 102 casual officers and 706 men.

Major General W. G. Haan, commander of the division, who wears the Croix de Guerre with palm, the Distinguished Service Medal, and the decoration of a commander of the Legion of Honor, is a West Point man. For two years he was in command at Governor's Island and for four at Fort Totten.

### Praises Men of Division.

"I am going to Camp Custer," said the General, who, in a short statement, gave a ringing commendation for the men of his division. "About 700 of them have been decorated. I am under deep obligation to my soldiers. They successively beat twenty-three crack German divisions, including the Twenty-ninth division, known as the Kaiser's Own, of whom they took 400 prisoners."

Some of the high lights of his fighting division, which lost in casualties 14,268 officers and men killed and wounded, show that they were one of the best divisions of the A. E. F. They were six months under fire, from May to November, 1918, with only ten days in rest areas. They fought on five fronts and in three major offensives. They took 2,153 prisoners.

The men of this division were the first Americans to set foot on German soil, in Alsace. They captured Plaines, fought as the only American unit in General Mangin's famous Tenth French army in the



NEWTON D. BAKER  
on his arrival at  
HOBOKEN

Oise-Aisne offensive and were twice in the line during the Argonne-Meuse drive.

### Michigan—Wisconsin Men.

The division is composed of Wisconsin and Michigan Guardsmen, and their insignia is a red arrow, signifying that the division shot through every line the Germans put before it.

When the division commander with his staff was at Brest about to embark, French decorations were presented to several of the American officers. Admiral Moreau, stationed at Brest, read to General Haan a letter from Premier Clemenceau and endorsed by the French Minister of War and Prime Minister, which said in part:—

"Let me bid farewell to your division before it leaves France, and permit me to address to your unit a message of gratitude. When decorating your flags with the French War Cross General Mangin enumerated some of its deeds and noted that the Sixty-fourth brigade had been given by its French brothers, in arms the glorious name of the 'Brigade des Terribles.'"

"To that testimonial I wish to add a few remarks. From May to November the Thirty-second division spent on the firing line 120 days, thirty-five of which were during engagements in the hardest battles. Your losses from the enemy fire were 4,268. In the spring you were holding the front line in Alsace. During the summer you fought from the Marne to the Vesle. In the autumn you were in the Montfaucon woods. On the eve of the armistice you were still delivering an attack. You have met successively twenty German divisions. You have never given them an inch of ground.

### "Salute Glorious Flag."

"I salute your glorious flag. I pay to your dead the homage of our thankfulness and I say to those who leave, Bon Voyage, good luck, and do not forget your French friends."

One of the veterans of the world war returning aboard the George Washington was Sergeant William P. Mullen. He was wounded five times. At twenty years of age he was a brevet captain in the British army but was discharged because of wounds. He re-enlisted in the American army when America entered the war. He wears the ribbons of Mons, Arras, Arras and Flanders and the Croix de Guerre.

The 128th infantry was commanded by Colonel R. B. McCoy. It comprises parts of the old First, Second, Third, Fourth, Fifth and Sixth Wisconsin infantry, of the National Guard.

Chaplain P. F. Bloomhardt, of the George Washington, who is also editor of the Hatchet, the publication of the ship, was ill in bed when the vessel reached port. He said he would soon be on deck again.

### Mr. Baker Talks to Washington Over Wireless Telephone.

WASHINGTON, D. C., Monday.—Secretary Baker, before arriving at New York to-day aboard the transport George Washington from France, talked with General March, chief of staff, by wireless telephone. Owing to unfavorable weather conditions Mr. Baker's voice was heard indistinctly. The wireless telephone apparatus aboard the George Washington was installed while she was in New York the last time for the convenience of President Wilson.

Secretary Baker will return to Washington late Wednesday.



Herald May 18/19

# SECRETARY DANIELS HOME FROM EUROPE ABOARD SHIP BRINGING 5,000 TROOPS



## Head of Navy Department Tells of Conference with Officials Abroad.

When the naval transport Mount Vernon docked in Hoboken yesterday with 5,000 troops she discharged among other passengers Josephus Daniels, Secretary of the Navy, and Mrs. Daniels, and several Representatives in Congress who were on their way to Washington for the extra session which opens tomorrow.

Secretary Daniels has been overseas five weeks, and with the technical chiefs of the Navy Department he has been in consultation with the navy officials of the allied nations. With the Secretary were Admiral Robert S. Griffen, chief of the Bureau of Steam Engineering; Admiral W. Taylor, chief of the Bureau of Construction and Repairs; Admiral Ralph Earle, chief of the Bureau of Ordnance; Captain Percy W. Foote, Naval Aid to the Secretary, and Captain Douglas Dismukes.

The party went to the Rhine to see the men of the American army of occupation. Thereafter they went to England and inspected the ports of Plymouth, Portsmouth and Scapa Flow, where the surrendered German fleet is lying guarded by British war ships.

### "High Esteem for Americans."

"I found," said Mr. Daniels, "that the British navy men hold their American associates in the highest respect and esteem. Many of the naval officers abroad regret that the Germans had not the spunk to come out and fight, but it should be remembered that the tame and inglorious surrender of the fleet was more humiliating than any defeat would have been."

Mr. Daniels is of the opinion that the surrendered German fleet should be destroyed. He said that was also Admiral Benson's opinion, adding:—

"It would be a great moral lesson to sink the entire fleet of surrendered vessels. And that is not all; it would be the practical thing to do. Only by a vast expenditure could the vessels be made of use to this country. The guns with which the ships are armed could not possibly be used for our ammunition. We would have to manufacture an entirely different kind of ammunition or change the armament. That would cost a lot of money and the ships would probably be obsolete by the time it was a finished job."

Mr. Daniels was in doubt as to the future of the navies of the world, but said new ships would be built by America, although the programme undoubtedly would be curtailed.

American naval vessels still in European waters, he said, are engaged in destroying mines, eighty per cent of which they laid.

### Greatest Military Camp.

Mr. Daniels said Brest was the greatest military camp in the world.



1—Governor Frank O. Lowden, of Illinois, and Major General George Bell. 2—Left to Right, Standing—Admiral Earle, Admiral Griffen, Admiral Taylor and Captain Foot; Seated, Captain Douglas Dismukes, Mrs. Daniels and Secretary Daniels. 3—Governor Lowden greeting 122 doughboys.

Speaking of his trip to the Rhine, he said:—

"The American troops do not fraternize with the Germans. They continue their military operations in drill and tactics and preserve the best traditions of the American soldier by their bearing and deportment. The officers are billeted in castles or palaces and the men in comfortable barracks and billets."

Referring to the purpose of his trip abroad, Mr. Daniels said:—

"As a result of the conference with naval statesmen and naval experts in Great Britain, France and Italy the party returns with much first hand information as to technical naval policy on the sea and developments as a result of war experience. The result of our interchange of views will be taken up for consideration with our own officers before the matured and well digested opinions of the department are presented to Congress."

"I was particularly impressed with the widespread interest in aviation in all countries, and this is something America will have to forge ahead in."

Mr. Daniels paid a tribute to the officers and crew of the Mount Vernon, saying it must have been a bitter pill for the Kaiser to swallow to see his best merchant ships utilized to take troops across the ocean to thrash his soldiers and then bring back the victors. There were 289,000 troops brought back in April, he said, and that figure would be exceeded this month. By July 1 there will remain only 400,000 American soldiers in France.

### Praises Prairie Division.

Coming back on board the Mount Ver-

non were five thousand men of the Thirty-third, "Prairie" Division, in command of Major General Bell. Secretary Daniels said General Bell had told him that the division was the finest in the army.

"Other generals have told me that their divisions were composed of the finest men that ever shouldered a gun," said the Secretary, "and I agree with them all, but after eight days with those men I can say that men of clearer eye, finer physical condition and more cheerful spirit could not be found. They are the type of men that cannot be defeated, and the first thing I will do when I set foot in Washington is to tell Secretary Baker that my trip convinced me that the army is as worthy of the country's gratitude as is the navy. And that is the acme of appreciation."

The Mount Vernon made a quick turn about in her trip to France. She reached Brest at nine o'clock A. M. on May 9, took on 5,834 troops and passengers, and left Brest at four P. M. the same day.

While the Mount Vernon was passing at Quarantine there was a collision alongside between the army tug Joseph E. Johnston and the training ship Gloucester, formerly J. P. Morgan's yacht Corsair. Several army officers boarded the transport from the tug and the latter was backing off when she rammed the Gloucester. On the latter were Edward E. Britten, secretary to Mr. Daniels, several naval officials and some newspapermen.

The Mount Vernon went on her way, and a steam launch rescued the party

## Declares British Have Highest Regard for Their Ameri- can Associates.

from the Gloucester, which suffered a big rent in her bow.

The troops on board included the 132d Infantry complete, 122d and 124th Machine Gun Battalions, several casual companies and the Headquarters of the Thirty-third Division.

Most of the men are from Illinois. They went to France a year ago yesterday on the same vessel. They are the State National Guardsmen and they celebrated last Fourth of July by going over the top at Hamel alongside the Australians. The casualties of the division were 9,250. Seven of the men of the 132d Infantry received Congressional Medals and many others wore D. S. C.'s and British decorations.

A large delegation from Chicago went down the bay to welcome the troops. In the party were Governor Lowden, Roger Sullivan and Senator Medill McCormack.

One of the returning soldiers shouted out, "Where is Bill Thompson?" and when informed that Chicago's Mayor was not of the party, replied that it was "a damned good thing."

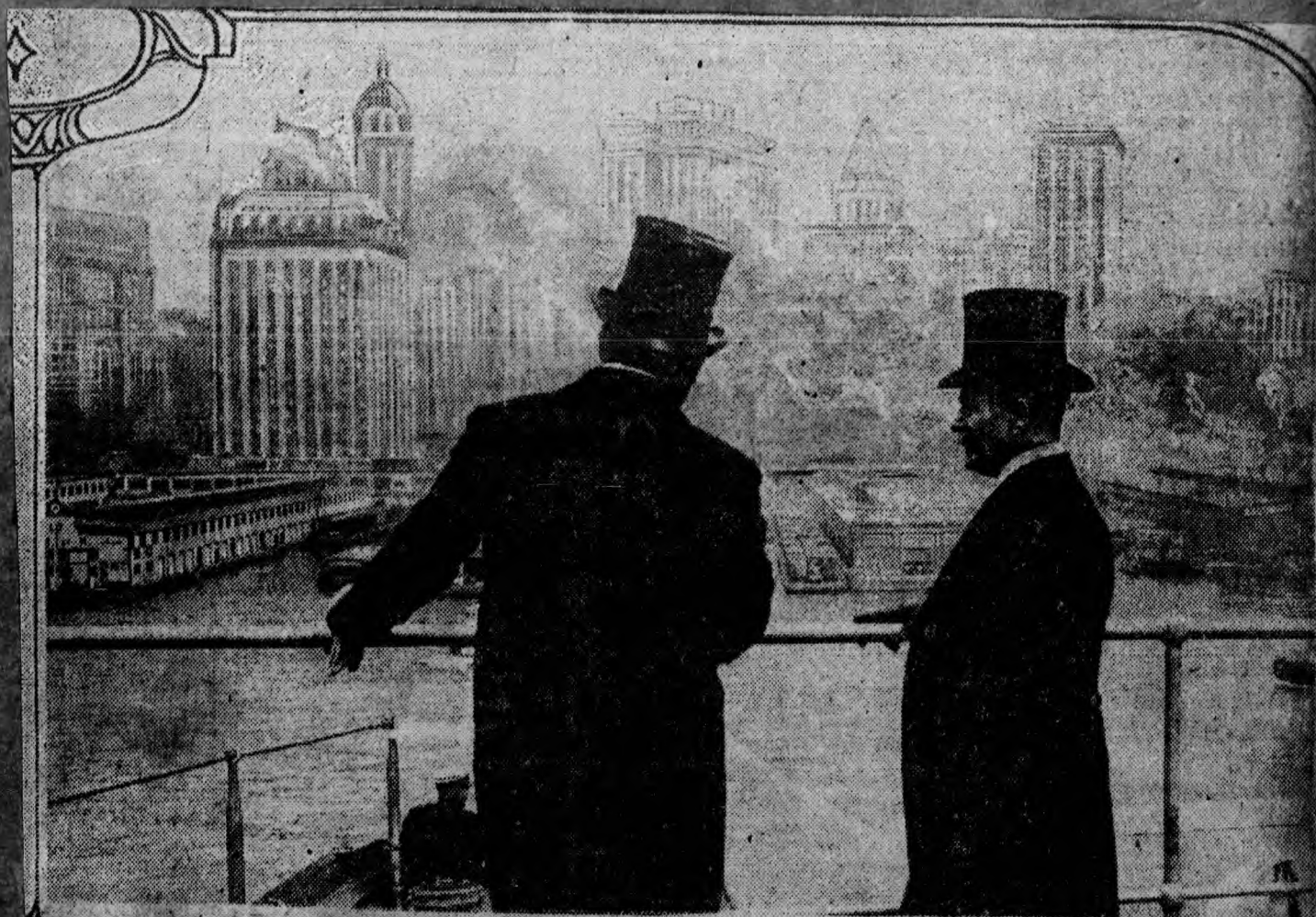


*Herald June 24/19*

# PRESIDENT-ELECT OF BRAZIL IS WELCOMED IN NEW YORK CITY



DR. PESSOA AT THE IMPERATOR'S RAIL AS UNITED STATES DREADNOUGHTS FIRE SALUTES



DR. PESSOA, ABOARD THE IMPERATOR, ADMIRES THE CITY'S SKYSCRAPERS



# HERALD JULY 14/19

## IMPERATOR IN, LEVIATHAN OFF, IN 20 MINUTES

Remarkable Feat of Handling  
Vessels Performed at  
Army Piers.

### FIRE ON TRANSPORT EXTINGUISHED AT SEA

Life Rafts and Preservers Destroyed,  
but Captain Says It Was  
"Not Exciting."

In twenty minutes late yesterday, Captain Walter J. Bernard, marine superintendent of the army piers at Hoboken, directed successfully a feat of big ship handling that will long be talked of on the water front.

The giant transports, the Leviathan and the Imperator, largest ships afloat and once the pride of the German merchant marine, were made to exchange places at the south side of pier No. 4, as the first named steamed for Brest and the latter arrived at New York. For many minutes the two great ships lay abreast in the Hudson, blocking all river traffic and so close together that a bottle of 2.75 beer could have been tossed from one to the other. Hundreds of mariners and others occupied points of vantage to see the operations.

The Imperator reached Hoboken with 5,452 soldiers on board, after she had been afire at sea—a blaze that Captain Casey B. Morgan, commander of the vessel, called "theatrical but not exciting." It consumed many of the transport's life rafts and preservers.

#### Count di Cellere Returns.

Count Macchi di Cellere, Italian Ambassador to the United States, returned to his post on board the Imperator, and honors were paid him as he debarked.

Captain Bernard's feat was made necessary by two circumstances. The two greatest ships afloat can only be handled in the river at a certain time, when the flood tide has given the river its greatest depth and least current. Also the only other berth to which either can be moored—the north side of Pier No. 4—was already occupied by the transport George Washington, on board which President Wilson came home last Tuesday.

He ordered the Imperator to proceed up stream half a mile, then to swing with her bow down stream. At a quarter past six he gave the order for the Leviathan to cut out of her berth. She stretched across the Hudson until it seemed as if her stern was going to ram the Manhattan shore. Then as her bow swung down the Imperator slipped down stream until the two craft were abreast.

As the Leviathan glided farther down stream the Imperator gently swung inshore and slipped into the berth just vacated by the "Levi." She sounded her "make fast" signal at twenty minutes to seven.

#### Recorded in Pictures.

Motion pictures recorded the feat, and those on the pier applauded Captain Bernard, but he merely smiled and left the pier as if what he had just directed were an every day task. The Leviathan signalled a "well done" before she passed out of sight.

As the gangplank was passed to the upper deck of the pier a detachment of soldiers and seamen presented arms in honor of the Italian Ambassador and the ship's band played the Italian national march.

The demonstration at the pier was the last touch to a voyage at which every opportunity was sought by American military and naval officials to pay their respects to the Ambassador. He was accompanied by the Countess di Cellere and their children, Stephano and Agnes. The officers on board saw to it that his pretty daughter had plenty of dancing and declared that her grace and humor did much to enliven the passage. From the pier the Italian party came to the Ritz-Carlton Hotel.

Count di Cellere was greeted at the pier by Rear Admiral M. Lovvattelli, naval attache to the Italian Embassy at Washington, and by Consul General Lomulo Tritonj. The Rear Admiral went aboard to greet him, and as he stepped aboard the transport, the ship's band sounded two "ruffles" in his honor and a march. As the Ambassador himself and the party debarked, three "ruffles" were sounded by the drums and the band struck up the Royal March.

Later, Count di Cellere was in conference at the hotel with S. Carrara, Italian consul in New York.

The fire that enlivened things for a time on board the Imperator started on the funnel deck, port side, astern of No. 2 stack. Lieutenant James V. Henning, the ship's first officer, who discovered the blaze, said that probably was due to a lighted cigarette being carried into the middle of a pile of life preservers made out of kopak, a highly inflammable substance.

#### Flames Around the Funnel.

In a moment it seemed, the flames leaped twenty feet high, curling around the funnel. The ship's fire department, under Lieutenant Cohle, U. S. N., which was organized recently, was on the scene in thirty seconds after the alarm was sounded, spectators said.

The ship was stopped in midocean for five minutes, so that the air current caused by her forward motion would not fan the flames, and in fifteen minutes every spark and cinder was officially declared to be out. Captain Morgan estimated the damage to have been about \$600. Happening at the dinner an hour and lasting only fifteen minutes, the blaze

caused little alarm on board. Most of the soldiers were below at "chow." The glare of the flames was seen through the glass roof over the "Ritz" restaurant where the first class passengers were dining, including Count di Cellere, but even there it was thought that the reflection was merely an unusual vivid sunset.

Among the 9,452 passengers, were the 6th and 85th pioneer infantries, thirty-nine companies of canals, 581 nurses, forty civilians, ninety-three brides and 333 casual officers. There were six French army officers who are on the way to Siberia on a government mission.

#### Casualty Record Arrives.

Five tons of documents from the central records office of General Headquarters, comprising the complete record of all the casualties in the American Expeditionary Forces, was brought back by a casual company of twenty-nine enlisted men, four field clerks and four officers. They are to be taken to Washington, for file in the War Department. Lieutenant Colonel Ernest G. Smith, of Wilkesbarre, Pa., and a veteran of the Philippine struggle, was in command of the company.

Junius B. Wood, of Chicago, war correspondent, returned with stripes showing two years of activity abroad. He related that the troops in Germany, including the famous First and Second Divisions, are preparing for a speedy start home.

Among the casualties was Major William Kenelly, who has also been overseas two years. Before the war he was the champion rifle shot of the old Seventh Regiment and was captain of Company C, that organization, before entering Federal service. He went over with the old Sixty-ninth, then the 165th Infantry, and was wounded. After recovery he was promoted and assigned to the Provost Marshal's office at Marseilles. His services won him the Legion of Honor from the French. Major Kenelly said he intends to return to his old position with his uncle, Bryan L. Kennelly, real estate operator.

Brigadier General Oliver Edwards and Brigadier General Paul B. Malone were among the ranking officers to return.

## Women Disappointed Because They Couldn't March with Second Division.

With a total of 5,452 passengers or fifty per cent less than her total capacity the transport Imperator reached port yesterday and docked in Hoboken, after an uneventful voyage from Brest. There were thirty-five troop ships waiting to be loaded when the Imperator left Brest because it was claimed there were no troops in the port to be loaded.

This may have accounted for the big list of women passengers on the Imperator. They numbered 816, including Army and Red Cross nurses, "Y" workers and Jewish Welfare Board workers and other civilian aides. There were also 78 brides, mostly French, wives of American soldiers and fifteen children.

There were 535 Army officers on board and 3,363 enlisted men from seventy-four different organizations, not including the casuals.

There were two high ranking officers travelling as casuals, Brigadier General Frank E. Bamford and Brigadier General

John J. Bradley. General Bamford was commander of the Second Infantry Brigade of the First Division, and when he left France he said the first units of the Division had not left for home. General Bradley was attached to G.H.Q.

#### Athletic Champions Back.

Colonel E. Haskell, of General Headquarters, who went to France with the Ninetieth Division, was troop commander aboard. His home is in Seattle, Wash. Among the organizations on board were the First Ambulance Company, Sixteenth Evacuation Hospital, Nineteenth Evacuation Hospital and numerous salvage, motor cycle, motor transport and casual companies.

The champion American Army athletic team, which competed in the interallied games at the Pershing Stadium, in France, and carried away the honors with 92 points, their nearest competitors getting 12 points, also arrived on board the Imperator yesterday.

They were in charge of Colonel Joseph H. Thompson, of Beaver Falls, Pa., originally with the 110th Infantry. There were thirty-six officers in the group, thirty-nine civilians and three enlisted men. All of the civilians were formerly in the A. E. F. Captain Wilfred H. Maloney, of Leeland Stanford University, was coach of the team and returned with the athletes.

Among the champions were Robert L. Simpson, Missouri, and Fred W. Kelly, San Francisco, champion hurdlers; Lieutenant Charles W. Paddock, Pasadena, Cal., who triumphed in the 100 and 200 metres sprints; Lieutenant Norman Ross, Chicago, champion swimmer, nine events; Edward B. Eagan, Sheffield Scientific School, Yale College, champion middle-weight boxer; also Edward R. Coughney, San Francisco, shot putt champion; George Bronson, Philadelphia, javelin throwing; Clinton Larsen, Salt Lake City, running high jump; Solomon Butler, De Butte College, Iowa, broad jump; Van Hall H. Prang, Iowa, 145 pound wrestling champion; Lieutenant R. L. Bird, Los Angeles, discus thrower; Lieutenant Early Eaby, Chicago, 400 metres champion.

#### Three Women Decorated.

Three of the women returning yesterday had been decorated, but none of them wore her decoration. Miss Cornelia Colt Davis, of No. 109 East Fifty-sixth street, New York, one of the "Y" workers, was decorated by Marshal Pétain with a Croix de Guerre for her excellent work in helping the Second Engineers and the Fifth Marines when she was serving with the Second Division during the fighting in the Campaign.

Another woman worker who returned with a decoration was Miss Jane Jeffrey, of No. 36 Bellevue avenue, Dorchester, Mass. She was a Red Cross nurse and was commended for her heroic work at Jour-sur-Marion on July 15 last year, when she stuck to her work in the evacuation hospital when it was bombed by German airmen. Although wounded herself she continued to attend on the twice wounded soldiers, and as the result of the injuries she received from a high explosive shell was in a hospital for four months.

She was awarded the Distinguished Service Cross, the decoration being presented on April 11 of this year.

Among the "Y" workers who returned were sixty-two who had been attached to the Second Division and they were greatly disappointed that they did not get home in time to take part in the parade. They claimed that this had been promised them in France. Miss Paulina Harrison, of Ohio, was in charge.

The following Jewish welfare workers from New York were aboard the Imperator:—Etta Aaronson, No. 145 West 11th street; Sadie Burg, No. 145 West 11th street; Jennie Eisenburg, No. 2,292 Gravesend avenue, Brooklyn; Zelda Greenburg, No. 1,354 Lexington avenue; Sarah Kamros, No. 231 West 125th street; Lendia Hyman, No. 1,498 Crotona Park; Mrs. Marjorie Stendler, No. 1 West Sixty-eighth street.

#### "Y" Workers from New York.

"Y" workers from this vicinity who arrived yesterday included Mary A. Arthur, daughter of F. G. Arthur, of the Cotton Exchange; Elsie Bird, No. 30 Church street; Marie Douglas Horner, No. 17 West Tenth street; Marguerite Clark, No. 476 Clinton avenue, Brooklyn; Lydia C. Tenny, No. 114 West Forty-seventh street; Bessie N. Carotte, No. 143 West Forty-fifth street; Elizabeth Grimbail, No. 320 Central Park West; Mrs. Matilda Orr, No. 132 East Thirty-second street; Catherine B. Clayette, No. 47 East Fifty-eighth street; Jeanette P. Hall, No. 52 West Fifty-second street; Frances W. Barrows, No. 137 East Twenty-sixth street; Marie Torrence, No. 214 Riverside Drive; Jeanette Jackson, No. 10 West Sixty-fourth street; Hazel Woodhall, No. 224 Waverley place; Pauline Brown, New Rochelle, N. Y.; Edith W. Becker, No. 347 Madison avenue; Mrs. Louise Becker, Forest Hills, L. I.

Also Elizabeth Carpenter, No. 159 Lincoln street, Montclair, N. J.; Frances S. Cole, No. 111 Broadway; Dorothy Close, Gouverneur, N. Y.; Harriet Gardner, No. 186 West Fourth street; Constance Harland, No. 1,372 Dean street, Brooklyn; Virginia D. Leach, No. 482 Thirteenth street, Brooklyn; Eileen Paterson, No. 412 West Twentieth street; Helen P. Sturgis, Richmond Hill, L. I.; Elizabeth Slade; Jennie Wylie, No. 156 Fifth avenue; Ruth Garland, Alice Guthrie, Margery Morrison and Marie Torrence, No. 347 Madison avenue; Helen Dayton, No. 313 East Eighteenth street; Ella S. Valk, No. 164 Sixty-first street.

The following civilian aides were with the Army Red Cross and returned on board the Imperator yesterday:—Mary E. Jamieson, No. 61 West Fifty-fifth street; Hilah C. French, No. 43 West Fifty-first street; Kathleen Rushe, New Rochelle; Margaret H. Whipple, No. 16 Beekman place, and Ida D. Bradsher, No. 349 West Eighty-fifth street.



# ARMY'S ATHLETIC CHAMPIONS, HUNDREDS OF 'Y' WORKERS AND TROOPS AMONG 5,482 HERE ABOARD THE IMPERATOR



LIEUT. NORMAN  
ROSS, CHAMPION  
SWIMMER

CAPT. WILFRED H. MALONEY, COACH  
OF AMERICAN TEAM

LIEUT. CHARLES W. PADDOCK  
CHAMPION SPRINTER

LIEUT. ROBERT  
L. SIMPSON, CHAMPION  
HURDLER

*Harald Aug 11/19*



Herald Aug 23/19 Herald Aug 31/19

## PERSHING'S COOK HERE ABOARD SHIP WITH 2,740 TROOPS

Chinese Chef to Admiral Dunn  
Also Arrives with Portu-  
guese Bride.

Two distinguished culinary artists came back from France yesterday on board the transport Kaiserin Augusta Victoria, which completed her fifth and last voyage as a troopship. The two cooks are worthy of special mention because one, a French woman, served as chef to General Pershing, and the other, a Chinese, prepared all meals for Rear Admiral Dunn, commandant of the naval base at Ponta Delgada, in the Azores. General Pershing's chief cook was Mrs. Rodin, whose home is in Boston, whither she proceeded as soon as she was permitted to go ashore.

The other chef was Wing Ching and he brought with him a Portuguese wife who, presumably, admired her new husband's cooking. Wing Ching said he had no fear of any bridal biscuits or overdone buckwheat cakes. His wife was Elvira de Oliveria, widow of a Portuguese soldier who was killed in France, when Wing Ching met her. There is to be a real Chinese-Portuguese-American wedding at No. 108 Aves street, Providence, R. I., Wing Ching's home, in the very near future.

Major H. B. Baird, a Philadelphia lawyer, brought home a French bride whom he married six months ago.

### In Sympathy With Actors.

Jack Mantell, a son of Robert Mantell, the tragedian, and himself an actor, was one of the ensigns aboard the Kaiserin-Augusta Victoria. He expressed himself as in sympathy with the striking actors. He will return to the stage after leaving the navy.

Fred E. Benham, of Glen Cove, L. I., a nephew of the late Brigadier General H. P. Benham, returned after serving three years with the Foreign Legion and later with an American mortar trench battery. After his release from service he re-entered journalism and reported the Peace Conference for the Chicago Tribune. He brought home with him a Belgian police dog, which is the property of Bernard Baruch.

There were also on board the transport three Representatives in Congress who have been touring through the devastated regions in Northern France. They were Frederick C. Hicks, of Port Washington, L. I.; C. B. Slomp, of Virginia, and L. S. Echols, of West Virginia. Mr. Hicks said the subject of the German "come back" commercially was of much more interest to the French than the League of Nations.

### Ship to Go Back to Germans.

The Kaiserin Augusta Victoria is to be returned to her German owners, so it was said on board yesterday. It is supposed that the vessel will be taken back to Brest, thence to a British port, where a German crew will take her in charge. She is one of the vessels "loaned" by the Germans, under the armistice agreement, to assist in the homeward movement of American troops from France.

The vessel brought 3,740 military passengers on her final trip as a transport, the larger part of which consisted of the Seventh Infantry. The Seventh Infantry units on board totaled 69 officers and 2,253 enlisted men. They came home under the command of Lieutenant Colonel Jesse Gaston, a South Carolinian, who was wounded in the Argonne drive.

The transport Buford arrived yesterday from the Panama Canal zone with a miscellaneous army and navy personnel. She docked at the army base piers in South Brooklyn. The officers and enlisted men had seen service in the Zone, guarding the Panama Canal. Included in the number were nearly two hundred enlisted men who had manned submarine chasers on guard outside the entrances to the canal during the war.

## TRANSPORTS BRING ADVANCE UNITS OF THE FAMOUS FIRST DIVISION



GROUP OF OFFICERS OF THE 1ST DIVISION. © I.F.S.

## EIGHT SHIPS BRING 6,764 SOLDIERS BACK FROM FRANCE

Five Transports Dock in South  
Brooklyn—Rest in  
Hoboken.

Eight transports arrived in port yesterday, bringing a total of 6,764 officers and men of the A. E. F., the largest number of troop carrying vessels that have arrived in one day for some time. The Orizaba, arriving in Hoboken, brought the largest number, 1,781 officers and men. She and the Pastores, which also arrived at a Hoboken pier, brought First Division troops, the total military complement on the Pastores being 1,473 officers and men. Most of the transports carried casualties, the Orizaba and Pastores being the only two that brought the officers and men who will parade with General Pershing after the latter's arrival in this city early next month.

On board the Santa Malta, another Hoboken arrival, were 368 officers and men of various detachments, and the Graf Waldersee brought 1,639 officers and men, consisting of twelve detachments and eighty-seven casual officers.

Four of the transports yesterday docked in South Brooklyn, preparatory to being returned to their owners. The Iowan, which left Brest on August 19, brought 600 officers and men of various units under the command of Major Myron Hingeley. One of the regular units on this vessel was the 304th Remount Squadron, four officers and 131 enlisted men, in charge of Lieutenant Thomas J. Stevens, a California officer.

This squadron had its headquarters in the Toul sector during the war and looked after the bringing in of gassed and otherwise wounded horses from the fighting area to veterinary hospitals for treatment. In this way thousands of horses were saved to the allied governments. Most of the officers and enlisted men of the squadron were ranchmen from Texas and other Western States.

The transport Santa Leonara brought 340 officers and men and five field clerks. The vessel left Brest on August 19 and ran neck and neck with the Iowan. The troops aboard this transport were under the command of Captain Frank W. Arnold, of Minneapolis, who also commanded the 287th Military Police company during the war. This company completed its work of policing Antwerp before its departure for home.

The Henry R. Mallory, leaving Brest on August 20, with 589 officers and men of scattered units, came to a pier in South Brooklyn.

On board the transport Peerless, from St. Nazaire, were forty officers and thirteen enlisted men and one army field clerk. The officers and men were of various detached units.

## LAST UNITS OF FIRST DIVISION HERE WITH TROOPS ON 5 SHIPS

Many Transports Made Last Voyage in Wartime Work—Battery and Sergeant Who Fired First American Shell at Germans Among Arrivals.

Five more transports arrived in the port of New York yesterday with 5,756 troops. The Freedom, with 778 troops, docked in Hoboken in the early morning, followed by the Zeppelin, with 2,702 troops, while the K. I. Luckenbach anchored at mid-day in Gravesend Bay, where twenty-two casual officers were taken off in a tug. The Dekalb, carrying the rear guard of the First Division, docked at Pier 3, Hoboken, last evening.

Bismarck, the monkey mascot of Company C, of the Sixth Field Artillery, caused more trouble and excitement than any of the other passengers on board the Zeppelin, said officers of the vessel. Leaving Brest on August 25 the transport had a fine passage, marked by the obstreperous conduct of Bismarck, which early in the voyage caused a stir on board when he ran to annoy the dog mascots and occasionally took a shot at a passenger with anything that was handy.

The Zeppelin was the vessel which was completed in Germany after the war started. She made her maiden voyage as a transport under the Stars and Stripes, and was commanded by Captain William W. Galbraith. The vessel completed her career as a transport yesterday, with the end of her fifth trip from Brest with troops, and had carried to America 15,000 fighting men. She will be reconditioned and turned over to the Interallied War Council.

### All First Division Men.

The troops unloaded yesterday were the First Division Headquarters of twenty-nine officers, First Field Artillery Brigade, Fifth Field Artillery, twenty-two officers, 652 men; Sixth Field Artillery, forty officers, 768 men; Second Field Hospital, eight officers, sixty men; a casual company and fourteen brides and one child.

Brigadier General Augustine McIntyre, commander of the First Field Artillery Brigade, was commander of troops on board. His home is in Chattanooga, Tenn., and he became attached to the brigade four months ago. He was in charge of an artillery brigade which was in training when the armistice was signed.

The adjutant of the First Division, Lieutenant Colonel G. R. Legge, headed the headquarters officers. His home is in Charleston, S. C., and he wore the ribbons of the Distinguished Cross, Croix de Guerre and Legion of Honor. He went overseas with the rank of second lieutenant and returned as lieutenant colonel.

### Fired First Shot.

Sergeant Alexander Arch, of South Bend, Ind., has the distinction of having fired the first shot of the war for the United States. He was a gunner in Battery C of the Sixth Field Artillery. The shot was fired at Lunerville on October 24, 1917.

Among the officers on board were Lieutenant E. J. Verrault, Colonel S. D. Book

and Colonel J. E. Hemphill, of Washington, D. C., chief signal officer in the Army. Other casual officers were Major D. Penhallow, of Harvard University, who went over with the Harvard unit in 1914 and who became one of the best known surgeons of the war, and Lieutenant J. Van Nutchell, of No. 24 West Tenth street, Manhattan, who wore six French decorations.

The last officer of the Twenty-seventh Division to return was aboard the Zeppelin in the person of Lieutenant Thomas J. Gerrity, of Mount Vernon, N. Y. He was a corporal in the 107th Infantry, went to an officers' training school in France, was commissioned and sent to the Central Records office.

## THE FREEDOM BRINGS 778 OF 16TH INFANTRY

The transport Freedom, which left Brest on August 22 with 778 troops, completed her career as a transport when she docked in Hoboken yesterday. She was formerly the Witelkind, Hamburg-American cargo steamship, and had been four trips as a transport, carrying 5,681 troops.

Captain James Wheelin, of Tucson, Ariz., was commander of troops on board. They were composed of the First Battalion of the Sixteenth Infantry complete, six casual officers and one welfare worker.

Of the original battalion Captain Wheelin is the only remaining officer. He was wounded twice and decorated with the Croix de Guerre.

Lieutenant Fred T. Wilson, of Mamaronck, N. Y., second in command, was decorated with the Croix de Guerre and the D. S. C.

Sergeant Wecyzlaw Brucken, of Company B of the Sixteenth Infantry, had the Croix de Guerre, D. S. C. and French Medaille Militaire.



Herald Sept 30/19 Herald Sept 3/19

## SHIP BOARD STOPS SAILINGS TO PORTS IN GREAT BRITAIN

Embargo on Rail Shipments  
Probable When Coast Ware-  
houses Are Filled.

## TEN CARGO VESSELS HELD IN NEW YORK

Big Passenger Steamships Are Arrang-  
ing to Carry Enough Coal for  
a Round Trip.

WASHINGTON, D. C., Monday.—All sailings to ports in Great Britain have been cancelled by the Shipping Board, because of the strike of railway workers there.

The following instructions have been sent by the division of operations to officers at all ports:—

"To avoid congestion and bunkering difficulties as a result of the impending British railway strike and in line with action likely to be taken by British owners, all sailings of Shipping Board vessels for United Kingdom ports are suspended and vessels ordered held in port. Discontinue at once further bookings, loadings and clearances for United Kingdom ports."

W. F. Taylor, assistant director of the division of operations, said ships held in port under the order would be allocated to other trade as rapidly as possible. Ships now loaded or nearly loaded will be dispatched as soon as they are ready to countries other than England.

As Great Britain supplies most of the world supply of bunker coal, the closing of British ports to Shipping Board vessels renders the bunker problem a serious one. The Shipping Board, however, is making arrangements with other countries and also with private concerns to obtain coal.

Officials of the Board said the situation in United Kingdom ports had been reported as bad for some time. At Liverpool, particularly, the warehouses and port facilities are badly congested, while throughout the Isles there has been a shortage of railway cars and equipment. Difficulties also have been increased on account of the labor problem.

One possible effect of the cancellation of sailings to Great Britain may be steps by the Railroad Administrator to prevent congestion of freight at Atlantic and Gulf ports destined for England. Railroad Administration officials said whatever action was necessary would be taken as the situation developed.

Great Britain is one of the largest of America's customers for raw and manufactured articles. Shipments of cotton are particularly large. When the limit of warehouse space is reached, embargoes probably will be placed to stop the movement to the seaboard of goods destined for English ports.

## Ten Cargo Boats, Scheduled to Sail Yesterday, Are Held Here.

The strike of England's railway employees was felt here when orders were received at the office of the United States Shipping Board, 45 Broadway, last night to cancel the sailings of ten cargo boats scheduled to sail yesterday for English ports. This order was issued as a result of the acute coal shortage in England. These boats, it was said, would be unable to get coal on the other side for the return trip.

The passenger steamships, however, will not be affected so seriously. Many of them can carry sufficient coal for the round trip. The Mauretania, of the Cunard line, it was said, consumes 6,000 tons of coal one way, but it was added that the seriousness of the situation in England is so grave that a definite settlement is expected before the ship sails on Thursday. The Caronia, another Cunard steamship, scheduled to sail today, will carry sufficient coal for the round trip. The Lapland, of the International Mercantile Marine, sailing Saturday, and the Baltic, of the White Star line, sailing October 9, will carry a round trip supply of coal.

The Shipping Board will, in all probability, change the routes of these boats if the situation does not clear in England, it was said. That is, these boats will land at some foreign port to replenish the coal supply exhausted by the trip and then proceed to England with sufficient coal for the return trip, it was said.

## WHITE BIRD WITH RED HEAD BLAMED FOR A HOODOO VOYAGE

The Arizonian Ends Her Last Trip as a Transport, Arriving  
Several Days Late—Encountered Disabled Vessel  
at Sea, Towing Her to Port.

Anti-Prohibition men of the crew and passengers of the Arizonian, formerly of the American-Hawaiian Company, which yesterday ended her last trip as a transport, breathed sighs of relief when she reached Hoboken. Twenty-four casual officers, four enlisted men and a cargo of mute but protesting machine guns, automobiles, small guns, airplane parts and ammunition, all under the charge of Captain George E. Higgins, of Andover, Mass., are said to have muttered thanks.

A snowwhite bird caused all the trouble, a snowwhite bird with a red head. Could anything be more fateful? One of the sailors, before plunging overboard at first sight of the thing took time enough to tell his mates he had seen one just like it years ago in the Pacific, and what happened to the ship he was then on board was too horrible for words.

"Three days out we was, boys," he said, "and not a sail in sight, when from the blue cerulean this snowbird did alight. Its top was red, its wings were white, a ficer and four enlisted men,

comb upon its head, and never such a bloomin' bird was seen by day or night.

"The cap'n had it fed, boys—of birds he was afraid—but when he saw it fly, boys, to us the cap'n said:—

Space won't permit telling just what Captain Carl E. Anderson said. But all the crew and the captain blame the wild winds that blew the Arizonian hitherward on that poor unfortunate snowbird.

Incidentally, the Arizonian the day after the bird stepped aboard picked up S O S signals from a steamship which was in distress, with a broken propeller. Captain Anderson put back, with the disabled steamship in tow, and, after all, the chief complaint was that this made the transport several days behind in arriving here.

However, with 2.75 beer at Hoboken, all fears of strange birds disappeared; likewise stories of man-eating sharks, which some of the crew professed to have narrowly escaped as they sought refuge in a boat when the good old Arizonian lay to, and gave a tow to the helpless vessel me at sea.

After all, it is pretty hard to get the rights of this romance of the ocean, but the Arizonian surely did reach Hoboken yesterday with twenty-four casual of-

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# The First



WILLIAM B. RUGGLES

# Comes Home!

First at the call of need to cross the foam,  
Last to return of all, the First comes home.  
THE FIRST! How proudly shines that honored name  
In its place of right upon the scroll of fame!  
First in the field and first to meet the foe—  
First in the trenches—first to strike a blow,  
And first, the sad but proudest rôle of all,  
To mark its chosen sons as heroes fall!  
Their death their pride and ours, we greet today  
The souls of Gresham, Enright and of Hay,  
Adventurers three, your memory lingers best,  
The slender Advance Guard on the pathway West!  
The Hun who at Ausauville that sowing made  
Has reaped the dragon's teeth. Your debt is paid!  
First in all things but one, our trials are past—  
The First Division greets its own at last!  
Whose headlines flaunt their favorites' recall?  
No State can claim us—we belong to all!  
"Inch deep and mile wide," Powder River's pride  
With Carolina's blood fought side by side;  
So lads from Texas or the Kansas plain  
Shoulder to shoulder marched with men of Maine!  
In us the strain of all our land discern—  
We went from all and now to all return!  
We ask no tribute on this day of days;  
Our efforts helped, let others claim the praise!  
For us enough our memories of our deeds—  
Old days, old thrills, that retrospect concedes—  
Grim days of gas and shrapnel—march by night—  
The barrage—the dawn—advance—the stand-up fight!  
Old forms drift back through smoke of battle tide—  
Brave men who lived and, braver still, who died!  
Enough the enduring monument we have  
Reared in the hearts of those who fought to save;  
Enough for us the touch of native loam;  
Enough that the first to go at last is—HOME!



Herald Sept 16/19

## ONLY MOTHER OF SOLDIER WHO WAS ALLOWED ABROAD DOESN'T APPROVE OF STYLES IN PARIS

Mrs. W. B. Arnold, of Arkadelphia, Ark., Back Home and Glad of It, Says French Girls Are Not Well Bred or as Well Dressed as Those in America.

Bringing the only soldier's mother who visited her son in France and the only Italian bride of an American army officer as passengers, the troopship America, flying a thousand foot long "Homeward Bound" arrived at Hoboken yesterday.

The "only mother" was Mrs. W. B. Arnold, of Arkadelphia, Ark., mother of Lieutenant H. B. Arnold, of the 334th Field Artillery, Eighty-seventh Division.

When the 334th embarked for home last June, Lieutenant Arnold was detailed for further service. He said he was willing to stay if the authorities would allow him to send for his mother, and the authorities agreed. She went to France in July on board the Agamemnon.

In France she stayed at Bassens, near Bordeaux, where Lieutenant Arnold was on duty. She visited all the camps in the vicinity of Bordeaux and Brest. Lieutenant Arnold is a rancher and the oldest of five brothers and sisters.

### "Glad to Get Back Home."

"From the standpoint of an American mother—especially one from Arkansas," she said, "I have just this to say about France, or who were there:—While the great fight was going on they got along all right. Now, though a person can look things over and compare the towns and camps and ways of living with America, I was never so glad to get anywhere as I am to get back to New York, and if we can make the train we'll leave tonight for Arkadelphia.

"In the first place the boys over there miss home life in having to do their own washing. They don't boil their clothes. That is conducive to disease. Then, although the food is all right—I ate with the boys—lining up with mess pans and then eating most any place does not induce good table manners.

"And their beds are not as comfortable as the beds they slept in at home. A boy wants a soft bed and he gets it just right in an American home. These are the reasons the boys are homesick, and were homesick. The way they lived they didn't have a home feeling.

"I'm a mother of five. Three of them are girls. Maybe I'm prejudiced, but to be fair, I'll compare the French girls with my neighbors' girls.

"French girls are not reared like Ameri-

can girls—their moral training is not so good—they are not respected by their men folks nor treated as well as American boys treat American girls. This makes a difference.

"And, as for dresses, I've seen them in Paris, where fashions are supposed to come from, and the American girls wear better clothes. Those short tight skirts are awful. I'm glad American girls don't dress like that. Thank goodness I never saw the barelegged styles; that would be too much."

Captain Philip Bongiorno, air service, arrived accompanied by his wife, who he said is the only Italian bride married to an American army officer in Italy. She was Enrica Carello, sister of General Oneto Carello, commander of the Italian army of occupation in Dalmatia. They were married last April in Turin.

Captain Bongiorno, who is a lawyer, went to France as a lieutenant with General Pershing and was ordered to Italy in charge of American air service. He won the Italian war cross.

Among the 1,812 military passengers aboard the America were 618 casual officers. Among them was Colonel Ulysses S. Grant, of Clinton, N. Y., grandson of President Grant. He was attached to General Headquarters.

One hundred and twenty of the welfare workers on board were women. Returning with them was Helen Goff, of No. 609 West 135th street, formerly prima donna at the Winter Garden. Miss Goff went to France with the first unit of the "over there theatre league" under the auspices of the Y. M. C. A. She was with the Seventy-seventh Division at Verdun in the Argonne woods and was gassed while seeking shelter in a captured German dugout. A week later she was sent to a Paris hospital for four months. As soon as she was able to sing again she served with entertainment companies.

Others on board were Miss Adele M. Beatty, of Westfield, N. J., a composer, and Dorothy Fay and Marie Smith, "The Smith Sisters," of Denver, Col.

When the America was two days out from Brest a stowaway was found on board. He said he was Isaac Goldstein, nineteen years old, of Roumania.

## FORMER IMPERATOR BREAKS PORT RECORD

As Cunarder Berengaria She  
Lands 792 Passengers  
From Her Saloon.

MOSTLY AMERICANS

Other Lines Bring Day's Total Arrivals From Europe Above 6,000.

NOTABLES OF CITY BACK

Ex-Mayor McClellan Tells of  
Conditions in Many War  
Worn Countries.

The Cunarder Berengaria, formerly the German liner Imperator, landed yesterday from Southampton and Cherbourg, the largest number of saloon passengers, 792, that ever has arrived at this port in a single ship. They were chiefly returning Americans. More than 300 customs men worked unflaggingly five hours inspecting nearly 6,000 pieces of baggage, and it was nearly dark when the last passenger left the pier. In addition to the record saloon contingent there were 795 second cabin and 650 third cabin passengers. The Cunarder Caronia, which got in in the morning from Liverpool, and the Cunarder Anchor liner Cameronia, from Glasgow and Londonderry, which docked last night, made the total arrivals of the day at the Cunard piers more than 4,000, one of the liveliest Sundays in the history of the fleet.

Former Mayor George B. McClellan, now professor of political science at Princeton University, did not view the political situation in New York city from a purely scientific standpoint. He announced with enthusiastic emphasis he was for the reelection of Mayor Hylan, "heart and soul," and that he believed Hylan "deserved to win on his record."

"I am here," Col. McClellan continued, "to do everything I possibly can to help the Hylan campaign. This town is Democratic and should be kept so. It is the duty of every Democrat to vote for the Mayor. When I went away last February I had made up my mind that Hylan deserved to win and would win, and I have seen nothing to cause me to alter that opinion."

### Greece Thrives on War.

Col. McClellan remarked that while he was in Greece she seemed to be in better shape with a war on her hands than some of the countries that were at peace. In peaceful Austria the condition of the children was beyond description, and they would have starved by the thou-

sands but for American relief. Things in Germany seemed to be improving, but were still bad. The American Army of Occupation deserved all the encomiums lavished on it by not only American visitors, but the Germans themselves.

Dr. Joseph A. Blake, noted surgeon, Mrs. Blake and their three children, who have been three months "playing," as the doctor expressed it, on the other side, mostly in Scotland, brought back the antlers of two stags he stalked and shot on Scottish moors. The British way of getting that sort of game is to have it driven to you. It took the doctor several days and much arduous walking to win his quarry. The doctor said he favored the English system of treating ex-service men. When a man went to a hospital his allowance ceased, and the result was that there were very few in hospitals except those who had to go there. If the man is married the Government take care of his family while he is in hospital.

Randolph C. Lewis, who has been conferring with Rudyard Kipling to adapt some of his stories for screen presentation, said Kipling was flattered with the reception accorded his first motion picture, "Without Benefit of Clergy," and remarked that motion pictures would improve dramatically and artistically and would be termed some day pictorial literature."

Margarete Matzenauer, contralto of the Metropolitan, came back as Mrs. Floyd Glotzbach, with her husband, her little daughter, Adrienne, and her father. She had gone to Germany to see her mother, who died before her arrival. She was accompanied by Mr. Glotzbach, an American citizen, who went to California with his parents one year after his birth in Costa Rica. They were married at Carlsbad on June 18. The bride said earnestly that while she did not see there was anything wrong in the bridegroom being a chauffeur, the fact was that he was not, but owned an automobile business outside of San Francisco. Naturally, he could drive a car and she was proud of it, also of the fact that her marriage makes her an American citizen.

### Former Premier Here.

Crawford Vaughn, M. P., former Premier of Australia, on his way home, said that although his country stood by England in the British-Japanese alliance, it opposed the entrance of immigrants other than whites into Australia because it never wanted the racial question to come up there and disturb the serenity. Australians, he said, wanted the United States to hold the outposts of civilization in the Pacific, such as the Hawaiian Islands, the Philippines and Guam.

Other arrivals by the Berengaria were George Jay Gould and his son, Jay; Bradley Martin, Robert K. Cassatt, Mr. and Mrs. Judson Harmon, Col. Sir Robert Williams, Mr. and Mrs. Robert Treat Paine, Mr. and Mrs. Sherwood Eddy, Mr. and Mrs. Lee de Forest, Countess Mary Feppenheim, Mr. and Mrs. Louis S. Payn, Count John de Sails, Mr. and Mrs. John S. Rogers, Penrhyn Grant-Jones, Mr. and Mrs. W. R. Coe, Dr. and Mrs. Allerton Cushman, the Rev. and Mrs. E. S. Harper, Charles D. Emmons and Herbert B. Flowers.

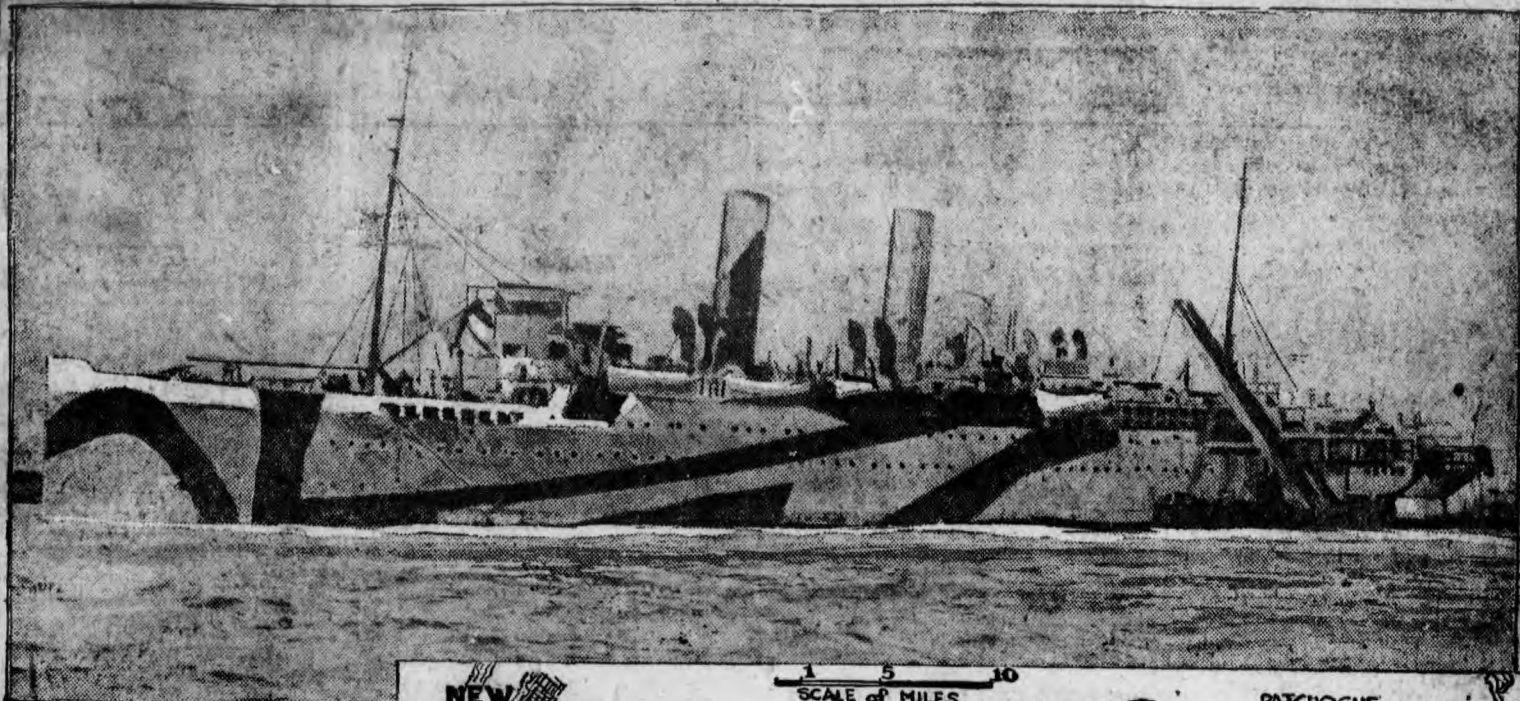
The Berengaria has made her last trip to this port as a coal burner. She will be equipped as an oil burner on her return to England and will reenter the Southampton, Cherbourg and New York service early next spring with more speed. She is the biggest liner in commission and next to the Leviathan in tonnage.

Arriving by the Cameronia were Sir William Mitchell Ramsay, archaeologist and doctor of divinity, who will lecture in the Union Theological Seminary on archaeology and the New Testament; Kurt Schindler, head of the Schola Cantorum; Leonold F. Godowsky, son of the pianist; Lady Murray, who was greeted at the pier by her husband, Sir Edward Murray; Dr. Edward P. Cheyney and Dr. and Mrs. H. W. Mooney.



N. Y. World Jan 2/19

## STRANDED TROOP SHIP; WHERE SHE LIES; GROUP OF OFFICERS



### TRANSPORT NORTHERN PACIFIC

#### ON NORTHERN PACIFIC

The Northern Pacific had on board 2,459 passengers, according to figures given out by the Army Transport Service at Hoboken. All but ten of these were members of the American expeditionary forces. Of the total number, 1,744 are sick or wounded. The navy crew consists of thirty-nine officers and 427 men, 466 in all. This brings the total of all on board to 2,925.

Units on the transport are: Fifth American Base Cemetery Sector—Seventeen officers, 470 men; immediate destination, Camp Mills; ultimate destination, 81 per cent. to Portland, Me.; 14 per cent. to Jefferson Barracks, Mo.; remainder scattering.

Eighth Trench Mortar Battery—Five officers, 155 men; immediate destination, Camp Mills; ultimate destination, Vancouver Barracks, Washington.

Eight civilians, two naval casualties.

Patients—Bedridden, 269 enlisted men; not requiring special attention, seventy-three officers, 1,402 men.

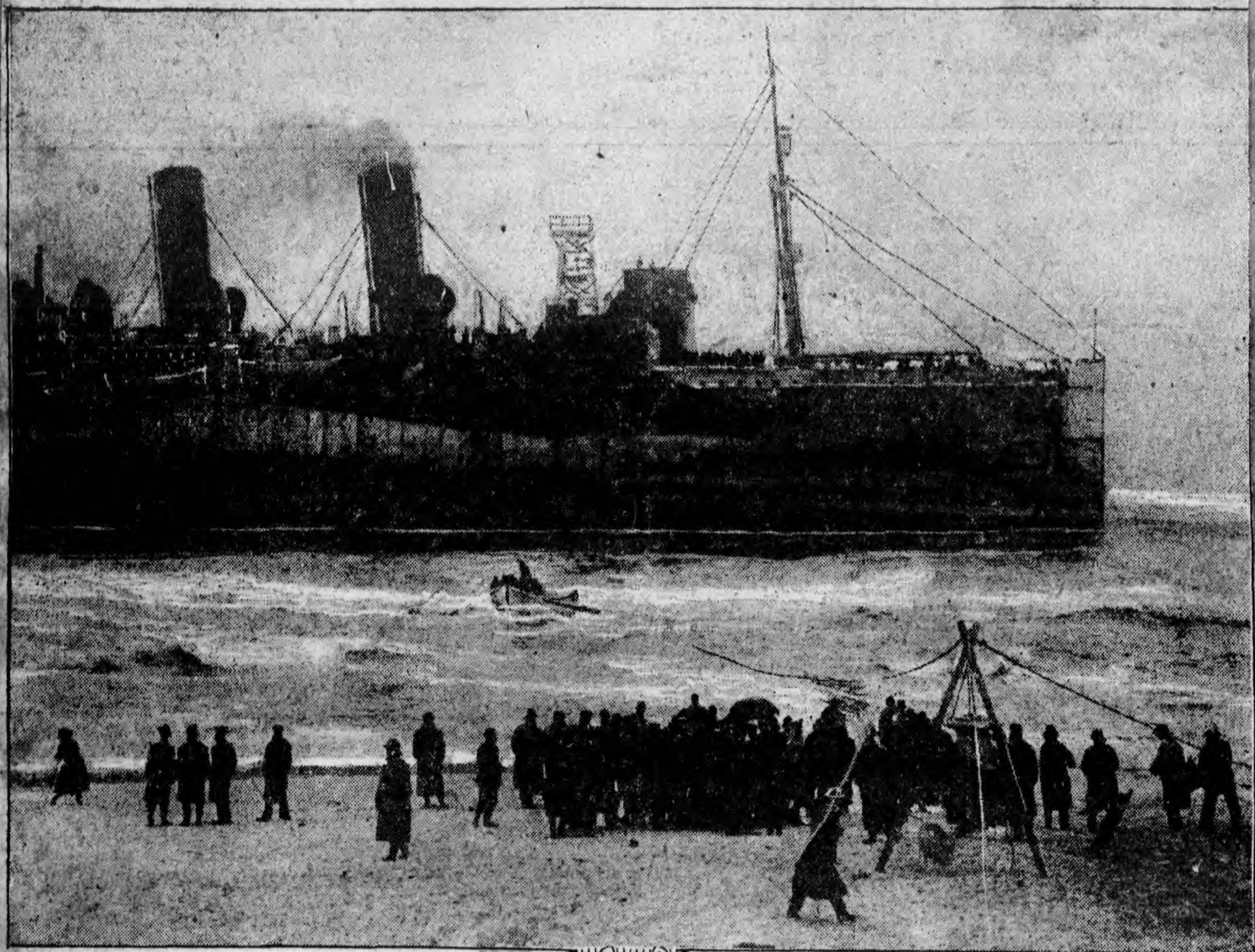


OFFICERS of the U.S. TRANSPORT NORTHERN PACIFIC. In the Group are Lieut. Comm. HUNTER, Paymaster MOSSELL, Lieut. Comm. CULBERT, Lieut. BULL and Lieut. Comm. DENNEY.



N. Y. World Jan 3/9

## RESCUING SOLDIERS FROM STRANDED TRANSPORT



SPECTATORS WATCH BOAT LOAD OF SOLDIERS BEING BROUGHT ASHORE FROM THE NORTHERN PACIFIC BY THE COAST GUARD. PHOTOGRAPH SHOWS THE STRANDED VESSEL'S PROXIMITY TO THE BEACH.

### NORTHERN PACIFIC THE 'ACE-HIGH SHIP' OF THE U. S. NAVY

Stranded Boat Was "Home" to Sailors—Carried Many Distinguished Passengers.

The door of the Enlisted Men's Canteen at Fifth Avenue and 41st Street opened and a sailor slipped in, bringing with him a rush of fog and rain from the wet pavements. Wrapped in his wet pea-coat he seemed much the same sort of sailor lad as the dozens who sat at the little tables, but on his flat hat were the words "U. S. S. Northern Pacific."

"Nope, I didn't swim ashore last night," said the gob when a pretty waitress had brought a cup of coffee and a pack of cigarettes. "I'm out of luck—me getting the flu two trips ago, and stopping ashore at the Brooklyn Hospital ever since. But I wear the name on my hatband to show I was on the ace-high ship of the U. S. N. Let me tell you, the 'N. P.' was a home, and if she goes to pieces there'll never be another ship like her in this man's navy."

"I come from Seattle myself, and I guess that every lad on board is from the West Coast. That's God's Country, and I wish I was back there. I was cow punching in Montana when the war broke, and right away I went down to the Bremerton Navy Yard and enlisted."

#### THESE FARMER BOYS GET FIRST TASTE OF SEA.

"Last February we started from Bremerton round to New York, down the West Coast, keeping near shore

all the time till the great green mountains loomed up down in Mexico, and we could smell the heavy dank jungles twenty miles off shore. White trousers and undershirts were the uniform. Then through the canal and up to New York. Cold, wet snow, ice and howling seas. Some change in two days. And all of us lads who had never been to sea at all, farmer boys and men who had been hunting and trapping in the Sierras. Lots of the fellows were college men: the Miller boys, brothers, and both of them six feet high, were going to school. They are Bos'n's mates in the Second Division and Gun Captains on No. 1 and No. 2 guns.

"That first trip over was some run. Gales, hurricanes and blizzards all the way. It was awful. Everything we saw looked like a submarine. Capt. Preston offered \$25 to the man first sighting a periscope, but we were too sick to care if the whole ocean was full of 'em. Next trip we were old sea dogs and used to the briny deep. It was the same way with the soldiers. They were packed in like sardines. There weren't any frills. The Allies wanted troops and we got them across. Stay two days in Hoboken, seven days at sea, two days in Brest to unload troops, and out to sea again. You know how the Germans called us 'The Ghost Ship' because of our high speed and camouflage. We were an oil burner, and while the other ships would spend two days in Brest coaling we'd just put an oil line over the side to an oil barge and pump it all aboard in three hours. Generally we carried enough oil for the round trip to conserve the small supply available in France."

#### CELEBRATED PASSENGERS THE NORTHERN PACIFIC CARRIED.

"We'd come back from France light, no passengers except perhaps a dozen nurses, despatch bearers, and one or two wounded officers. Brig. Gen. Cornelius Vanderbilt came back with us one time. He was always pacing up and down the officers' deck, and reading a little book—a philosophy book, I think. His son was with him, but you remember how he was an enlisted man, a despatch bearer. So while Gen. Vanderbilt had his fine big stateroom with the officers, the son was bunking up in the fo'c's'l, and eating crew's mess with the rest of the doughboys. Young Vanderbilt was a nice kid. He had a tin hat all camouflaged on top like a bush, so if he was crawling up on the enemy they'd think maybe it was a tree or clump of ferns coming. That trip seven Generals were on

board all at once. Some bunch of silver stars.

"Secretary Baker went over with us when he went abroad in August. He's a fine, democratic man, asking lots of questions, nice and sociable, and treatin' a feller like a white man. He'd sit in the officers' lounge and play checkers and smoke his stubby pipe up on the bridge and keep asking questions all the time. Funny—it was rough that trip, and Baker brought along an 'aid,' a young fellow to do a lot of stenography and that sort of thing. Well, I see this 'aid' on deck when we pulled out of Hoboken with all the bands playing, and I see him again going down the gangway at Brest, but the rest of the time he was in his bunk. Rougher it got the better Baker liked it. Wrapped up in a slicker and southwester, he'd always be on the bridge, talking to Capt. Preston, or the young junior officers, or the signal boys. And always asking questions and finding out things."

"Same with Major Gen. Gorgas. He'd play checkers and chess a lot too, and read in the officers' lounge. And he was always nice and friendly with the boys. Say—I notice that with most of these Generals and Secretaries of War you can borrow a match and sit down on a gun tub and talk it over, but you've got to be up to attention with a snap if a Second Lieutenant or an Ensign goes by. Another nice sociable fellow was Senator Hamilton Lewis. He came aboard at Brest, and returned with us. One time I heard him in the officers' lounge playing from an Italian opera on the piano, all alone, while every one else was below at mess."

"Speaking of mess, the 'N. P.' was the best fed ship in the fleet. Going over it wasn't so much, there being about 4,000 to cook for, but coming back it was fine. Turkey, chicken and mince and apple pie. How does that sound for a start? But I won't forget the trip when a case of disinfectant broke in the flour bin, and we lived on hardtack all the way back."

"Coming back from France the crew would paint ship, clean the troop space, rig new bunk covers and disinfect everything. Everything all spick and span as soon as we got into port. Sometimes the troops would begin coming aboard an hour after we docked at Hoboken. Red Cross and Y. M. C. A. women would be on deck with hot coffee and cigarettes for the tired men who had just come into the port of embarkation from nearby camps. Mr. Alvah Knapp of Amsterdam, N. Y., the ship's Y. M. C. A.

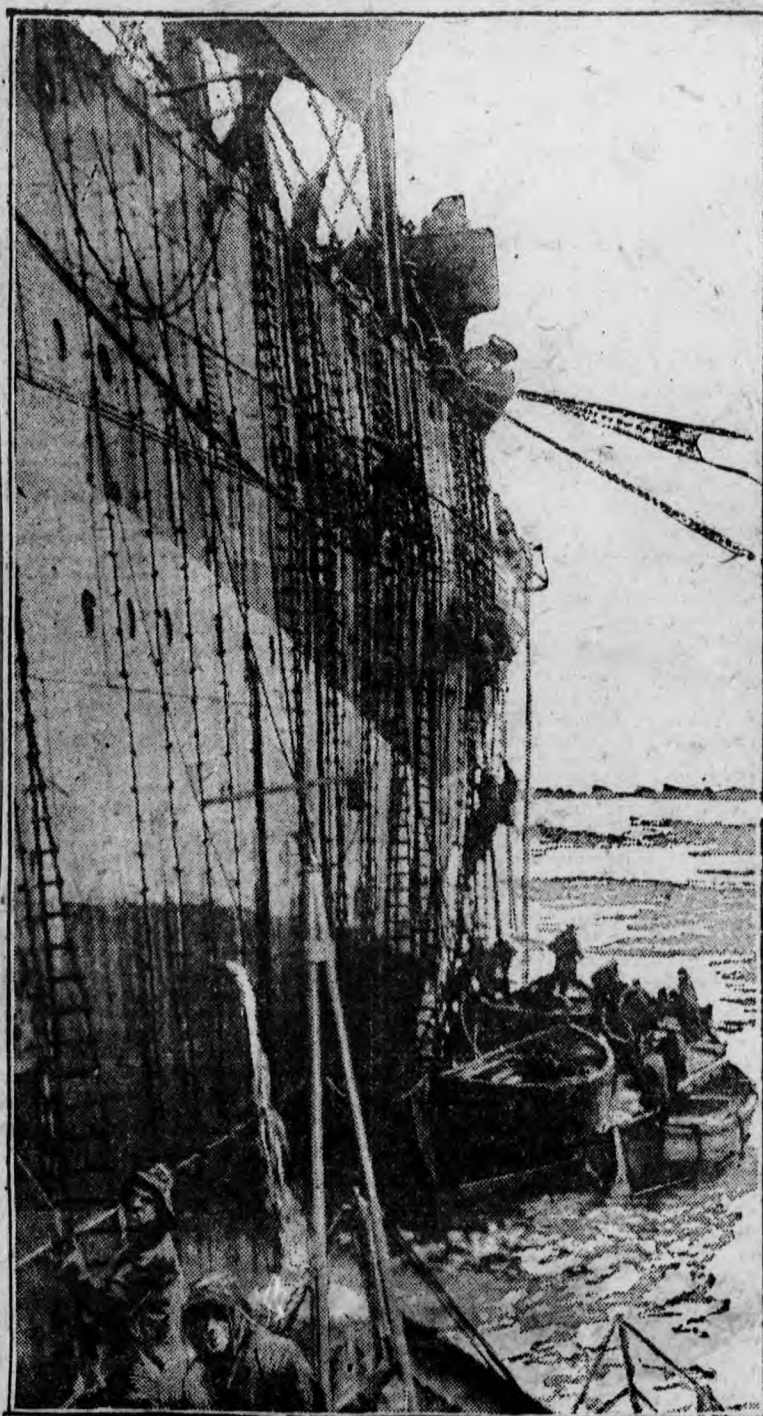
man, would be busy then. Mr. Knapp was a minister, but he left his church when war came and joined us. I guess that every homesick lad on the ship got down to stateroom 5 at some time or other and told Mr. Knapp all about it. One little kid in Mr. Van Dusen's division was always getting in Dutch for being down in Knapp's room playing his violin when he was supposed to be scrubbing paint work topsides."

"I see that they figure that they'll get her off, and I sure hope they will. Then she'll go back to a ship yard for repairs and I'll get transferred on board again. Believe me, if I could get into Colbert's division and sling my hammock aft the drying room again, I'd stay in the navy forever. The old N. P. was a home, I'm here to tell the world."



N. Y. World Jan 4/19

# INGENIOUS DEVICES BY WHICH WOUNDED AND ILL TROOPS WERE TAKEN IN SAFETY FROM STRANDED TRANSPORT



LADDERS DOWN WHICH WOUNDED WERE TAKEN from the NORTHERN PACIFIC to LIFEBOATS



METHOD of LOWERING WOUNDED OVER the SIDE of SHIP



WOUNDED being TRANSFERRED from A DESTROYER to A SURFBOAT



Wald  
Jan 4/19

## 815 CONVALESCENTS JOYFULLY LANDED

### Two Army Bands and Salvation Army and Red Cross Work- ers Greet Them at Piers.

The four United States destroyers and one scout patrol which carried the convalescent soldiers from the stranded Northern Pacific, sped past Liberty Statue at 3 o'clock yesterday afternoon. The Upshur led and the others followed at intervals of an hour each. The scout patrol did not go to Hoboken, but landed her contingent at the Battery.

The reception to the returning men was entirely official. No friends or relatives were on the Hoboken piers. Bands from Camps Merritt and Upton played a brassy welcome, and Red Cross and Salvation Army units stood by with food and other comforts, while military officers of the Troop Transport Division checked off the names of those landed. The men were taken by the navy tender Shinnecock to Manhattan and to Ellis Island.

#### Pine Care Aboard Ship.

The returning soldiers were mostly good natured. While all had to be sent to hospitals, none was unable to care for himself. Many complained of the lack of care in hospitals in France, particularly at Brest. All seemed agreed in talking to a World reporter that on the Northern Pacific they received the best possible care. They came from every State and were regulars, former National Guardsmen and drafted men. Some had fought from Chateau-Thierry to the Argonne. Others had not entered the front line until the last four weeks.

The soldiers said that there had been no real peril in the situation after the first night aground. The 815 landed here were able to walk down ladders on the sides of the stranded vessel. Their transfer was accomplished without any accidents or suffering, they said.

The destroyer Upshur made dock with 230 men lined at the rails. As she got within hailing distance the Camp Merritt band entered the pier and boomed "Hail, Hail, the Gang's All Here!" When they stopped playing, some doughboys on the destroyer, using their hands for trumpets, yelled: "Play 'Home, Sweet Home.'"

The band wanted to, but was or-

dered silent because the officers and men trying to dock the destroyer could not hear the orders. A few minutes later the order was rescinded and the band complied heartily. A band from Camp Upton then entered the pier, and the homecoming heroes had nothing but music for ten minutes.

#### Salvation Lasses on the Job.

The convalescents were marched down the gangway on to the pier, where a Red Cross contingent in pretty blue uniforms stood around and looked at them. Several Salvation Army lassies with appetizing cakes of chocolate passed swiftly along the waiting line. "Atta Girl," the men yelled lustily as they commenced munching hungrily.

After the officers of the embarkation office had checked off the names of the men, the Red Cross wheeled out portable tables bearing hot coffee, which they passed around.

"Hey," yelled scores of soldiers to the reporters, "where do we go from here? Any chance of getting mustered out? We want to go home! Oh, boy, don't we want to go home?"

The reporters were more interviewed than the soldiers. Every question asked was answered by a dozen shot at them by the overseas men. What hospital were they going to? Did they keep a guy very long in a hospital if he was able to walk? Where were the hospitals? Was it true that New York had gone dry? How many casualties had been reported in this country? Several figures were given to them. Many shook their heads and said the figures were too low.

Private Ray Gwinn, 146th Infantry, 31st Division, who enlisted from Pittsburg, Kan., said nothing ever looked so good as the skyline of Greater New York.

"I've been away from home fifteen months," he said, "and over there nine months. I was wounded three times around Verdun. Most of the men on the Northern Pacific were wounded in the last few months of fighting."

"There seemed to be plenty of hospitals in France, but I don't believe the attendants on their job all the time. We lacked immediate attention in Brest. There didn't seem to be any lack of facilities, but I got the impression there was laxity somewhere."

Other soldiers agreed with him. Several volunteered that other hospitals were worse than that at Brest. But others said they could see nothing of which to complain.

#### Could See Home Close Up.

George W. Bartlett, 111th Machine Gun Company, was only nineteen years old when he went overseas. He lives in Jersey City. He looked across the river and smiled as he said his father was working on a pier there. A sailor who heard him say his parents did not even know he had left France, took their telephone number and bur-

ied off the pier to telephone them.

Private Gudman Jensen of Avoca, Ia., has been in the army since October, 1917. This was not the first mine accident he has experienced since he became a soldier in the 163th Infantry. He left for France first on the steamship President Lincoln, but the vessel had to return, leaking badly. His regiment went over later on the White Star liner Celtic. He fought at Chateau-Thierry, St. Mihiel and in the Argonne, where he was disabled.

Walter Batcheller, twenty, who went to France with the 7th Field Artillery, was later put in a replacement camp and wounded in the Argonne, said the Northern Pacific was stranded almost in a direct line from his mother's home on Long Island. Few New York men were on the Upshur.

#### Calhoun Brings 194 Men.

The destroyer Calhoun slipped in at Pier No. 5 while the Upshur was being unloaded. She brought 194 men ashore. They were in practically the same condition as the men on the Upshur.

Harry Aorams of No. 130 St. Nicholas Avenue was one of the few New York men on the Calhoun. He was manager of a cabaret, and the first thing he wanted to know was the status of prohibition in New York. He was in the field artillery and was wounded in action in the Toul sector. Another New York convalescent was Salvatore Coppola of No. 105 Sullivan Street of the 325th Infantry. He was wounded by shrapnel in Argonne Forest.

Some of the men said they suffered from lack of fresh water on the transport after it was beached, because an oil pipe burst and flooded the water tanks. All were anxious to get where they could indulge in the luxury of a bath.

The destroyer Dent docked at Pier 3 after the Upshur had gone to her berth in the North River. The Dent carried 191 casualties.

"Gee," said Private B. F. Smith of the 116th Infantry, "I never saw anything look quite so good as New York. The old Statue of Liberty hasn't changed her expression since we went away."

Smith spoke glowingly of the work of the Knights of Columbus and Salvation Army at the front. He said he had only seen one Y. M. C. A. man with his division. The Salvation Army men, he said, were always just behind the first battle lines.

The destroyer Ringold was the last to dock. She came up the river after dark and brought 200 men. They were transferred to the Shinnecock.

Scout Patrol No. 293, in command of Lieut. M. C. L. MacBride, landed eighty-six men at the Battery early in the afternoon. They were immediately placed in ambulances and taken to the base hospital at Sixth Avenue and 12th Street.

## 14 SHIPS IN TO-DAY WITH 14,784 MEN

### Big Transports Due to Arrive at Hoboken Include Two Battleships.

Fourteen vessels are listed by the army headquarters in Hoboken as due here from overseas to-day. They have on board a total of 14,784 men. The transport Manchuria has the largest number, 4,557. The George Washington has 3,474. Two of the expected arrivals are the battleships New Hampshire and Louisiana, each carrying troops.

The vessels due, with the detachments aboard them, are:

**Manchuria**—4,557 men, including 57th Division Headquarters, detachments of 312th Sanitary Train, Sanitary Squad No. 68, from Camp Dix; Company B, 114th Ammunition Train, 39th Division; 301st Trench Mortar Battery, 7th Trench Mortar Battery, 7th Heavy Mobile Ordnance Repair Shop, from Camp Merritt; 466th Engineers' Pontoon Train, 97th Aero Squadron, 154th and 491st Aero Squadrons, from Fort Slocum; 2d Casual Ordnance Battalion (part from Camp Upton, Camp Dix and Camp Merritt); Casual Companies 126, 127, 128 and listed men, sick or wounded.

**George Washington**—3,474 men, including 49th Infantry, 28 officers and 1,860 enlisted men (71 from Fort Slocum, 51 from Camp Merritt, 46 from Camp Dix and 91 from Camp Upton); Headquarters 83d Division, Brigade Headquarters 160th Infantry, 308th Supply Train, 119 casual officers, 15 army nurses, 43 civilians, 21 officers and 350

enlisted men of navy and 16 officers and 860 men sick or wounded.

**Cretic**—1,911 men, consisting of 55th Regiment Coast Artillery complete, 44 officers and 1,557 enlisted men; 27 casuals, sick or wounded, 10 officers and 260 enlisted men; 3 civilians.

**Goentoe**—1,145 men, including 40th Engineers, 40 officers and 653 enlisted men, of whom 19 officers and 57 enlisted men were from Camp Upton; Batter F, 56th Regiment Coast Artillery, 4 officers and 45 enlisted men; Casual Company 418, 3 officers and 142 enlisted men; 102d Trench Mortar Battalion, 4 officers and 76 enlisted men, from Camp Upton.

**Louisiana**—928 men, consisting of 33 officers and 887 enlisted men, of 59th Regiment Coast Artillery, including Batteries A, B and C; 3 casual officers and 5 civilians.

**New Hampshire**—912 men, consisting of 24 officers and 874 enlisted men, of 59th Regiment, Coast Artillery, including Batteries D, E and F; 11 casual officers of coast artillery and 3 civilians.

**Dekalb**—621 men, including 113th Sanitary Train, 7 officers and 92 enlisted men; Headquarters Company Army Artillery, attached to 2d Army, 1 officer and 104 enlisted men; sick or wounded, 406.

**Giuseppe Verdi**—439 men. . . Mercy—390 men, consisting of 338 sick or wounded men, with 2 officers in charge.

**General G. W. Goethals**—245 men, consisting of detachment of 34th Division Headquarters, 109th Infantry Train Headquarters and Military Police, 125th, 126th and 127th Machine Gun Battalions; 133d, 134th, 135th and 136th Infantry, Casual Company No. 11 (New York) and 36 casual officers.

**Atenas**—114 men, including Headquarters Detachment of 32d Division, detachment of Casual Company No. 11 from Camp Dix, and casual officers.

**Accomac**—27 casuals. . . Hampden—20 men, consisting of a detachment of 2 officers and 19 enlisted men from Casual Company No. 13 (South Dakota), and 1 wounded man.

**Suffolk**—1 medical officer.

## ST. LOUIS, WITH 1,301, AT HOBOKEN TO-DAY

### 346th Field Artillery Is on Board —Belgic Brings More Troops To-Morrow.

The transport St. Louis, which left Brest Jan. 2 with 46 officers and 1,255 enlisted men, reported last night by wireless that she will reach Sandy Hook at 7 o'clock this morning. She is expected to dock by 10 o'clock at Hoboken.

The 346th Field Artillery in its entirety will be on board. Only a few of the passengers are from New York, 99 per cent of the troops on the St. Louis being listed as men who trained at Camp Lewis, Wash.

The Belgic, which sailed from Brest on Jan. 7 with 80 officers and 3,188 men, is expected at Hoboken to-morrow. Several medical organizations make up the bulk of her passenger list. These include 100 men who trained at Camp Merritt, 92 from Camp Dix and 66 from Camp Upton. New Yorkers comprise detachments of three casual companies on the Belgic. They are Casual Company 428, 3 officers and 157 men; Casual Company 425, 3 officers and 145 men; Casual Company 3, 3 officers and 149 men.



N. Y. World Jan 6/19

# NAVAL NURSES, PRISONERS FREED BY GERMANS AND WOUNDED SURGEON WHO RETURN HOME ABOARD SHIPS



U.S. NAVAL NURSES WITH THE MARINES at CHATEAU - THIERRY Left to Right, Miss ROSELLE, Miss GRUBB, Miss MARTIN, Miss WEISE, Miss KERR, Miss ROSE, Miss DELANEY, Miss MCCARTHY, Chief Yeoman GIBBONS, Miss McCLELLAN



E.B. MOORE and CHARLES BOMAN  
9 Months on German raider Wolff



DAVID JOHNSON  
22 Days on Submarine.



Lieut. DAVID MORGAN  
Photos by World Staff Photographer Yesterday...

News Jan 2/19

## MEDAL WEARERS AMONG MARINE HEROES HOME



H.S. LeFEVRE.  
Photos by World Staff Photographer Yesterday



Corp'l J.J. DOODY  
and J.B. FLOCKEN.



# WAR HEROES UPON 6 STEAMERS WHICH REACH THIS PORT

Two Seamen Among Passengers Were Prisoners on Sea Raider Wolf, and Another Was German Submarine's Captive.

HE TELLS OF SINKINGS AND FIGHT WITH A DESTROYER.

Capt. Smith Says Naval Battery Wrought Havoc Among Germans—Ensign Breen Asserts U Boats Shy of Airplanes.

Six ships, five of them American transports, arrived in this port yesterday, bringing home 653 officers and 6,942 men.

Secretary of War Baker stopped off here on his way from Buffalo to Washington and went to Hoboken, where he boarded the largest of the arriving vessels, the Agamemnon, formerly the fleet Kaiser Wilhelm II. He first went to the bridge and shook hands with Capt. J. V. Klermann. Then he went over the ship, talking to the officers, and he seemed to be particularly anxious to learn how the ill and wounded men had stood the voyage.

"There is no significance in my visit," Secretary Baker said to a reporter for The World after he left the ship. "I just wanted to look over the Agamemnon. This is the first opportunity I have had."

## Made Trip in Eight Days.

The Agamemnon left Brest, France, on Dec. 28, and therefore took eight days for the passage, which was a good one for winter, head winds alone slowing her down.

On board her were 175 officers, 2,711 enlisted men and 31 civilians. There were 11 officers and 319 men sick or wounded, 3 of these officers and 89 men being bedridden. The mental cases were 1 officer and 17 men.

The 345th Infantry had 40 officers and 2,205 men aboard. Forty-three per cent. of them trained at Camp Dix and 35 per cent. at Camp Upton. There also was the 313th Trench Mortar Battery, Complete, consisting of 5 officers and 181 men.

The Dutch passenger liner Nieuw Amsterdam, together with 244 passengers, had an army roster of 302 officers, 1,809 men and 21 civilians. She carried 1,712 French refugees from Holland to Havre, and then went to Brest, where she took on the American troops according to an arrangement made before she left Holland.

## Army Food Ran Short.

Army officers did not put enough food ahead to supply the soldiers. Six days out it became necessary to call on the ship's stores, and the Dutch officers gave all the food that was needed. When seats at the second cabin table were vacant because of passengers being seasick the boys in uniform were invited to occupy them. Thus they fared better than they had expected to.

The 301st Field Artillery, complete, which trained at Camp Devens, was on the Dutch liner, numbering fifty-four officers and 1,331 men. There also were twenty-five officers and 261 men who were sick or wounded.

The American Santa Theresa brought in seventy-three officers and 1,009 men. Of these forty-nine officers and 1,400 men were members of the 145th Field Artillery. Fifty-five per cent. of them were in the California National Guard, 25 per cent. of the others trained at Fort Douglas, Utah, and 20 per cent. at Camp Lewis, Wash. There were thirty sick or wounded on board, all bedridden.

The Henderson brought twenty-three officers of various branches of the service, 303 enlisted men, of whom 210 were sick or wounded, but only two bedridden, and nine civilians.

On the Heredia were seventy-six officers, ten enlisted men and two Y. C. A. workers, and on the Virginia

ten, nine officers, seven of them from the air service, one from the field artillery and one from the infantry. The Heredia anchored in Gravesend Bay, where she brought back explosives which she did not unload in France.

## Regiment Missed Fighting.

The landing of the 345th Infantry from the Agamemnon, with its full strength and complete equipment, was in marked contrast to the hundreds of wounded and sick men which have been returned from the battlefields of France. The 345th got over there too late to get into action, but it was right behind the first line when the armistice was signed.

The men, looking the picture of health, scrambled down the gangways spryly with full kits on their backs and carrying rifles. They were called to attention on the long pier and then put aboard a train for Camp Merritt.

The 313th Trench Mortar Battery was a husky looking detachment which had seen much action. These men were in the best of health when they joyously trooped down the gangways.

## Surgeon Won French War Cross.

Lieut. David R. Morgan was one of the casualties returning. He wore a Croix de Guerre and four citations for extraordinary bravery while under fire. He was attached to a medical corps of the French Army for fifteen months, and after the United States entered the conflict has been attached to the 18th Infantry, 1st Division. His commanding officer, Major Gen. Parker, has recommended him for the Legion of Honor. Lieut. Morgan is a native of Edwinstown, Pa., and before going to war was on the staff of Jefferson Hospital, Philadelphia.

"Yeomanette" Winifred Gibbons and nine naval nurses, who have been on constant duty for sixteen months at the Naval Hospital in Brest, were on board. They will await further orders here. These girls, all of them quite young and several of them very pretty, have been attending wounded marines. They were the Misses Ada C. Grubb, Viola Rose, Emma Weiner, Catherine McCarthy, Florence Roselle, Florence Delaney, Janet McClellan, Edith Martin and Kerr.

Civilians on board included Samuel G. Blythe and Thomas C. Logan, writers, and John H. Hollowell of the Food Administration.

Ensign J. A. Breen, a naval aviator, who had served at one of the stations along the coast of France, said that long before the end of the war the Allies had perfected such a system of aerial espionage for German submarines that few of the U boats ventured within 100 miles of the coast.

## Three Were War Prisoners.

There were also aboard three seafaring men who had been German prisoners during the war. They were David Johnson, formerly an officer on the steamship Atlantic Sun of Philadelphia, and E. B. Moore and Charles Boman, both seamen on a sailing ship which was captured and destroyed at sea by the German raider Wolf.

Johnson is an American citizen. His ship, owned by the Sun Oil Company of Philadelphia, was sunk off the Irish Coast March 18 last. Johnson, the first officer, was taken aboard the submarine when the German failed to find the Captain, who had been injured and was in the hold of the Atlantic Sun. Johnson eventually was taken to Wilhelmshaven and released recently.

"About the second day I was on the submarine," said Johnson, "we spotted, while on the surface, two periscopes. The German Captain submerged. He said, 'Those are British, because this week we are supposed to let our periscopes out only eighteen inches and those periscopes are out three feet.'"

"Half an hour later he decided to take a chance and came up. He fired a shot and submerged again. A few days later we were attacked while submerged by a British destroyer. A depth bomb shook us from stem to stern but we were 35 metres down and it didn't damage us. On Good Friday the submarine sank two British steamers.

"We saw a sailboat one day, but the German Captain wouldn't go near it. He told me, 'I fell for that game once and was nearly caught. Those sailboats are fakes, because at night a while ago I went to the surface and heard the British wireless saying so.'"

## Used Sailing Boat as Decoy.

"The German said that at one time he captured a sailboat and placed a crew of Germans on it, all able to speak English well. The submarine would trail it under water, using the sailboat as a decoy and then would come up to fire torpedoes.

"The submarine was not afraid of seaplanes, the officers saying they had to come down to 1,000 feet to fire bombs with accuracy, and that the submarine's guns could shoot higher than that at planes. But they submerged the minute they spotted a destroyer.

"I was told by the German commander that the U boats often car-

ried fake wreckage, so that when a destroyer fired off a depth charge the U boat, submerged, would let float this debris and a lot of oil. Somebody on the destroyer would get a Victoria Cross out of it and the Germans would get a laugh out of it. At Wilhelmshaven I saw a number of U boats equipped with some of this fake wreckage.

"The German Captain said that all through the war he was on the U-64, and three times, off Londonderry, rowed ashore and went to the movies. He showed me hotel bills to prove it."

The famous "Capt. Kelly" and other German submarine commanders have been quoted as insisting they had visited Ireland and England during the war and had hotel bills to prove it.

E. B. Moore and Charles Boman were prisoners during 1916 and part of 1917 on the German raider Wolf. They said "she took us to Australia and India and France and even Africa. We wound up safe at Wilhelmshaven. She sank many British steamers and schooners, had some tight squeezes, but always slipped away. We were released shortly after the armistice was signed."

There were several New York wounded on the ship. Private Michael Brennan of No. 7116 Fort Hamilton Parkway, Brooklyn, of Company K, 308th Infantry, was shot while "cleaning up" machine gun nests at Soissons on Sept. 30.

Augustus Smith of No. 91 Fourth Place, Brooklyn, of Company B, Machine Gun Battalion, was wounded by shrapnel at Verdun on Oct. 4.

Private William Jaeger was one of the few soldiers to land in his own home town when he stepped on the Hoboken pier. His home was only a mile or so away, at No. 810 High Point Avenue, West Hoboken. He was a member of Company L, 311th Infantry and was wounded in the Argonne on Oct. 24.

## Americans Freed Capt. Gordon.

Capt. Alexander W. Gordon, an Illinois man, commander of Company F of the 129th Infantry, 33d Division, was wounded at Presnes three hours before the armistice went into effect Nov. 11. With a Sergeant in his company he was taken prisoner after being shot. He said yesterday he was sent to a German hospital at Briey, where he received unexpectedly good treatment. He was released several weeks later by Americans who passed through Briey on their way to Luxembourg.

Other wounded soldiers returning on the Agamemnon who lived in the city were Private Samuel Freidel, No. 298 Pennsylvania Avenue, Brooklyn; Private Bartley Carr, No. 85 Third Street, Long Island City; Private Samuel Brown, No. 264 East Broadway; Private Ira Brown, No. 1807 Crotona Avenue, the Bronx; Private Henry Fuller, No. 37 Clinton Street; Sergt. James P. Naan, No. 327 West 124th Street, and Private George Teber, No. 248 Pennsylvania Avenue, Brooklyn.

Pieter de Lange, a Dutch inventor who was a passenger on the Nieuw Amsterdam, said that the ex-Kaiser is a most unwelcome sojourner in Holland, fully seven-eighths of the people of that country being anxious to have him off Dutch soil.

Col. Soren Listoe, American Consul General in Rotterdam, back for a visit to his home in Minnesota, said the food shortage is still severely felt in Holland.

Lieut. R. B. O'Connor of No. 740 Park Place, Brooklyn, who was in the 301st Infantry of the 78th Division, was among the army officers on board. He had a patch over his right eye, but said it was not worth talking about.

There were 493 men on the Henderson who were members of a naval battery which operated with the land forces. Capt. W. G. Smith of Washington commanded the battery of five 14-inch guns.

"We fired 236 shells, each weighing 1,400 pounds," Capt. Smith said. "That was at a long range and aerial observers found our shots told. When they could help us get a target the guns wrought havoc. German prisoners testified to that."

"Our shells also had a great moral effect as they passed over the front line trenches for our doughboys knew what was backing them up. They had every confidence in the navy men's fire. When one of the shells passed over them they cried out, 'There's another freight train passing.' Only one of our men was killed. Three were wounded."

Among those aboard the Henderson from New York and vicinity were Lieut. Harold Howe, No. 194 Riverside Drive, and Lieut. F. E. Wysong, No. 282 Riverside Drive, both in the Naval Aviation Service; Ensign William Lally of Yonkers, who was on a submarine chaser for seven months in the English Channel; Sergt. James J. Dolton, No. 165 Prospect Street, Astoria, who was wounded by shrapnel in his left ankle; Corp. Philip McGinniss, No. 281 Taaffe Place, Brooklyn, a member of Company G, 165th Infantry (the old 6th), wounded in the left leg by a shell; Private George

Glaser, No. 844 East 165th Street, wounded in left leg; Jacob Pentz, No. 534 East 88th Street, hit in knee by machine gun bullet; Tom McHugh of Company D, 165th, who was gassed; George Draftowitz, No. 443 Jersey Avenue, Brooklyn, wounded in both thighs; John De Maio, No. 580 Court-street in the left leg, and Robert Land Avenue, the Bronx, wounded by Knight, No. 586 West 139th Street, wounded in the hand by a German grenade.

Lieut. Alfred D. Gustafson of Lowell, Mass., who arrived on the Santa Teresa, served with Battery F of the 102d Field Artillery. He went abroad a Sergeant. His command at Chateau-Thierry fought until its last shot was fired, and fortunately was relieved by the 104th Infantry in the nick of time. He was awarded the Croix de Guerre and was sent by the French to a military school where he received his commission.

Lieut. Harold S. Lyon of No. 308 West End Avenue, Lieut. M. J. Kelly of No. 253 West 115th Street, Lieut. Henry C. Kiefer of Richmond Hill, L. I., and Lieut. Herman Axelrod, No. 166 West 87th Street, were on the Santa Teresa.

Corp. Charles Fleckner of No. 520 West 58th Street, who also was on board her, suffered a shattered jaw from a shell explosion. He was a machine gunner with the 165th.

He has undergone three operations and said he had five more in prospect. "Sixteen days in hell" was the way he described his experience at Chateau-Thierry.

"We crossed the Ourcq River, wading with our guns and ammunition over our heads," he said. "We did not mind that as it was the first water we had seen in three days, and we drank all we could hold as we waded through. There was no let-up in the fighting night or day for six days. My own longest rest was six hours. At other times we caught an hour or two of sleep. We grabbed and ate our food as best we could. Major Bill Donovan was some leader. He kept up the spirits of the men. He was in front leading his battalion all the time."



# NORTHERN PACIFIC IS AFLOAT AGAIN



THE NORTHERN PACIFIC AS SEEN FROM FIRE ISLAND BEACH LAST FRIDAY.

(By a World Staff Photographer.)

## Transport Which Struck Fire Island Bar New Year's Day Is Pulled Off.

The transport Northern Pacific, which struck the sands at Fire Island Beach between Lonelyville and Saltaire early on the morning of New Year's Day, was floated at 8.45 o'clock last night.

Four tugs, which had been pulling away at the vessel all day, began to move her slightly yesterday afternoon. It was at the height of the tide

that they hauled her off into deep water.

It is expected that she will be brought to New York at once.

The big boat, from which more than 2,500 soldiers and nurses were taken, had been lying apparently headed directly for the sand dunes and seemingly more firmly embedded than the day she struck in spite of the fact that seven Government vessels had been straining at hawsers to release her at every high tide.

It was hoped that the ship would be liberated at high tide Friday morning, this being the full moon tide. She was drawn slightly toward the ocean. Baymen said then that she had been moved seaward about sixty feet since she struck the bar.

The only persons left on the ship are the Captain, crew and navy men.

## 590 HEROES BRING MEDALS AND SCARS

Every Marine Among the 1,388 Troops Returned on Cruiser North Carolina Wears Decoration Conferred by France.

SOME ARE DOUBLY HONORED AND WITH MANY WOUNDS.

New York Boys Who Won Glory at Belleau, Chateau-Thierry and St. Mihiel Among Them.

The cruiser North Carolina arrived yesterday morning at Hoboken with the largest number of medal decorated troops brought to port by any vessel to date. She had on board 1,388 officers and men, including 590 Marines, 8 officers and 145 men of the 498th Aero Squadron, 19 officers and 494 men of the 113th Ammunition Train and 4 naval officers.

The cruiser is the first of the warships refitted as transports to reach this port. Because British liners have been withdrawn from this service to transport soldiers to England and Canada the navy has set aside sixteen battleships and cruisers as troopships. Though no renovation or tearing out of interior structure was necessary, the navy has managed to fit the decks and passageways of the North Carolina with enough folding bunks to hold 1,700 men.

Capt. W. D. MacDougal of the North Carolina, who brought his cruiser to port two days ahead of time, was solicitous about the fate of the Northern Pacific and sighed with relief when told she probably would be saved.

### 590 Wear Decorations.

The Marines included 7 officers and 583 men of the 5th and 6th Regiments, which have been decorated by the French Government "for the brilliant courage, vigor, dash and tenacity of the men, for the foresight and activity of their officers and for the personal action of their chief, Gen. Harbord."

One of the wearers of the Distinguished Service Cross is Marine Gunner Richard W. McCarthy of No. 2321 Albemarle Road, Brooklyn, who was put out of action while carrying a message through fire at Belleau Wood.

Corpl. Hubbard S. Le Fevre of Jamaica was similarly decorated for bravery at Soissons with the marines. Though wounded in the arm there, he returned to action and fought until he was wounded in the chest. He came ashore wearing a German helmet.

Daniel J. Hare of the 6th Marine, living at No. 148 Charles Street, was gassed at Belleau Wood and was wounded in the thigh at St. Mihiel several weeks later.

Both the Distinguished Service Cross and the Croix de Guerre adorned the blouse of Corpl. John Doody of No. 1116 Clay Avenue, Bronx, 5th Marines, who has received also a letter of commendation from Gen. Pershing.

### Three on a Clean-Up Raid.

Doody and two others attacked a German trench in the face of machine gun fire from an unexpected angle. Nevertheless, the Americans captured the gun and the two Germans manning it and then took three other machine guns and six more Germans. Only mustard gas prevented Doody and his companions from plunging ahead and trying to clean up Hindenburg's entire army.

Harry E. Carroza, marines, living at No. 627 East 222d Street, got a Croix de Guerre for rescuing wounded men under fire at Chateau-Thierry.

Private Robert H. Meyers of No. 1708 Second Avenue, Brooklyn, was buried alive by earth thrown up in a shell explosion. It took two hours to dig him out.

Private William L. Sachs of No. 116 Bay 26th Street, Bensonhurst, Brooklyn, said that at Soissons only forty of his company of marines came through unscathed. In a late engagement only nine were left. He received the Croix de Guerre and when asked yesterday to tell why, he answered: "Oh, they just handed it to me, that's all."

Corpl. Edward J. Tighe of No. 126 Jerome Avenue, Bronx, sacrificed his left eye while on outpost duty at St. Mihiel. A machine gun bullet did it. Another marine, Private Walter Kalb of No. 211 East 21st Street, got three Germans and a machine gun.

and was turning them over to others for safekeeping when a sniper downed him.

### Seven Wounds Before He Quits.

Private Thomas Argust, Lyndenhurst, L. I., marines, had been fighting three days at St. Mihiel when he was laid low by mustard gas. Corpl. William Hirsch of No. 320 E. 21st Street was hit by three bullets and four shrapnel fragments before he would quit the tussle at Soissons.

Six hundred shells a minute was the count of Private James M. Finck, marines, one of the nights the Germans bombarded his regiment at Belleau Wood. He was gassed.

Private William Hanna of No. 319 West 54th Street, marines, was wounded and gassed at Soissons. Private William Casso, No. 423 East 117th Street, marines, was hit by a bullet at Chateau-Thierry. Private Frank Healy of No. 635 Lexington Avenue, a pal, was hit in the knee at Belleau Wood. Private Charles W. Anderson, No. 429 West 136th Street, 5th Marines, was wounded at Chateau-Thierry.

John B. Flocken got the Distinguished Service Cross for bravery with the marines at Chateau-Thierry. Among the marine officers who came back were Lieut. C. W. Le Gette, Capt. S. Ladd, Lieut. J. H. Fellows, Lieut. E. A. Battle and Lieut. H. A. Zischke.

Among the New York officers of the ship were Lieut. F. D. Hollaman of Brooklyn, Lieut. J. G. Bainbridge, Capt. D. L. Keys of Brooklyn and Capt. E. H. Spinney.



# N. Y. World Jan 15/19

## WELCOMING FOLK PLUNGE INTO RANKS OF 57TH ARTILLERY

Drag Loved Ones Out of March  
to Be Hugged and Kissed  
With Utter Disregard of Military Discipline.

FIRST FULL REGIMENT  
HOME, MOSTLY "OLD 9TH."

Hoboken Streets in Wild Uproar  
of Greeting to New York Lads  
Among the 1,753 Heroes on  
Cruiser Huntington.

"There's Johnny, there's Johnny, there's Johnny, mom!" And with a leap that lunched her high against the easy-swinging shoulders of Private Jack Egan, his sister Mary, eight years old, fairly mauled him with caresses and kisses and hugs and happy slaps on the cheek. She dragged her happily, weeping mother to the brawny lad. And they cried and they laughed and embraced and kissed.

The lieutenant scowled, then grinned. It wasn't quite the military thing for Jack Egan to do. But—well, the lieutenant knew.

And a lot of others in the marching column that trudged the streets of Hoboken yesterday afternoon knew too, for there many among the soldiers who returned on the cruiser Huntington who were suddenly swept from their hard-pounding feet by hysterical clutches of the arm by mothers or fathers or sweethearts or sisters.

### Made Up for Grim Departure.

Long months ago they had slipped away in the secret of the night, their departure unknown to worrying folk at home until came that card, "Arrived safely." None was at the pier that night to bid them God-speed, and the boys who sailed uncheered were none too happy in the knowledge that some of them never again would be with the folk they were leaving without a goodbye.

But the New York lads came back yesterday, not very many, but quite a few, nevertheless; and the mother of Louis Lau, and his aunt and his brother, who almost wrenched him from his company in their eager embraces, did not seem to mind that there were still a lot of New Yorkers in France, for their own lad had come back.

There were scores of parents and sisters and pals on River Street, Hoboken, yesterday, when the 1,753 officers and men that the Huntington brought from Brest trooped out on the cobblestones of the army yards and swung toward the gate on the way to the West Shore Station and Camp Merritt.

"Hi, Mae!" cried a man whose bearing a moment before belied the lack of dignity his emotion disclosed. He brushed aside the armed soldier guard, dashed to the iron fencing and thrust forward a hand to catch the grip of Major Robert M. Mackin Jr., of this city. One could not hear what they said for a few feet away Lieut. A. Well Peck of New York was clenching the fingers of another civilian through the grating, and the general hubbub of greetings made it almost impossible for them to hear each other distinctly.

### "They Made It Hoboken."

Out upon River Street poured the troops. They swung past the Steneck Bank Building and out into the core of the town, grinning at huge signs that spread across the roadways this greeting: "They Said Hell, Heaven or

Hoboken. And They Made It Hoboken!"

Military discipline requires that alignment be always perfect when soldiers are marching. But what is a poor lieutenant to do when from every curbstone springs a weeping mother or anxious wife with cries of hilarious, almost hysterical joy? And what can a fellow's buddies do but plod right along and grin their darndest when they see their pal hauled out of line and dragged against a building wall so he can be properly and unrestrainedly kissed and hugged?

Really—the Captains and Lieutenants who commanded the marching soldiers yesterday must have laid themselves open to a sore of courts martial each, for the discipline was terrible, the alignment was awful, the attention to orders was beyond comment. But the joy that made them all tingle when the mothers and sisters spotted Jack or Reddie or Jim caused those Captains and Lieutenants to kind of look straight ahead and act as though their men were right up to snuff as usual.

### It Was the "Old 9th's Return."

It was the 57th Coast Artillery Regiment that came in for most of this adulation, for the morning papers had tipped off to the folk of New York town that the 57th was coming home. And, as the 57th happens to be composed, fifty per cent. or more, of the lads of the old 9th Coast Defense Regiment of this city, one can readily picture the size of the throng that craned forward from the curbstones for the boys they had sent to the front.

Fortunately, there were no crutches and no arms in slings, though many had been wounded. Rather, the boys were brawny, ruddy-cheeked, hard of muscle, wide of shoulder—and gentle of smile when they gazed along the sidewalks for their folk.

Other New Yorkers have come back during several weeks, but they have been individuals, or small groups. This time arrived the first entire regiment of New York lads. Though many were from Rochester and some were regulars, the bulk bore the brand of New York City.

Along with them came seven officers and fifty-eight men of the 39th Artillery Brigade Headquarters, included in the total of 1,753.

The 57th Regiment returned in the command of Col. James M. Wheeler, who was accompanied by these New York officers:

Major Robert M. Mackin, 2d Battalion; Capt. Frank H. Brown, 3d Battalion; Capt. R. E. Dupuy, Regimental Adjutant; Capt. William D. Cameron, Battery E; Capt. Gilbert H. Higgins, Battalion Adjutant; Lieut. Prassly H. McCance, Battalion Adjutant; Lieut. E. B. Myrack, Headquarters Company; Lieut. Roger B. Garvin, Supply Company; Lieut. Alex W. Peck, Battery A; Lieut. Frank J. Roszel, Battery B; Lieut. Albert J. Neal, Battery B; Lieut. Grenville W. Parkin, Battery E; Lieut. John L. Hutton, Battery E; Lieut. Thomas L. Cleaver, Battery F, and Lieut. Joseph J. Connell, Battery F.

Col. Phisterer returned with the 39th Coast Artillery Brigade.

### Lieut. McCance Chief Hero.

To the boys on the Huntington the most heroic passenger was Lieut. Pressly H. McCance, Personnel Adjutant. And this is why:

A German shell killed and wounded forty men in a commissary shack near Beaufort, Nov. 4. Lieut. McCance ran from his dugout and, under terrific fire, started to pull the injured from the debris. Through the German shell fire he dashed back to his dugout for aid. Several returned with him, and they kept at the job, despite their great peril, until all the injured had been extricated.

That is one of the reasons why Capt. Artemas H. Chase, Regimental Surgeon, said yesterday:

"American history has no more beautiful page than the story of the fighting of the New York boys in the Argonne forest. Every foot of the way is sanctified with American blood."

J. B. Wood of Cedarhurst, L. I., displayed a sense of humor when he told this tale:

"One day I was burying German dead when I saw a boche leaning against a tree. In front of him was a machine gun. In front of the machine gun was I. But not for long. I jumped to the middle of the next county, you bet. But the boche didn't move. I moseyed along toward him from behind a tree. He was dead. I just kicked that machine gun all over the lot."

No Doughnuts Were Salvaged. And Morris J. Samartini of No. 63 Thompson Street laughed at the

recollection of the bakery shack which contained "cooks that were stingy with their doughnuts. One day just as they finished a big batch of them, a German shell landed plumb smack in the shack. You ought to have seen those bakery birds make tracks! When they came back there was no shack and there were no doughnuts. The Germans cleaned up the shack. We cleaned up the doughnuts."

George L. Harrison of Astoria, Headquarters Company, was cited "for gallantry in action Nov. 8, in helping rescue wounded men under heavy shell fire." For similar work citations were the lot of Corp'l Joseph G. Terrin, Long Island City, Headquarters Company; Joseph J. Cocks, Glen Coe, Headquarters Company; William F. Quinlan, Long Island City, Headquarters Company, and Wagoner James J. Coughlin, Long Island City, Battery B.

Others who won citations for bravery were three Rockaway Beach members of the regiment who had enlisted, trained and gone over the top together and still are together—Edward Murphy, Sidney Hoffman and William Ferguson.

Alfred Ingram, a printer, of No. 311 West 26th Street, and a member of Battery F, has three brothers now in France.

### Fired at, Burying German Dead.

"We used to go through the mud on our heavy wheels with our guns camouflaged with trees," he said. "When we got to a position we spread a net over the guns and stuck tree branches through the net."

Ray Langdon, of Woodmere, L. I., Battery F, said he frequently went out with details ordered to bury German dead. "The Germans would always fire at us, even though we were taking care of their dead," he said, "but we were protected by our own barrage fire. In one day our detail of fifteen men buried forty-eight Germans. Sometimes our regiment buried as many as 300 a day."

Naval Lieut. L. W. Gunz of Waukegan, Ill., who returned on the Huntington, told of the work of a dozen submarine chasers that he commanded at Plymouth.

"Our flotilla located the U 53, in command of the famous Capt. Rose," he said. "We had a lot of respect for his U boating ability. Sept. 8 one of ships dropped a bomb on him. We were certain we had put Capt. Rose out of business, but the British officer to whom we reported the feat calmly replied, 'I will give you fellows doubtful credit, but you don't get full credit until Mrs. Rose puts on mourning.'"

### Local Boys Who Got Back.

Manhattan, Brooklyn and Long Island lads on the Huntington are: Alfred Senberg, Glen Schaeffer, George Petherston, William Rydell, Carl Coombs, Paul Butzler, No. 627 Fox Street, Bronx; Michael J. Roach, No. 441 East 141st Street, Bronx; Raymond C. Lake, Port Richmond, S. I.; William A. Paxton, No. 105 Varick Street; Corpl. Frank Witty, No. 438 Lafayette Avenue, Brooklyn; Vincent J. Sordetto, No. 141 West 10th Street; John Matthewson, No. 2519 Eighth Avenue; Fred J. Peterson, No. 248 East 39th Street; John Paraschondelo, No. 1710 56th Street, Brooklyn; J. B. Martin, No. 286 15th Avenue, Astoria. Rafael Viddelli, No. 283 Bleeker Street; John R. Getters, No. 919 Third Avenue; Raymond Frohder, No. 211 Foster Avenue, Brooklyn; Corpl. Walter Rosenberg, No. 668 Riverside Drive; W. J. Haass, No. 1704 Broadway, Brooklyn; Sol. Colazzi, No. 305 East 11th Street; Murray Silverman, No. 13 East 119th Street; Ralph Pastor, No. 62 King Street; Philip Siegel, No. 61 Bristol Street, Brooklyn; John Young, No. 438 Lafayette Avenue, Brooklyn; Irving Kahn, No. 171 St. Nicholas Avenue; Frank Liller, No. 528 East 88th Street; Sergt. G. E. Clitter, No. 498 Jefferson Avenue, Brooklyn; Sergt. Thomas A. Baker, Brooklyn.

Others are Corpl. George B. Smith, No. 1829 Lexington Avenue; Sergt. James Santantonio, No. 464 Broadway; Sergt. Robert Healing, No. 29 Morton Street; Daniel J. Buckley, Southold, L. I.; Louis A. Matin, No. 126 Manhattan Avenue; Samuel Taub, No. 67 East 104th Street; Daniel E. Brown, No. 343 East 195th Street, Bronx; Louis M. Pitcher

No. 34 Rodney Street, Brooklyn; Joseph Murphy, No. 317 West 17th Street; Jacob Jacowitz, No. 4361 Church Avenue, Brooklyn; F. J. Sethman, No. 353 52d Street, Brooklyn; Charles A. Severance, No. 805 Lafayette Avenue, Brooklyn; Charles Paul, No. 177 16th Avenue, Brooklyn; Harold and Jerome Levy, John and Henry Boyle, Henry Spatz, Philip Skelly, William Wilkinson and Harry Hirt, all of Rockaway Beach; A. W. Burke, No. 113 Park Place, Brooklyn; Andrew Moran, Kent Street, Brooklyn; J. N. Malanaphy, Guernsey Street, Brooklyn; John and Lee Paraschondelo, No. 1890 53d Street, Brooklyn; Louis M. Pike, No. 34 Rodney Street, Brooklyn; Joseph Baum, Far Rockaway; Thomas Mullaney, No. 161 Pearsall Street, Long Island City; Irving W. Teitler, No. 215 Ross Street, Brooklyn; Thomas Curcell, No. 41 Wyckoff Street, Brooklyn; Frank Rahano, No. 161 Fourth Avenue, Brooklyn; Harry Lhote, No. 630 Flatbush Avenue, Brooklyn; A. M. Potters, No. 1644 St. Mark's Avenue, Brooklyn, and Joseph P. May, No. 538 East 28th Street.



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## TROOPS BOUND TO NEW YORK

DUE TO-DAY.

**FINLAND**—From St. Nazaire, Feb. 1, with 3,354 men, including Base Hospital No. 18, Fort Slocum, 27 officers and 145 enlisted men; 34th Coast Artillery Corps, Brigade Headquarters, New York, 8 officers and 36 enlisted men; Casual Companies No. 483, Iowa; No. 484, Michigan; No. 485 (colored); No. 486, Missouri; No. 487, Connecticut, 2 officers and 145 enlisted men; No. 488 Illinois; No. 489, Massachusetts; No. 490, New Jersey, 3 officers and 151 enlisted men; No. 491, Ohio; No. 492, Oklahoma; No. 493, Pennsylvania; No. 494, Kentucky; No. 495, New York, 2 officers and 149 enlisted men; No. 496, Minnesota, Medical Detachment, 6 officers and 59 enlisted men; St. Nazaire Convalescent Detachments Nos. 30, 33, 40, 41, 42, 43 and 44, 55 officers and 868 enlisted men, all sick or wounded; 30 casual officers. Arrived at Quarantine at 5.30 P. M. yesterday; dock at Pier 5, Hoboken, about 8 A. M.

**CHARLESTON (War)**—From Brest, Jan. 30, with 1,271 men, including Field and Staff, Headquarters and Supply Company, Medical and Ordnance Detachments and Batteries A, B, D, E and F of 50th Regiment Coast Artillery, Regular Army, 34 officers and 1,196 enlisted men; Casual Company No. 228, New Jersey, 1 officer and 20 enlisted men, and 19 casual officers. Reported by wireless would arrive at Sandy Hook at 10 A. M. to-day; dock at Pier 1, Hoboken, about 12.30 P. M.

**DANTE ALIGHIERI**—From Marseilles, Jan. 30, with 1,588 men, consisting of 61st Regiment Coast Artillery Corps, complete, 32 officers and 1,556 enlisted men. Dock at Pier C, Jersey City.

**HICKMAN**—From Bordeaux, Jan. 27, with 41 men, including detachment of Casual Company No. 30, Missouri.

**WOONSOCKET**—From Bordeaux, Jan. 27, with 21 men of Casual Company No. 17, Illinois. Dock at Pier 15, Hoboken.

DUE TO-MORROW.

**LOUISVILLE**—From Brest, Feb. 5, with 2,061 men, including Field and Staff, Supply Company, Medical Detachment, Batteries A, B, C and D of 351st Field Artillery, Camp Meade, 46 officers and 1,266 enlisted men (colored); 167th Field Artillery, Brigade Headquarters, Camp Meade; Liverpool Convalescent Detachments Nos. 9, 10 and 12, 19 officers and 194 enlisted men, all sick or wounded; navy personnel, 14 officers and 272 enlisted men. Also 13 wives of sailors. Dock at Pier 61, North River.

**HARRISBURG**—From Brest, Feb. 5, with 2,231 men, including Field and Staff, Headquarters and Supply Company, Medical Detachment, Companies A, B, C, D, E, F and G of 368th Infantry, Camp Meade, 74 officers and 2,053 enlisted men (colored); casual officers, 33; sick or wounded, 5 officers and 44 enlisted men; navy personnel, 7 officers. Reported by wireless would arrive at Sandy Hook to-night; dock about 8.30 A. M. to-morrow, Pier 62, North River.

**HENDERSON**—From Bordeaux, Feb. 3, with 1,272 men, including Bordeaux Convalescent Detachments Nos. 15, 19, 43, 45, 46, 54, 58, 68, 77, 78, 79, 80, 81, 82, 83, 84 and 86, 37 officers and 1,126 enlisted men, as well as Casual Company No. 33, 2 officers and 56 enlisted men, all sick or wounded; medical detachment, 6 officers and 40 enlisted men. Dock at Pier 2, Hoboken.

DUE SUNDAY.

**MATSONIA**—From Bordeaux, Feb. 3, with 3,345 men, including 68th Regiment Coast Artillery Corps, complete (defenses of Long Island Sound), 37 officers and 1,792 enlisted men; 151st Field Artillery Brigade Headquarters, Camp Devens; Casual Companies Nos. 357 and 363, Camp Upton, 4 officers and 308 enlisted men; Casual Companies Nos. 355 and 365, Camp Dix, 4 officers and 275 enlisted men; Casual Companies Nos. 356, 358, 360, 361, 364, 367 and 37; Bordeaux Convalescent Detachments Nos. 360 and 85, 1 officer and 18 enlisted men.

**HUNTINGTON (War)**—From Brest, Feb. 4, with 1,983 men, including 163d Infantry, 39 officers and 977 men; 164th Ambulance Company, 6 officers and 66 men; 161st Infantry, 17 officers and 718 men; Casual Company No. 231, Ohio, Casual Company No. 237, Pennsylvania, 4 casual officers. Reported by wireless would arrive at Sandy Hook at 7 A. M. Sunday.

**KANSAS (War)**—From Brest, Feb. 5, with 1,930 men, including 116th Engineers, complete, 40 officers and 1,342 men; 116th Ammunition Train, 23 officers and 525 men.

**SIXAOLA**—From Bordeaux, Feb. 2, 47 men, consisting of Bordeaux Convalescent Detachment No. 56, 19 officers, all sick or wounded; Detachment of Casual Company No. 32, Arkansas, 20 casual officers.

## LEVIATHAN TO BRING LOAD OF NEW YORK MEN NEXT TRIP; 25,000 ARE ORDERED HOME

Practically Entire Strength of O'Ryan's Command Assembled for Sailing.

ALL BIG UNITS INCLUDED

Giant Transport, Delayed by Fog, to Leave To-morrow—Returns Feb. 12.

The giant American transport Leviathan, which will leave New York to-morrow for Brest, will bring back a large part of Gen. O'Ryan's 27th Division on her next trip to this port, according to reports on board the ship to-day. The vessel is scheduled to leave Brest Feb. 12. The reports were that the entire accommodations would be turned over to the 27th Division. The transport can carry 9,000 men.

Despatches from Washington to-day brought the official information that practically the complete strength of the 27th Division, about 25,000 men, has been ordered assembled for early convoy home from France. A cablegram to the War Department from France to-day lists all of the big organizations of the division, showing that it will be the first combatant division to come home as a unit.

It was first announced officially Tuesday that the 27th, 30th and 37th Divisions had been ordered to prepare for embarkation, and it is understood the assembling of the 27th as a unit means that the same course will be followed in returning the other two.

Departure of the Leviathan, which was scheduled to sail at 10.30 A. M. to-day, was postponed until 11 A. M. to-morrow on account of the heavy fog. Capt. W. W. Phelps, commander, did not care to run the risk of collision in passing through the congestion of incoming steamships held up by the fog in the lower bay and outside.

Passengers were told they might remain aboard the vessel or return to New York. Most of them returned to New York for another day ashore. There are sixty first class passengers booked and 883 in the steerage. Included in the latter class are 600 Poles, recruited in Canada, who are bound for Poland to join Paderecki's army.

William G. Sharp, Ambassador to France, and his son, William G. Sharp Jr., are on the Leviathan, bound for Paris. Ambassador Sharp was summoned from his post in December to the bedside of his twin brother, George W. Sharp, who was ill in Elyria, O. George W. Sharp died Jan. 8.

A majority of the first cabin passengers are public officials and army officers who have been summoned to the Peace Conference because of their knowledge of conditions in Europe or to army headquarters in France for consultation on the problem of demobilization and returning troops to the United States. William Jenkins, United States Consul at Odessa; Felix W. Smith, Consul at Tiflis; William J. Pike, Consul at St. Gall, Switzerland, and Addison Southard, Consul at Aden, Egypt, who have been in the United States on leave are all hurrying to Paris in answer to a summons from the President.

## NEW YORK TROOPS HERE ON ORIZABA; JERSEY MEN TOO

Transport Brings a Total of 2,526 Soldiers; Fog Hampers Her Landing.

The transport Orizaba, with many New York and New Jersey boys among the 2,526 soldiers on board, was expected to dock in Hoboken at about noon to-day. The fog made the operation difficult and slow. The Orizaba reached port last night and anchored in the North River.

Included in the troops she carried were the 52d Ammunition Train complete, 18 officers and 549 enlisted men; Signal Corps Casual Company No. 1 (Maryland), 6 officers and 116 enlisted men; Chemical Warfare Service Casual Company No. 4 (N. Y.), 4 officers and 150 men; Casual Company No. 210, Casual Company No. 218 (Marines), Casual Company No. 38 (New Jersey), Casual Companies No. 339, 344, 437 and 441 (all Maryland); Casual Company No. 423 (New York), 3 officers and 151 enlisted men; sick or wounded, 36 officers and 344 enlisted men.

The hospital ship Mercy, with 388 sick and wounded and two officers in charge, entered the bay this morning and expected to dock as soon as the fog would permit.

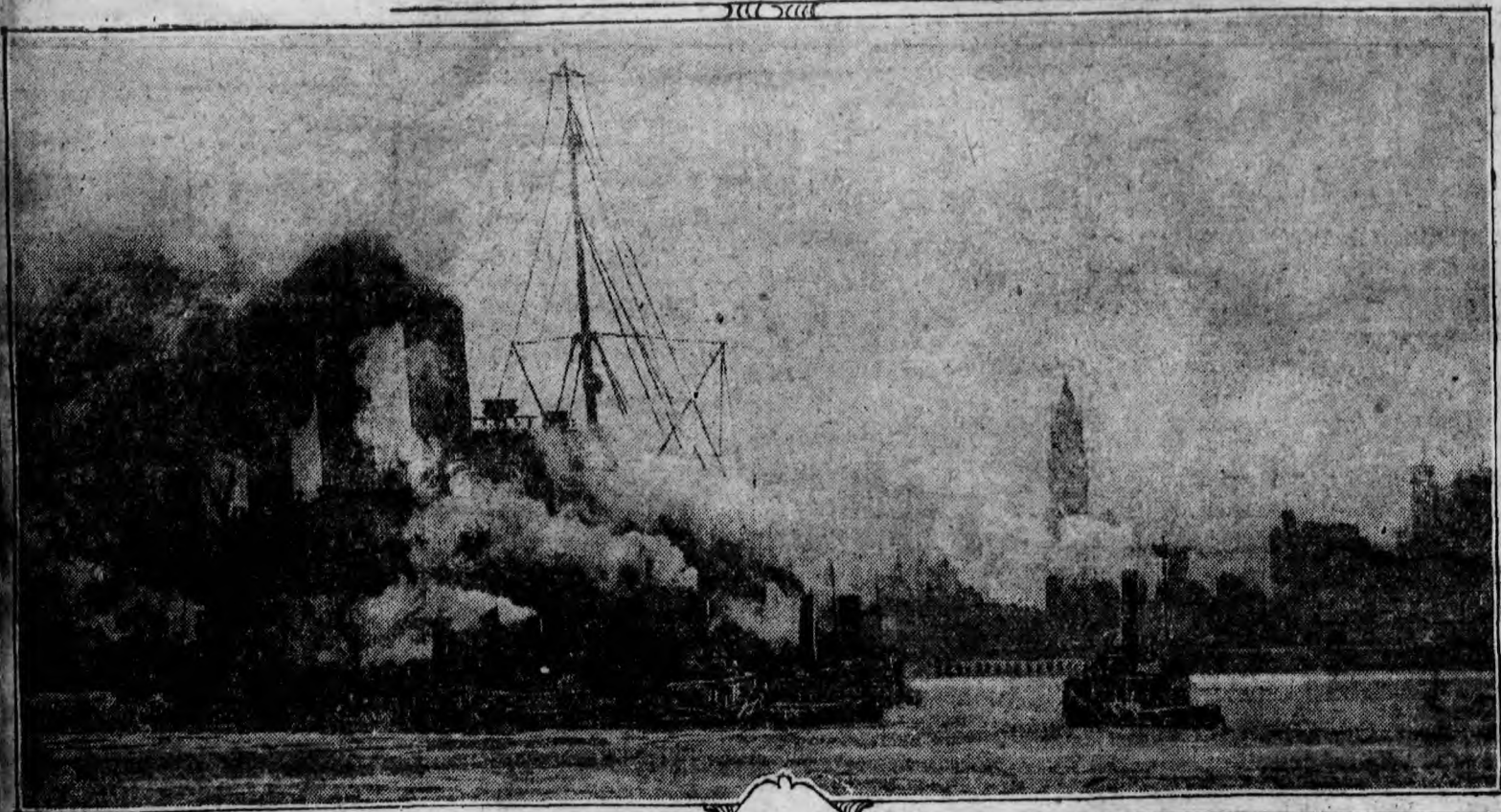
The French liners Chicago and Rochambeau, each carrying American troops, are both expected to-morrow. The battleships Louisiana and New Hampshire are due to-morrow with the 59th Coast Artillery, made up largely of the old 13th New York Coast Artillery of Brooklyn. A great reception is being prepared for the men by Brooklyn residents.

Other ships due, which have been delayed by the winter gales, include: The Goentoe, with 1,145 men; General G. W. Goethals, 245 men; Atenas, 114 men; Suriname, 44 men; Calameres, 36 casual officers; Accomac, 27 casuals; Hampden, 20 men, and the West Galeta, with 13 French officers.



*Hold Jan 25/19*

## FLEET OF TUGS STRUGGLING TO HEAD GIANT TRANSPORT DOWN STREAM AFTER HIGH WIND SWERVED HER AROUND.



TUGS ASSISTING U.S.S. LEVIATHAN DOWN THE BAY.  
*By World Staff Photographer Yesterday.*

### LEVIATHAN IS OFF TO BRING THE 27TH

She Will Take On Several Thousand of New York Division at Brest and Carry Them Home.

The Leviathan sailed yesterday from Hoboken for Brest, where, it is expected, she will take on several thousand soldiers of New York's 27th Division.

All ferryboats and tugs were cleared from the course near her dock as the big transport steamed from her berth. From both shores, screeched steamer and tug whistles, but the Leviathan, obeying the orders of Vice Admiral Gleaves that there be a minimum of noise in the docking and undocking of transports, made no response.

She backed out while the cruisers Louisiana and New Hampshire and the transport Calamares, loaded with soldiers and naval men, awaited her departure on the other side of the river so that they could swing against their piers at Hoboken.

#### Wind Blew Her Around.

The Leviathan backed out without trouble, but as she went into mid-stream, drawing more than forty-one feet of water, a gale forced her bow upstream, despite the efforts of a small fleet of tugs to point her nose toward the Battery.

Capt. W. W. Phelps, of the Leviathan, directed the tugs to shove against the transport's port bow and the manoeuvre straightened her out. She was then sent toward the Jersey shore, so that advantage might be taken of the wind in the next effort to swing her bow south.

This manoeuvre proved successful, the Leviathan coming around slowly and reaching the Battery at 12.30 o'clock. She had proceeded sternward down the river and had consumed more than an hour in veering around, the process taking her back

up the river opposite Hoboken. She had left her berth at 11.15 o'clock.

#### False Report of Grounding.

There came a report soon that the Leviathan had run upon a sandbar off Staten Island and was whistling for help. As the Cruiser and Transport Force at Hoboken received no distress calls by wireless this rumor was denied. The denial was substantiated when there came from the Captain this wireless:

"Leviathan passed Ambrose Light 2 o'clock, Jan. 24. 'PHELPS.'"

Among the passengers on the Leviathan are William G. Sharp, American Ambassador to France; Brig. Gen. Frank T. Hines, Chief of Embarkation at Washington; Newcomb Carlton, head of the Western Union, and representatives of the Shipping Board, who, it is understood, are going abroad to expedite the movement of food and supply ships.

The Leviathan also carries 600 Poles recruited in Canada to fight in the new Poland. They have undergone several months of hard military training.

#### Nearly 900 Passengers Off for Europe on Lapland To-Day.

Nearly 900 passengers are booked to sail for Liverpool to-day on the steamship Lapland. Her first cabin list alone numbers about 400.

Among those going abroad are Oscar Straus and Mrs. Straus, Frank A. Vanderlip, Thomas W. Lamont, Mrs. Whitelaw Reid, Mrs. Ernest Thompson-Seton and Major A. R. Dugmore. Mr. Straus is Chairman of the committee to represent the Legion to Enforce Peace in Paris during the Peace Conference.

A number of copper experts, representing the Copper Export Association, are going to survey the European metal market, among them C. F. Kelley, President of the Anaconda Copper Mining Company; R. L. Agassiz, President of the Calumet and Hecla Mining Company, and S. R. Guggenheim of the American Smelting and Refining Company. The shoe and leather industries also are sending a delegation abroad, headed by G. W. R. Hill.

Secretary of Labor Wilson is expected to be at the pier at the foot of West 20th Street to see off a delegation from his department, headed by R. J. Caldwell.

Brig. Gen. Hines will work out with Lord Reading, British Ambassador to Washington, a financial settlement for American troops carried to France in British steamships.

The only agreement reached between America and Britain, when Britain placed her tonnage at our

*Hold Feb 11/19*

### TROOPS BOUND TO NEW YORK

#### DUE TO-DAY.

**LEVIATHAN**—From Brest, Feb. 3, with 9,295 men, including 371st Infantry, complete, 104 officers and 2,660 enlisted men (colored); 372 Infantry, complete, 77 officers and 2,605 enlisted men (colored); Field and Staff and Headquarters Company, 163d Infantry, 11 officers and 253 enlisted men; Headquarters Detachment, Medical Detachment and Companies H, I, K, L and M of 368th Infantry, 55 officers and 1,339 enlisted men (colored); Division Headquarters, 41st Division Headquarters, Camp Dix, 32 officers, 68 enlisted men and 1 field clerk; Casual Company No. 232, Texas; Brest Convalescent Detachments Nos. 24 and 34 inclusive, 37, 38, 39, 41 and 42, 42, 132 enlisted men, all sick and wounded; casualties, 70 officers and 17 enlisted men; 5 general prisoners. Reported by wireless would arrive off Sandy Hook at 3 P. M. Dock at Pier 4, Hoboken, about 5 P. M.

**CHARLESTON (War)**—From Brest, Jan. 30, with 1,271 men, including Field and Staff, Headquarters and Supply Company, Medical and Ordnance Detachments and Batteries A, B, D, E and F of 50th Regiment Coast Artillery, Regular Army, 34 officers and 1,196 enlisted men; Casual Company No. 223, New Jersey, 1 officer and 20 enlisted men, and 19 casual officers. Dock at Pier 1, Hoboken.

**DUCA DEGLI ABRUZZI**—From Marseilles, Jan. 23, with 1,648 men, including 46th Regiment Coast Artillery, complete, 49 officers and 1,199 enlisted men; detachment of 164th Field Hospital, 1 officer and 55 enlisted men; detachment of Casual Company No. 25, Utah and marines, and 14 casual officers. Dock at Pier 96, North River.

**PEERLESS**—From Bordeaux, Jan. 26, with 157 men, including Casual Company No. 24, California.

**METAPAN**—From Brest, Jan. 28, with 119 men, including detachment of Base Hospital No. 2, 3 officers and 111 nurses. Arrive at Sandy Hook at 6 A. M. Dock at Pier 7, Hoboken, about 8 A. M.

**EL ORIENTE**—From Bordeaux, Jan. 30, with 58 casualties. . . . .

#### DUE TO-MORROW.

**FINLAND**—From St. Nazaire, Feb. 1, with 3,354 men, including Base Hospital No. 18, Fort Slocum, 27 officers and 145 enlisted men; 34th Coast Artillery Corps, Brigade Headquarters, New York, 8 officers and 36 enlisted men; Casual Companies No. 483, Iowa; No. 484, Michigan; No. 485 (colored); No. 486, Missouri; No. 487, Connecticut; 2 officers and 145 enlisted men; No. 488, Illinois; No. 489, Massachusetts; No. 490, New Jersey, 3 officers and 151 enlisted men; No. 491, Ohio; No. 492, Oklahoma; No. 493, Pennsylvania; No. 494, Kentucky; No. 495, New York, 2 officers and 149 enlisted men; No. 496, Minnesota; Medical Detachment, 6 officers and 59 enlisted men; St. Nazaire Convalescent Detachments Nos. 30, 33, 40, 41, 42, 43 and 44, 55 officers and 868 enlisted men, all sick or wounded; 30 casual officers.

**STOCKHOLM**—From Brest, Feb. 2, with 2,084 men, including Field and Staff, Headquarters Company, Medical Detachment and Companies A, B, C and D of 369th Infantry, 29 officers and 1,019 enlisted men (colored), including 13 officers and 491 enlisted men from Camp Upton; 854th Company Transportation Corps, Camp Meade, 2 officers and 245 enlisted men (colored); Casual Companies No. 219, Maryland; No. 234, Mississippi; casualties, 339 officers and 20 enlisted men; 14 nurses.

**REGINA**—From Brest, Feb. 3, with 2,037 men, including Supply Company, Medical Detachment and 2d Battalion of 369th Infantry, 30 officers and 931 enlisted men (colored); of whom 14 officers and 441 enlisted men are from Camp Upton; Medical Detachment, 2d Battalion, Companies E and D, 163d Infantry, Camp Dix, 30 officers and 837 enlisted men; Casual Company No. 236, New York, 1 officer and 53 enlisted men; 90 casual officers.

**SANTA TERESA**—From Bordeaux, Jan. 30, with 1,457 men, including Bordeaux Convalescent Detachments Nos. 1 to 7 inclusive, 11 to 14 inclusive, 17, 18 and 65, 47 officers and 1,293 enlisted men, all sick and wounded, and Casual Company No. 31, Virginia. Dock at Pier 1, Hoboken.

**PASADENA**—From Bordeaux, Jan. 23, with 34 men, consisting of detachment of Casual Company No. 25, New York, 1 officer and 25 enlisted men; 8 casual officers.



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## MEN OF BIG GUNS BROUGHT HOME ON TWO TROOPSHIPS

Entire 44th Coast Artillery, First Americans to Hurl Shells at Germans, April 14, Return, 1,632 Strong, on Cedric.

HIGH PRAISE IS GIVEN  
TO OUR DRAFTED 77TH MEN.

60th Artillery That Backed Them Up at Argonne Found the "Sailors Fought Like Hell"—Many Honor Winners Back.

Three artillery regiments were brought to port yesterday by the White Star liner Cedric and the transport Henry R. Mallory. The Cedric docked at West 20th Street in the early afternoon with 3,050 officers and men, and the Mallory in the evening at Hoboken with 1,755 officers and men.

Some New York drafted men of the 77th Division came on the troopships. At least a score of the officers and enlisted men arriving yesterday were American or French decorations.

Secretary of War Baker was at the White Star piers when the Cedric docked. He explained he had been with Brig. Gen. McManus, Director of Troops Movements, in Hoboken, when he was informed the liner was on the way up the river. He hurried across to watch their debarkation.

### Scarred Men of "First in Line."

Scarred veterans comprised the 44th Regiment of Coast Artillery, which arrived on the Cedric complete, 43 officers and 1,589 men. The men in this unit were all in the regular army. Major Robert N. Campbell, who brought them home, said the organization went into battle April 14 last, being the first heavy artillery regiment in our army to get into the line.

The total of killed and wounded in the regiment was 10 per cent. Until September the organization operated in two battalions, the 2d battalion in Alsace-Lorraine and the 1st and 3d in France. They were reunited at the St. M. on September 12.

Several of the regiment have received the French Croix de Guerre.

Corpl. Donald E. Carey, son of Capt. A. H. Carey of the Home-ride Div. at Police Headquarters, returned with the 44th.

Lieut. Fairfax of Rye, N. Y., was in command of the other returning artillery regiment, the 60th, composed of former Virginia Na-

## TELEPHONE GIRL OF WAR AND OTHER HEROES BACK



Miss EMMA B. ROUSSEAU,  
Telephone Operator.  
(By World Staff Photographer Yesterday)

tional Guard soldiers, and comprising 47 officers and 1,602 men. Operating with light field pieces, this organization went into action at St. Mihiel Sept. 12, and a few weeks later moved into the Argonne, backing up the New York 77th draft division.

### Drafted Lads "Fought Like Hell."

Of the valor of the New York conscripted lads, one of the artillery officers said, "I overheard an officer scoffingly say they were a lot of tailors from New York. Well, they may have been a lot of tailors, but they fought like hell. We had a tough job of it keeping pace with those button-hole makers."

The 60th suffered 17 per cent. in killed and wounded. The regiment received two citations and to five of its members was awarded the Distinguished Service Cross.

Wagoner George Horkan of the 44th died of pneumonia Jan. 31 and was buried at sea with impressive military ceremonies.

Lieut. W. R. Scott of the American Red Cross was attached to the 77th Division in the Argonne. "They were the finest American fighters in France," was his tribute.

Lieut. Harry Reynolds of No. 22 East 79th Street served with the 213th Aero Squadron.

Corpl. Patrick L. Mooney, No. 321 West 47th Street, Battery A, 44th, winner of the Croix de Guerre, was a food checker at the Biltmore Hotel.

Capt. P. L. Thorn, formerly a professor of mathematics at New York University, returned with the 60th. He served as an artillery instructor at Claremont.

### "Rotten" Treatment, Says Prisoner.

Lieut. Col. Gude jr., son of a well known advertising man, 94th Aero Squadron, in the Argonne, Aug. 5 last, brought down two German planes in half an hour. Four days later he was shot down in the German lines and made prisoner. His description of the treatment of prisoners by the Germans was one word, "Rotten!" He added that "of the 60 marks a month provided for each of us by the American Government the Germans let us have only six. If it had not been for the American Red Cross food packets we would have starved to death."

Lieut. Walton B. Ten Eyck of No. 91 Rodney Street, Brooklyn, 96th Aero Squadron, was decorated with the Distinguished Service Cross. Oct. 18, in the Argonne, five miles inside the German lines, he fought seven Fokker planes. He managed to get home safely. Two days later, at 12,000 feet, he fought two Germans and received a slight bullet wound in the head. On Oct. 23, at 12,000 feet he was shot in the shoulder, but put out of action two German planes. That was his last flight.

### Hello Girls Helped Defend Paris.

Not all the heroic figures on the Cedric were men. Two of them were telephone girls, Miss Emma B. Rousseau of Brockton, Mass., and Miss Nell S. Walkins of Fremont, Neb. Miss Rousseau, a graduate of the Boston Conservatory of Music, went to a telephone school when the United States entered the war, so she could serve as an operator in France. Miss



Wilkins had been a telephone operator ten years.

They said the American telephone girls working with the army authorities in Paris never flinched in the days when the German long-range guns were bombarding the French capital.

"When the German airplanes arrived over Paris the telephone girls spent a busy time connecting with the anti-aircraft men. We would receive information of the raid from the Paris police and would immediately flash the anti-aircraft operators," said Miss Wilkins.

From a reporter on the pier, Capt. Herbert W. Hall of Winsted, Conn., Battery A, 44th, learned he had been cited by Gen. Pershing for the Distinguished Service Cross, awarded because of his "utter disregard of personal danger after another officer had been killed and Capt. Hall assumed command of a detail that was repairing an ammunition railway under fire near Thiaucourt on Sept. 27. Capt. Hall was then a Lieutenant, but was promoted for gallantry.

### Two Who Braved Shell Fire.

"I was in the old 7th Coast Artillery at Fort Totten," he said. "I was with the 44th Sept. 27, at a place where we had a narrow gauge railway that we had taken among other spoils. The Germans kept blowing up sections of it. Volunteers were called for to repair the breaks as it was necessary to keep our ammunition moving. I went out to help. At times we had to take to shell holes because they were flinging nine-inch shells at us." Standing together on the deck of the ship were Sergt. Samuel Matheson and Sergt. Roy Tyhurst of the 44th. Each wore the Croix de Guerre.

Matheson is a Prince Edward Islander.

"Tyhurst and I had been in the American Army together four years," said Matheson. "Every time a shell came at us, Aug. 10, in the Champagne, we jumped into shell holes. Finally, a fragment went through Tyhurst's lung."

"I bandaged him and carried him through the shellfire fifty yards. Stretcher bearers took him there, and I went back to take a crack at the Huns for him."

His pal added: "I'd have died if he hadn't taken me to the rear through all that hell of fire. I was in hospitals three months, but managed to get back to the line."

Another Cedric arrival was Col. E. D. O'Hern, who was Chief of Ordnance for the 1st Army.

Mallory Brings Heroes Too.  
Most of the men on the Mallory

## TRANSPORTS DUE TO-DAY.

EASTERNE—From Bordeaux, Jan. 18, with five casual officers.

BREMERTON—From Bordeaux, Jan. 20, with fifteen officers and seven enlisted men of the 81th Pioneer Infantry, the Coast Artillery, Air Service, Quartermaster's Department and Medical Corps.

ESPAGNE—From Bordeaux, Jan. 27, with 422 officers and men, including Casual Company No. 267 of Pennsylvania, Casual Company No. 29 of New York and Casual Company No. 30 of Illinois.

were of the 327th Field Artillery, drafted in the Middle West.

Despite passes issued by the offices of the Cruiser and Transport Force, newspaper men were barred for a while from access to the gangplank of the Mallory by a guard who announced that he had received orders to keep off the ship for a time "all newspaper and Y. M. C. A. men."

The 327th did not sail from America until Sept. 9 and arrived in France too late to get into action.

One of the Mallory's passengers, Private William R. Stuckey, 140 Myrtle Avenue, Flushing, Company D, 165th Infantry (partly old 69th), was wounded in the leg at St. Mihiel, Sept. 12.

"The first face I saw in the dressing station was that of Father Duffy," he said. "He told me the war would be over before I got well. He was always with us. He blessed the boys when they went into battle and went into battle with them."

An army engineer's life far in the rear of the battle line proved irksome to Capt. Addison Clark of San Francisco, who went over with the 59th Engineers. Frequently he absented himself without leave and each time it was discovered that he had gone to the front to get into the fighting.

"Finally," he said, "they decided the best thing to do with me was to shift me to the infantry, which they did. And when I got into the Argonne with the artillery crowd I saw so much action that I wanted to get back to the engineers, but there was nothing doing."

"Our organization was a railway artillery unit. We fired from the cars on the railroad tracks, using eight-inch shells, and, take it from me, those babies sure did bust up the Germans some."

### Won Cross at Apremont.

Major George A. Roberts of Springfield, Mass., Commander of the 3d Battalion, 104th Infantry, 26th Division, received the Croix de Guerre because at Apremont he "displayed conspicuous leadership and showed coolness and sang froid in repelling enemy attacks."

Emmett E. Losoe of Poughkeepsie, 23d Infantry, told reporters he was the hard luck champion of the army, and said in explanation:

"We had taken a German trench at Soissons. A bullet got me in the left leg. But the boys were going ahead, so I crawled along too. I had gone only twenty-five yards when another bullet laid up my right leg. Then, as I was bandaging my legs, a shell exploded nearby and now I eat my meals off a shelf."

A shell exploded Sept. 28 in the Argonne, near Sergt. George Fogarty and eleven others. Six were killed and six wounded. Both of Fogarty's legs were injured. He lives at No. 1038 Greene Avenue, Brooklyn, and fought with the 129th Infantry.

Joseph McCaffey of No. 213 West 104th Street, Headquarters Company, 305th Infantry, was wounded by a bullet in the thigh.

Israel Rattner, No. 402 Jerome Street, Brooklyn, 128th Infantry, was hit in the left leg by a bullet.

## DUC D'AOSTA TO DOCK IN NORTH RIVER TO-DAY

The steamship Duc D'Aosta, which sailed from Marseilles Jan. 28 for New York with American sol-

diers, was reported off Sandy Hook at 4:37 o'clock yesterday afternoon. She wirelessed that she will tie up at 8:30 o'clock this morning at Pier No. 97, North River. The troops will be sent to Camp Mills.

The vessel carries 1,762 officers and men, including the 331st Artillery complete, 60 officers and 1,282 men; the 339th Field Artillery, 12 officers and 236 men and 122 officers, of whom 84 are aviators.



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## 27TH DIVISION READY TO SAIL

**First Contingent to Reach Hoboken Feb. 22—Col. Ryan and 24,000 Men Coming.**

Officials at the port of debarkation in Hoboken announced yesterday that the first contingent of the returning 27th Division probably will leave Brest Feb. 15. A total of 24,058 men will comprise the division when it starts from France. It is almost certain that the Leviathan will carry about 9,000 of them, probably including Major Gen. O'Ryan and his staff. The first contingent is due at Hoboken on Washington's Birthday. Efforts are being made to obtain for the other troops of the 27th two large liners now at German ports, the Imperator and the Bismarck.

Though the debarkation authorities would not make a definite statement on the point, the opinion was expressed that the returning men will have to adhere to the usual rule of going to camp for a period under quarantine before being permitted to parade. It was explained this is necessary as a health precaution.

Yesterday's announcement included the following units as having been designated to return as early as practicable as part of the 27th Division:

104th, 105th and 106th Field Artillery; 102d Engineers, 102d Engineers' Train, 53d Infantry Brigade Headquarters, 54th Infantry Brigade Headquarters, 105th, 106th, 107th and 108th Infantry Regiments, 104th, 105th and 106th Machine Gun Battalions, 102d Field Signal Battalion, 102d Ammunition Train.

## GREENWICH GREETS ITS MARNE HEROES

**Battery F, 56th Artillery, Old 12th Company, Receives Notable Ovation.**

(Special to The World.)

GREENWICH, Conn., Feb. 4.—Greenwich heroes of Chateau-Thierry, Verdun and the Second Battle of the Marne received a memorable welcome this afternoon when, after receiving their discharge from Fort Totten, Battery F, 56th Artillery, formerly the 12th Company, Connecticut National Guard, of Greenwich, arrived on the 2.10 train. Fully 3,000 persons lined along the platform of the station.

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## 13,000 MEN BOUND HOME ON 5 SHIPS

WASHINGTON, Feb. 14.—Three transports and the battleships Rhode Island and Virginia have sailed from France with 479 officers and nearly 13,000 men.

The Rhode Island is due at Newport News Feb. 26, with the 147th Machine Gun Battalion of the 41st Division, the 340th Aero Squadron and two casual companies of Missouri and New York.

The Virginia, due at Newport News about Feb. 21, is bringing home the 1st Battalion, Trench Artillery, complete; 488th Aero Squadron, 305th Trench Mortar Battery and eight casual officers.

The transport Wilhelmina is due at New York Feb. 23, with convalescents 16, 64 to 67 inclusive; 71, 73, 74, 76, 86, 89 to 93 inclusive, and 106; a casual detachment of Pennsylvanians; Company M, 345th Infantry (New York), and Evacuation Ambulance Company No. 80, also of New York.

The transport Huron is due at Newport News Feb. 24, with the 64th Regiment, Coast Artillery; casual companies of Michigan, New York, North Carolina, California, Nebraska, Kansas and Wisconsin troops; convalescent detachments 34, 51, 60 and 61, and a few casual officers.

The Manchurian will arrive at New York about Feb. 24, with the 10th and 71st Coast Artillery Regiments, a casual company of New Jersey troops and convalescent detachments 63 to 67 inclusive.

The high school and the girls of Rosemary Hall and Ely Court schools were in full array.

"The Old 12th Company Is Home" and "It's Great to Be Home" were inscriptions on two placards suspended from the windows of the train.

A parade took place through the town's main thoroughfare, which was gayly decorated with flags and bunting, after which the men went to the State Armory, where relatives and friends greeted them. Roger S. Baldwin addressed the men from the armory steps.

Bells were rung, whistles blew and automobile horns tooted. Every boat in the harbor which had a whistle tooted it.

Forty-eight members of the battery returned to-day. Only one of their number was killed in action. Private Charles Marshall, who was blown to pieces by a shell. Corporal Joseph Halligan and Harold Close were wounded. Major J. E. Nestor, Captain of the old 12th, and Major Charles Arthur Moore, former Lieutenant in the company, are still in the service.

## NINE SHIPS COMING WITH 7,600 MEN

**Four of the Number to Arrive in New York—Others on Way.**

WASHINGTON, Feb. 4.—Departure from France of nine ships, which will dock at New York, Philadelphia or Newport News in the next three weeks with approximately 400 officers and 7,200 men from the American Expeditionary Forces, was announced to-day by the War Department.

The cruiser Seattle will arrive at New York about Feb. 13 with sixty officers and 1,500 men of Companies A, B and C and headquarters 1st Battalion of the 163d Infantry, 41st Division; 116th supply train complete; Companies A, B and C of the 116th (unit not identified in cable) for Camp Dix; Battery C of the 50th Regiment Coast Artillery; a casual company of New York men; thirteen casual officers and twenty-five enlisted men.

The cruiser Charleston is due at New York Feb. 10 with the field and staff headquarters and supply company, medical and ordnance detachments, and Batteries A, B, D, E and F of the 50th Regiment Coast Artillery. This ship also has a casual company of New Jersey troops and nineteen casual officers.

The transport Madawaska, due at Newport News about Feb. 12, has the field and staff field and staff, headquarters company, supply company, medical detachment and Batteries A, B, C, D and E of the 47th Regiment Coast Artillery, and the same units from the 326th Regiment Field Artillery (54th Division).

The transport Pastores is scheduled to arrive at Newport News Feb. 10, with Convalescent Detachments 8, 9,

10, 21, 41, 53 to 63 inclusive, 77 and 181; a detachment of the 327th Field Artillery, comprising Illinois troops, a casual company for New York.

The transport West Eagle is due at New York Feb. 22, with an Iowa casual company and a few casual officers.

The steamers Cape Romain, due at Philadelphia, Feb. 12; Merakuee, due at Philadelphia, Feb. 19; Tottori Maru, due at New York, Feb. 12, and the Ancona, destination not given, are bringing casual officers.

Changes in destinations of transports from those previously made public, were announced to-day as follows:

Lake Yelverton, from New York to Philadelphia; Frances L. Skinner, from New York to Philadelphia; Bremerton, from New York to Baltimore; Maartensdijk, from Boston to New York; Agamemnon, from Newport News to New York; Western Ocean, from Baltimore to Newport News.

## ATLANTIC FLEET STEAMS FOR GUANTANAMO BAY

NORFOLK, Feb. 4.—Preceded by sea by three big seaplanes, the Atlantic battleship fleet, part of which served with the British grand fleet during the war, steamed from Hampton Roads to-day for Guantanamo Bay, Cuba, for spring maneuvers. It is due in Cuban waters Saturday. The dreadnaught Pennsylvania, flagship of Admiral Mayo, commander in chief, led the long column. Other vessels of the fleet are already in Cuban waters or on the way there.

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## TROOPS BOUND TO NEW YORK

**DUE TO-DAY.**

CANOPIE—From Brest, Feb. 8, with 1,443 men, including 162d Infantry Field and Staff, Headquarters and Machine Gun Company, Medical Detachment, Companies A, B and C, and Detachment of Company D, Camp Dix, 31 officers and 1,201 enlisted men; 173 casual officers. Reported by wireless 453 miles east of Sandy Hook at noon Monday; arrive at Sandy Hook at 8 A. M.; dock at Pier 61, North River, about 11 A. M.

HENDERSON—From Bordeaux, Feb. 3, with 1,272 men, including Bordeaux Convalescent Detachments Nos. 15, 19, 43, 45, 46, 54, 58, 68, 77, 78, 79, 80, 81, 82, 83, 84 and 86, 37 officers and 1,126 enlisted men, as well as Casual Company No. 33, 2 officers and 56 enlisted men, all sick or wounded; medical detachment, 6 officers and 40 enlisted men. Reported by wireless would arrive at Sandy Hook at 9 A. M.; dock at Pier 2, Hoboken, about 1 P. M.

ORTEGA—From Brest, Feb. 7, with 1,239 men, including 161st Infantry Supply Company, Medical Detachment, Detachment of Machine Gun Company, Companies K and L, Camp Dix, 17 officers and 725 enlisted men; Casual Companies Nos. 238, 245, 246 and 247, New York, 5 officers and 227 enlisted men; Casual Companies No. 227, Louisiana; No. 244, South Carolina, and No. 248, Virginia; casual detachment of marines and 45 casual officers. Dock at Pier 42, North River.

WOONSOCKET—From Bordeaux, Jan. 27, with 21 men of Casual Company No. 17, Illinois. Dock at Pier 10, Hoboken.

MALDEN—From St. Nazaire, Feb. 5, with 21 casuals, including 17 officers.

**DUE TO-MORROW.**

WILHELMINA—From Bordeaux, Feb. 11, with 1,711 men, including Bordeaux Convalescent Detachments Nos. 16, 64, 65, 66, 67, 71, 73, 74, 76, 86, 89, 90, 91, 92, 93 and 106, 83 officers and 1,378 enlisted men, all sick or wounded; Evacuation Ambulance Company No. 80, New York, 1 officer and 34 enlisted men; Company M, 345th Infantry, New York, 2 officers and 192 enlisted men; Detachment of Casual Company No. 54, Pennsylvania.

PUEBLO (War)—From Brest, Feb. 9, with 1,526 men, including Company I, 161st Infantry, Camp Dix, 6 officers and 250 enlisted men; Companies L and M, Detachment Company D and Medical Detachment, 162d Infantry, 13 officers and 515 enlisted men; Casual Company No. 907, New York, 2 officers and 140 enlisted men; Casual Companies No. 887, Regular Army; No. 1,204, Pennsylvania, and No. 1,211, Illinois.

ST. LOUIS (War)—From Brest, Feb. 8, with 1,338 men, including Companies E, F and G, 161st Infantry, Camp Dix, 19 officers and 968 enlisted men; Casual Company No. 249, New York, 1 officer and 25 enlisted men; Casual Companies No. 906, Pennsylvania, and No. 909, Ohio; 20 casual officers.

LA TOURAINE—From Havre, Feb. 9, with 614 men, including Headquarters 2d Army Corps, Camp Upton, 43 officers; Headquarters Troop 2d Army Corps, 10 officers and 443 enlisted men, of whom 3 officers and 191 enlisted men are from Camp Upton and 2 officers and 73 enlisted men from Camp Dix; Advanced Detachment 27th Division, Camp Upton, 19 officers; Detachment 412th Telegraph Battalion; 4 casual officers. Dock at Pier 57, North River.

HEREDIA—From St. Nazaire, Feb. 4, with 91 men, including Detachments of Base Hospitals Nos. 15, 18 and 66, 3 officers and 85 nurses.

**DUE FRIDAY.**

PRESIDENT GRANT—From Brest, Feb. 8, with 4,761 men, including 184th Infantry Brigade Headquarters, Camp Meade; 164th Infantry, Camp Dix, 37 officers and 3,359 enlisted men; 162d Infantry Supply Company and Company K, Camp Dix; 76 casual officers, Brest Convalescent Detachments Nos. 44 to 50 inclusive, 756 enlisted men, all sick or wounded; navy personnel, 2 officers and 80 enlisted men. Wireless to The World yesterday stated she would arrive Friday afternoon or Saturday morning; dock at Pier 5, Hoboken.

MONTANA (War)—From Brest, Feb. 9, with 1,401 men, including 148th Machine Gun Battalion complete, 30 officers and 593 enlisted men, of whom 5 officers and 111 enlisted men are for Camp Upton; Companies E, F and G, 116th Ammunition Train, Camp Dix, 9 officers and 323 enlisted men; 302d Trench Mortar Battery, 6 officers and 143 enlisted men, of whom 6 officers and 100 enlisted men are for Camp Upton; Casual Companies Nos. 225, Boise Barracks, and 1,201; 20 casual officers and 4 general prisoners.



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## SURGEONS, IN GALE, DRAIN MAN'S BRAIN BARED BY BIG SEA

Remarkable Operation Performed in Storm as Cruiser Charleston Pitches Homeward With 1,271 Returned Soldiers.

SEVEN DIE ON FINLAND,  
BACK WITH 3,354 MEN.

Four Victims of Pneumonia and Two of Tuberculosis—Many New Yorkers, Wounded and Gassed, Are Aboard Ship.

With an eighty-mile gale pitching the ship so violently that they had to be braced by other men while they operated, two surgeons of the cruiser Charleston performed last Monday night a two-hour operation that saved the life of Private Theodore Caron of Georgia, 50th Coast Artillery.

The story of the operation was related yesterday by Father F. J. Hurney, ship's chaplain, when the vessel docked with troops at Hoboken. "Last Monday night the gale reached between eighty and 100 miles, swinging lifeboats around as though they were toys," said Father Hurney. "Waves broke fifty feet high."

"Caron was pressing his face against a port of the forward gun deck. The ship lurched suddenly and a wave crashed against the port, splintering the glass against Caron's face and knocking him several feet. When he was picked up, unconscious, it was found his skull had been fractured, his brain exposed, his left eye almost ripped from the socket and his face was severely cut."

"Dr. E. J. Gendreau and Dr. W. A. J. Wright, ship's surgeons, decided that his only chance of life lay in an immediate operation."

### Held on Operating Table.

"The ship plunged and rolled constantly, and waves broke high, with great frequency. Caron was rushed to the operating table."

"Three others and I held him on the table. The surgeons relieved each other in their work. Every touch of the instruments might have meant instant death, because of the ship's pitching."

"Only during momentary lulls in the storm could the knife be applied, and while the surgeons worked each of them was braced against falling by three or four men. It was a trying task, and it took two hours. When it was over we were perspiring from exhaustion and from nervous anxiety."

"But the surgeons were successful. They placed a rubber drain in the skull opening, and while the ship rolled managed to sew fourteen stitches under the eye. Caron is now recovering."

### Seven Die in Finland.

Seven deaths on the trip from St. Nazaire occurred on the transport Finland, who docked yesterday morning at Hoboken with 3,354 officers and men. All were ill when the boarded the vessel in France. Three had been with gas companies at the front.

The Finland brought Base Hospital No. 18, Fort Slocum, 27 officers and 145 enlisted men; 34th Coast Artillery Corps, Brigade Headquarters, New York, 8 officers and 36 men; Casual Companies No. 483, Iowa; No. 484, Michigan; No. 485, colored; No. 486, Missouri; No. 487, Connecticut; No. 488, Illinois; No. 489, Massachusetts; No. 490, New Jersey; No. 491, Ohio; No. 492, Oklahoma; No. 493, Pennsylvania; No. 494, Kentucky; No. 495, New York (2 officers and 149 men); No. 496, Minnesota; St. Nazaire Convalescent Detachments Nos. 30, 33, 40, 41, 42, 43 and 44.

The cruiser Charleston, docking two hours later at Hoboken, brought 1,271 officers and men, representing Field, Staff, Headquarters, Supply, Medical and Ordnance Detachments, and Batteries A, B, C, D, E and F of the 50th Coast Artillery, Regular Army; Cas-

## WITH THE HONORS AND SCARS OF BATTLE, THESE RETURN TO PURSUITS OF PEACE



Maj. B. LUCIEN BRUN



Brig Gen D.W. KETCHAM



CLAUDE (Lefty) THOMAS



Maj. R.F. KIEFFER



Lieut. BUCK FREEMAN



Private HOWARD HIRSCHMAN

ual Company No. 228, New Jersey, and 19 casual officers.

### Bodies Going to Homes.

The men who died on the trip from St. Nazaire on the Finland were Private Ezekiel Haynes, Bonita, La., 485th Gas Company, pneumonia; Corpl. Ludwig L. Tuft, Erskine, Minn., 496th Gas Company, pneumonia; Corpl. Robert I. Dexter, Batavia, N. Y., Company B, 309th Infantry, pneumonia; Private William H. Bruns, St. Louis, Company G, 9th Infantry, tuberculosis; Private William R. Rogerson, Kansas City, Mo., Company D, 129th Field Hospital, tuberculosis; Lieut. John D. Parsons, Dixon, Ill., Quartermaster's Corps, liver trouble. Their bodies were brought to Hoboken for shipment home.

During a storm last Saturday Fred Heim of Utica, member of the crew, was pitched across the deck against a door and injured internally. He will recover. Fifty-three cases of illness developed on the trip.

Base Hospital No. 18, which returned on the Finland, consists of the Johns Hopkins Hospital Unit, in command of Major R. F. Kieffer, Major B. Lucien Brun second in command. The Unit established its base at Bou-

zouilles, France, and became the centre of a group of seven hospitals, aggregating 15,000 beds. In twenty months the Unit treated 18,000 soldiers, of whom 5,000 had been wounded. The mortality was slightly over 1 per cent. Of the staff, two nurses and three enlisted men died.

### Old 69th Man Back.

An old 69th man, Private Patrick O'Keefe, No. 385 East 134th Street, Bronx, returned on the Finland. He served with Company G, and was gassed at Chateau-Thierry July 31. He was wounded in the knee at Sedan Nov. 6.

"Father Duffy was always in the trenches," said O'Keefe. "He was not wounded. I received a letter from Father Duffy, dated the Rhine, Jan. 21. He was in cheerful mood and said the boys were too."

Claude, "Lefty" Thomas, pitcher on the Washington American League baseball team, returned on the Finland, are suffering from pneumonia. He was six months with the Field Hospital of the 88th Division in the Verdun sector. He will go to his home in Oklahoma City to recuperate, and expects to report for spring training in a few weeks.

Lieut. H. B. Freeman of Wakefield, Mass., a flyer, was in combat with four German planes Sept. 14, when his engine went dead. He landed in the German lines, and was made a prisoner.

Alfred H. Popp, No. 1055 Bedford Avenue, Brooklyn, Company G, 309th Infantry, was hit in an arm by shrapnel in the Argonne Oct. 19, while helping a wounded man to the rear.

Walter H. Thompson of No. 1312 Eighth Avenue, Brooklyn, Company M, 9th Infantry, was hit in an ankle by a bullet Oct. 3, in the Champagne.

Sergt. George L. Zeigler, No. 525 West 169th Street, Company L, 306th Infantry, 77th Camp Upton Division, was wounded in a leg at Fismes, Sept. 6.

Frank Nugent, No. 399 Douglas Street, Brooklyn, Company L, 111th Infantry, was wounded Oct. 1.

Corpl. John Gronenberg, No. 62 Scheafer Street, Brooklyn, 392d Engineers, was wounded Oct. 13 when doing bridge duty on the Meuse.

Henry Monaco, New Rochelle, 1st Engineers, was hit in the leg at Montdidier, April 23.

Corpl. Grover C. Weber, No. 1733 Bleecker Street, Brooklyn, Company F, 117th Engineers, was struck in a leg by a bullet in the Argonne, Oct. 16.

Capt. Arthur F. Williams of Newark, in command of the New Jersey casualties on the Finland, was wounded twice and gassed once when with the 30th Infantry.

Corpl. Arthur J. Lee, No. 1305 76th Street, Brooklyn, Headquarters Company, 306th Field Artillery, was wounded by a shell that killed one man, wounded ten and gassed eight.

Corpl. James Ditty, No. 723 Tenth Avenue, Company F, 307th Infantry, 77th Division, was hit by shrapnel at the Vesle on Sept. 5.

Sergt. Louis Lovenson, No. 20 West 113th Street, Machine Gun Battalion, 1st Division, was wounded twice while acting as a despatch rider. In Coblenz on Dec. 10 his motorcycle skidded into an army truck. His right leg was fractured.

The troops on the Finland were in command of Brig. Gen. Daniel W. Ketcham of Washington, Ind., 34th Coast Artillery Brigade.

Several men with decorations arrived on the Charleston, among them

Lieut. W. D. Frayne of No. 596 West 111th Street, 50th Aero Squadron, credited with two planes. He has been recommended for the Distinguished Service Cross for an engage-

ment in which he brought down safely his airplane, after it had caught fire, saving his own life and that of his observer.

Lieut. W. J. C. Chamberlain of Oregon received the Croix de Guerre after accounting for three German airplanes.

Lieut. Edward Skelton of No. 151 Joralemon Street, Brooklyn, 20th Aero Squadron, came back on the Charleston.

Private Edward Herschman, Company I, 166th Infantry, Rainbow Division, of Columbus, O., received the Croix de Guerre for bravery in a hand to hand fight in which he was wounded three times.

## BOSTON WANTS TO GREET THE 26TH

BOSTON, Feb. 14.—Governors of the New England States in conference at the State House to-day voted to cable to Gen. Pershing a request that the 26th Division be sent home as a unit and landed at Boston. Gov. Coolidge presided.

It was agreed to hold a 26th Division Day in Boston as soon after the soldiers are disembarked as possible. A parade of the division in the afternoon and an entertainment for the men in the evening are features of the plan adopted.

Major Gen. Clarence R. Edwards, who commanded the division in France, told the Governors that the reception should be the greatest ever accorded by the people of New England. He said he thought it practicable to return to the division, before it leaves France, nearly all the men who fought with it, and urged the Governors to make a request for such action to the proper authorities.

The Governors voted to appoint committees composed of the members of Congress from each New England State, together with citizens' committees, to take part in the welcome.

In addition to Gov. Coolidge, Govs. Holcomb of Connecticut, Clement of Vermont and Milliken of Maine participated.



Wald Feb 15/19

## NEW ROW LOOMS IN STATE WELCOME

Brooklyn Independent Committee Indorses, While Mayor's Secretary Sees Co-operation With Hearst Body.

FORMER CHAIRMAN JONAS  
THINKS MOVE FORTUNATE.

Delaney Says No Action Has  
Been Taken on Demands for  
Return of Donations.

A new conflict is made possible over the welcoming of the troops by developments yesterday. The Independent Citizens' Committee, formed in opposition to Hearst, and Nathan S. Jonas, who resigned from the Brooklyn Committee, indorsed the plan for a State committee, while at the same time Grover Whalen, the Mayor's secretary, expressed the belief that the State committee, when formed, will co-operate with the local committee, of which Hearst is a member. Should this occur, the anti-Hearst people will be in the position of co-operating with the Hearst committee through the State organization.

Mr. Whalen said neither he nor Rodman Wanamaker, Chairman of the Mayor's Committee, had received any word from Albany as to the proposed State Committee of Welcome, but that satisfactory arrangements would be possible so there would be no danger of conflict. At the same time it was pointed out that it might be difficult for the State committee to accomplish its work without the aid of the local authorities.

"In Clean Hands," Says Jonas.  
Charles S. Davison, Chairman of the General Committee of the Independent Committee which arranged the Madison Square Garden meetings, sent a long letter to Speaker Sweet, thanking him for his support of the measure providing for the appointment of a State Committee, and recalling that South Dakota, Pennsylvania and Ohio have officially requested that their troops be landed elsewhere than at this city "in view of the disgraceful conditions which have been permitted to establish themselves here."

In Brooklyn yesterday Mr. Jonas said of the proposal to form a State committee:

"I think it would be very fortunate for the community if it can be done.

It would put the celebration in clean hands."

G. Porter Smith, former Chairman of the Finance Committee of the Victory Celebration Committee, said, "To my mind it would be a very desirable thing for the Governor to head such a committee to welcome the soldiers of the State."

Congressman Delaney, Chairman of the present committee, returned from Washington yesterday and said in a statement that he had discussed with Senator Calder the arrangements for the reception and parade of the returning heroes.

### Asks to Have Trophies Sent.

"I also introduced a bill requesting the War Department," said Congressman Delaney, "to send to Brooklyn some of the cannon and artillery captured by the 27th and 77th Divisions."

He declared that in a very short time he would conduct an energetic campaign for funds, and would also announce the personnel of the Executive Committee. Chairman Delaney's statement concluded with the announcement that he was receiving numerous offers from persons volunteering all sorts of assistance.

"No determination has been reached," Chairman Delaney said when asked about the return of contributions, which had been demanded, "as the number of requests was so small as to amount to practically nothing."

Commissioner of Accounts Hirschfeld, in a long letter to President Riegehnann, assailed James M. Beck for his recent speech and said in so many words that the anti-Hearst attacks were the work of profiteers. Standard Oil, National City Bank and "allied monopolies" operating as political manipulators conducting the 1920 campaign.

Sixteen more resignations from the Brooklyn Victory Celebration Committee were announced at the Borough Hall yesterday. Two others who have resigned but whose names have not been given out by the head of the committee are Seymour K. Fuller, Chairman of Local Board No. 27, whose resignation was sent in Feb. 7, and Edwin E. Jackson Jr., who resigned Feb. 6.

## ALL EX-SOLDIERS WIN CITIZENSHIP

Ruling in Hawaii Giving Full  
Privileges to Orientals  
Is Sustained.

HONOLULU, Feb. 14.—Any alien, regardless of his race or color, who served in the army or navy during the war is entitled to citizenship, according to instructions received here to-day by William Ragsdale, Chief of the local Naturalization Bureau, from the Bureau of Naturalization at Washington.

This decision means that the citizenship of approximately 800 Japanese, Chinese, Korean, Filipino and Porto Rican residents here will be uncontested.

United States Judge Vaughan has already granted naturalization to 184 Japanese who entered the service. Judge Vaughan held that they were entitled to citizenship under a law enacted by Congress last year. The advice received by Mr. Ragsdale stated the bureau now sustains Judge Vaughan's ruling.

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## TROOPS BOUND FOR NEW YORK.

### DUE TO-DAY.

SIBONEY—From Bordeaux, Feb. 20, with 3,152 men, including 348th Infantry Detachment, Camp Upton, 16 officers and 397 enlisted men; 40th Division Headquarters Detachment, New York, 10 enlisted men; Casual Company No. 918, New York, 2 officers and 148 enlisted men; Bordeaux Convalescent Detachments Nos. 75, 96, 97, 98, 101, 105, 108, 113, 115, 125, 126, 127, 128, 129, 130 and 131, 45 officers and 1,887 enlisted men, all sick or wounded; 36 casual officers, including Major Gen. Frederick S. Strong, Commander of 40th Division, and Brig. Gen. William O. Johnson. Dock at Pier 5, Hoboken.

GREAT NORTHERN—From Brest, Feb. 22, with 2,643 men, including 349th Field Artillery and Staff, Headquarters and Supply Companies, Medical Detachment and Companies A, B, C and D, 53 officers and 1,023 enlisted men (colored); Casual Companies Nos. 235, Georgia, and 968; Brest Convalescent Detachments Nos. 61 to 69, inclusive, 1,291 enlisted men, all sick or wounded; 18 detached officers of 54th Coast Artillery and 5 casual officers. Reported by wireless would arrive at Sandy Hook at 7.30 A. M.; dock at Pier 3, Hoboken about 9.30 A. M.

POWHATAN—From Bordeaux, Feb. 17, with 2,543 men, including 66th Regiment Coast Artillery, complete, 48 officers and 1,665 enlisted men, of whom 1 officer and 43 enlisted men are for Camp Upton and 1 officer and 54 enlisted men are for Camp Dix; 47th Regiment Coast Artillery, 4 officers and 156 enlisted men, of whom 1 officer and 30 enlisted men are for Camp Upton; 335th Field Artillery, 3 officers and 279 enlisted men, of whom 45 enlisted men are for Camp Dix; 336th Field Artillery, 6 officers and 230 enlisted men; Bordeaux Convalescent Detachments Nos. 107, 117 and 118, 23 officers and 12 enlisted men; naval complement, 1 officer and 12 enlisted men. Dock at Pier 3, Hoboken.

FREDERICK (War)—From Brest, Feb. 19, with 1,547 men, including 3d Battalion Headquarters and Companies D and I of 162d Infantry, 10 officers and 273 enlisted men, of whom 4 officers and 145 enlisted men are for Camp Dix; 81st Infantry Brigade Headquarters Detachment, Camp Dix, 3 officers and 9 enlisted men; 95th, 103d, 465th, 835th and 1029th Aero Squadrons, 20 officers and 736 enlisted men; Casual Companies Nos. 271, Tennessee; 273, 308, Indiana, and 1203, Massachusetts; Mobile Hospital No. 104, Camp Custer. Reported by wireless she would arrive at Sandy Hook at 9 A. M. to-day; dock at Pier 5, Hoboken, about 11 A. M.

ROCHESTER (War)—From Brest, Feb. 17, with 370 men, including 137th Aero Squadron, 4 officers and 133 enlisted men, of whom 4 officers and 103 enlisted men are for Camp Upton; Mobile Hospital No. 100; Casual Company No. 1214, Texas; 2 casual officers and 133 enlisted men. Dock at Pier 2, Hoboken.

LA LORRAINE—From Havre, Feb. 22, with 360 men, including Casual Companies Nos. 1492, Georgia, and 1494, Pennsylvania; Base Hospital No. 7, Massachusetts, and 2 casual officers.

SANTA MARTA—From Bordeaux, Feb. 17, with 98 men, including Base Hospital No. 22, 28 officers and 18 nurses; Base Hospital No. 3, 16 officers and 33 nurses.

EL OCCIDENTE—From Bordeaux, Feb. 21, with 90 men, consisting of 86 casuals, with Medical Detachment of 1 officer and 3 enlisted men.

YOSEMITE—From St. Nazaire, Feb. 12, with 28 men, consisting of Casual Company No. 165, New York, 1 officer and 24 enlisted men; 3 casual officers.

MALDEN—From St. Nazaire, Feb. 5, with 21 casuals, including 17 officers.

### DUE TO-MORROW.

COMFORT (Hosp.)—From Bordeaux, Feb. 20, with 406 men, including Bordeaux Convalescent Detachments Nos. 57, 88, 102, 103, 104, 112, 115, 120 and 121, 12 officers and 290 enlisted men, all sick or wounded. Dock at Pier 45, North River.

MOCCASIN—From Brest, Feb. 20, with 33 casuals.

### DUE WEDNESDAY.

MEXICAN—From St. Nazaire, Feb. 20, with 2,504 men, including Casual Company No. 164, New York, 2 officers and 121 enlisted men; Detachment 71st Regiment Coast Artillery, Camp Upton, 1 officer and 130 enlisted men; 23d, 25th, 149th, 151st, 153d, 158th, 173d, 176th, 184th, 247th, 264th, 374th, 469th, 493th and 500th Aero Squadrons.

ORIANA—From Brest, Feb. 23, with 1,038 men, including 351st Machine Gun Battalion, 24 officers and 709 enlisted men (colored), of whom 19 officers and 75 enlisted men are for Camp Upton; Casual Companies Nos. 929, Pennsylvania, and 277; Detachment Class D Casuals; 76 casual officers.

### DUE THURSDAY.

LEVIATHAN—From Brest, Feb. 26, with 10,529 men, including Headquarters 27th Division, 65 officers and 391 medical men; 53d Infantry Brigade, 6 officers and 24 enlisted men; 105th Infantry, 72 officers and 3,003 enlisted men; 106th Infantry, 75 officers and 3,546 enlisted men; 105th Machine Gun Battalion, 16 officers and 1,623 enlisted men; 107th Infantry, 38 officers and 1,042 enlisted men; Brest Convalescent Detachments Nos. 72 to 80 inclusive, 1,179 enlisted men, all sick or wounded; 60 casual officers and 56 nurses. Dock at Pier 4, Hoboken.

MONGOLIA—From St. Nazaire, Feb. 23, with 4,408 men, including 336th Machine Gun Battalion, 15 officers and 661 enlisted men, of whom 1 officer and 116 enlisted men are for Camp Upton and 10 officers and 220 enlisted men for Camp Dix; 335th Machine Gun Battalion, 16 officers and 585 enlisted men, of whom 13 officers and 354 enlisted men are for Camp Dix; 334th Machine Gun Battalion, 10 officers and 347 enlisted men, of whom 8 officers and 187 enlisted men are for Camp Dix; 316th Trench Mortar Battery, 3 officers and 160 enlisted men, of whom 1 officer and 52 enlisted men are for Camp Dix; 116th Battery Trench Artillery, 3 officers and 178 enlisted men, of whom 1 officer and 25 enlisted men are for Camp Upton; 104th Battery Trench Artillery, 4 officers and 172 enlisted men, of whom 3 officers and 132 enlisted men are for Camp Dix; Meteorological Detachment Signal Corps, 6 officers and 115 enlisted men, of whom 3 officers and 43 enlisted men are for Camp Upton; 801st Aero Squadron, 4 officers and 134 enlisted men; 468th Engineer Pontoon Train, 3 officers and 142 enlisted men, of whom 1 officer and 53 enlisted men are for Camp Upton; 482d Aerial Construction Squadron, 5 officers and 142 enlisted men; 467th Engineer Pontoon Train, 4 officers and 135 enlisted men, of whom 1 officer and 12 enlisted men are for Camp Upton; 401st Pontoon Park, 3 officers and 133 enlisted men, of whom 1 officer and 41 enlisted men are for Camp Upton, 10th Anti-Aircraft Sector, 7 officers and 237 enlisted men; Special St. Nazaire Casual Company No. 177, St. Nazaire Convalescent Detachments Nos. 56, 71, 72, 73, 74, 75, 76 and 77, 51 officers and 946 enlisted men, all sick or wounded; 149 casual officers.

CARONIA—From Brest, Feb. 25, with 3,905 men, including 317th Engineers, complete, 43 officers and 1,545 enlisted men (colored), of whom 32 enlisted men are for Camp Upton and 63 for Camp Merritt; 317th Engineers Train, 2 officers and 56 enlisted men (colored); 350th Machine Gun Battalion, complete, 25 officers and 655 enlisted men (colored); Batteries E and F of 349th Field Artillery, 16 officers and 367 enlisted men, of whom 16 officers and 276 enlisted men are for Camp Dix; Company H of 367th Infantry, 7 officers and 182 enlisted men (colored), of whom 5 officers and 88 enlisted men are for Camp Upton; 368th Detachment Infantry, 2 officers and 138 enlisted men (colored); Casual Company No. 270, Fort Jay, New York, 5 enlisted men; Casual Company No. 288, Illinois; 23d Division Detachments, 11 officers and 703 enlisted men (colored); 16 casual officers and 44 nurses.

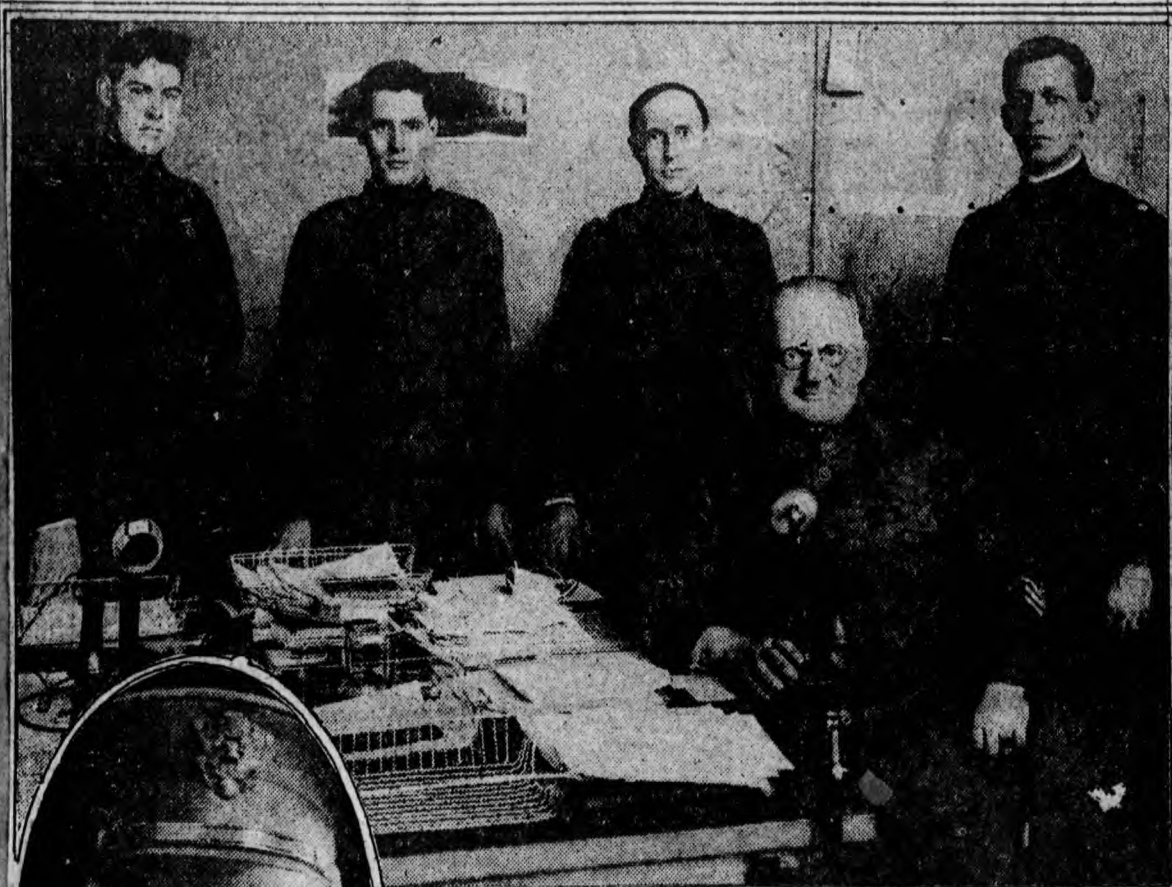
SIERRA—From St. Nazaire, Feb. 19, with 1,472 men, including 312th Ammunition Train, complete; 37 officers and 1,137 enlisted men, of whom 1 officer and 78 enlisted men are for Camp Upton and 33 officers and 993 enlisted men for Camp Dix; Detachment E of Casual Company No. 34, New York, 1 officer and 23 enlisted men; Bordeaux Convalescent Detachments Nos. 72, 103, 110, 111, 123 and 124, 11 officers and 221 enlisted men, all sick or wounded; 17 casual officers and 3 naval officers. Dock at Pier 5, Hoboken.

CHICAGO—From Bordeaux, Feb. 24, with 1,060 men, including 338th Infantry Field and Staff, Headquarters First and Third Battalions, Headquarters and Supply Companies, Sanitary Detachment, Companies A, B, C, D, E, F and I, and 13 attached officers, Camp Dix, 46 officers and 1,000 enlisted men; 13 casual officers.



World Feb 26/19

# **"Silver Strippers" Won War in Hoboken by Sending Over Two Million Fighters to Bend and Break Hindenburg Line**



CAPT. KING W. SNELL MAJ. H. J. MONS. LT. COL. G. BARTLETT  
CAPT. H. M. BLACK BRIG. GEN. GEO. H. McMANUS



MAJ. GEN. DAVID C. SHANKS

**Boys With Gold Chevrons  
May Laugh, but Men of  
Embarkation Service, Un-  
sung and Undecorated, Per-  
formed Marvels and Earned  
Right to Be Acclaimed War  
Heroes.**

*Oh, we're only silver-strippers,  
And we never fought at Wipers,  
And we never heard the roaring of the  
guns;  
With a desk and phone and chair  
We couldn't win the Croix de Guerre,  
But we shipped two million men to  
beat the Boche!  
—Songs of the Swivel Chair.*

The boys with the golden chevrons give them the laugh—these officers and men who go about sporting the colorless silver stripes.

They think they're "bunk" heroes, rocking-chair soldiers, too proud to fight—and a lot of other things.

Over in Hoboken these silver strippers abound; most of them officers and practically all physically fit for service overseas. All but a few of them wear three silver chevrons, denoting a year and a half in service.

They are the men of Uncle Sam's Embarkation Service, unsung, uncheered and undecorated.

When the men of the A. E. F. were winning undying glory at the Marne, Chateau-Thierry, St. Mihiel and the Argonne, these silver-chevronsed soldiers were interned on the Hoboken shores.

Instead of kicking holes in the Hindenburg line, they were home manipulating troop trains, ships and men, often working twenty-four hours a day in order to keep unbroken the khaki stream that flowed eastward to the coast of France.

The war record of the Embarkation Service is something one seldom hears about. The names of its members seldom got into the papers, they never killed Germans, no brilliant war medals dangled from their obscure bosoms—and they wore silver chevrons.

Now what romance can one possibly attach to a silver chevron?

Answer: None whatever.

However, the achievements of this invisible and unsung army are slowly winning recognition and approval in Washington.

## **RECOGNITION FROM THE SECRETARY OF WAR.**

The first sign of this came a few days ago when Secretary of War Baker announced that Major Gen. David C. Shanks, commanding officer of the Port of Embarkation, had been awarded the Distinguished Service Medal.

The official citation reached the Port of Embarkation—or debarkation, as it is now called—in Hoboken last night. It reads as follows:

Major Gen. D. C. Shanks, U. S. A., is awarded the Distinguished Service Medal for especially meritorious and conspicuous service in the administration of the Port of Embarkation, Hoboken, N. J., in connection with the shipment of troops overseas.

The Evening World learned to-day from a reliable source that other decorations will soon be filtering through from Washington in the general direction of Hoboken. A wireless rumor to this effect had reached the Embarkation Service yesterday, but no one could be found who would admit that he knew where it came from.

The men of the Embarkation Service, from Major Gen. Shanks and Brig. Gen. George H. McManus down to the soldiers who guard the gates to the piers, are slow to admit that they have played a great part in the war, but they cheerfully admit that they got no nearer the fighting front than the gangway of a transport.

"The work here had to be done by somebody, I suppose," said Capt. King W. Snell, aide to Gen. McManus, who is troop movement officer. "Otherwise the 1,796,411 officers, men and nurses shipped to France by the Embarkation Service might be still waiting for transportation. But hell, who wants to be interned in Hoboken when the main show is three or four thousand miles away? It was like standing outside the big tent and punching tickets to a three-ringed

circus. We worked like dogs and never got a chance to see the main performance."

This attitude would probably be found to be that of the 2,400 officers and 24,000 enlisted men engaged in the Embarkation Service.

They are all glad to have been able to do their bit, but most of them look at their silver chevrons and feel that they've been cheated out of something.

## **SOME OF THE FIGURES OF A PROUD RECORD.**

During the entire period of embarkation, from May, 1917, to November, 1918, the average number of American soldiers placed daily on French soil was 3,500.

In a single day—the last day of August, 1918—46,214 doughboys were shipped out of the Port of New York. This is claimed as a world's record for a single day's shipment of troops.

The figures for the previous month, July, are held by the Embarkation Service to constitute another world's record in troop transportation. In this month 268,117 officers and men were put aboard vessels and sent overseas by the Embarkation Service.

This was the highest number reached during the period of the war. The number of men shipped to France had steadily increased from May, 1917, when the figures for the month were only 1,543.

It required 936 sailings to transport a sufficient number of troops to France to win the war. These sailings were carried out by 307 vessels, 108 of them being naval, 182 commercial and 17 Allied transports.

At the port of embarkation in Hoboken it is declared that the work of fitting these vessels out as transports was done entirely by the army instead of by the navy, as has been generally believed.

The Embarkation Service points with pride to the work done by the army in building up a transport fleet.

Major Gen. Shanks has served as commanding officer of the port of embarkation practically through the war. The officers who have served with him and with Brig. Gen. McManus are men who have grown up with the Embarkation Service, the personnel having changed very little since the declaration of war.

Brig. Gen. McManus and Col. John Robertson are heads of the Troop Movement Office of the port of embarkation, under them being sixteen line officers, several of whom are West Point graduates.

The same efficiency that marked the shipment of the A. E. F. overseas is characterizing its return. Three hundred thousand doughboys have already been landed from "over there." The smoothness and rapidity with which the debarkation officers work were demonstrated a few days ago when the naval transport Leviathan

docked in Hoboken with 9,300 troops and equipment.

In less than three hours after this the giant liner tied up there wasn't a doughboy or a scrap of equipment in sight. The entire outfit had been entrained and was on its way to camp.



World Mar 4/19

## LEVIATHAN WITH 27TH DUE HERE THURSDAY MORNING

Welcomers Directed to Be Ready to Start Down Bay at 8 A. M.  
—Transport Should Dock Before Noon—No Civilians  
Will Be Admitted to Pier.

Wireless messages from the Leviathan received yesterday by the Mayor's Committee of Welcome to Home-Coming Troops left little doubt that the transport would reach Hoboken before noon on Thursday.

On this basis the fleet that will go down the bay to acclaim the returning members of the 27th Division will start at 8 o'clock that morning. Members of the Mayor's committee were asked yesterday to hold themselves in readiness to leave the Battery at that hour.

Mrs. John F. O'Ryan, with the four children and the mother of Gen. O'Ryan, will go down the harbor on the Patrol, which will carry the main body of the Mayor's Committee and the committee of the Senate and Assembly representing the State. The committees from the various towns and communities up-State from which the 27th came will have places on the ferryboats Queens and Corrections and the steamers Highlander and Tauraus.

### More of 102d Engineers Sail.

Lieut. Col. J. Leslie Kincaid, Judge Advocate General of the division, in command of the advance party, announced yesterday that Companies E and F, 102d Engineers, had sailed from Brest, according to unofficial but credited advices.

It was established that the 1st and 2d Battalions of the 107th Infantry were aboard the Leviathan. They are to go to Camp Merritt, N. J. The entire 53d Brigade, embracing the 105th and 106th Regiments, is to go to Camp Mills, L. I.

Approximately 3,000 of the men will be given leave to come to New York Friday night. On Sunday virtually

every man will be able to see visitors at either camp.

The balance of the division is coming on the Muraetania, the Pannonia, the Harrisburg and the Louisville.

### Pier Closed to Civilians.

Authorities of the port of debarkation at Hoboken issued an appeal during the day to relatives and friends of men in the division to bear in mind that no civilians other than those having official business there will be permitted on the piers. The soldiers will be sent direct from Hoboken to Long Island City and from there to Camp Upton for the customary sanitary quarantine. This will probably last for two days.

Scores of requests for permits to erect stands for spectators along the line of the parade of the division have been received at the office of Borough President Dowling. Practically all were for authority to construct stands on the Fifth Avenue sidewalks or in front of the building line along that thoroughfare, and all have been refused.

### Streets Open to the Public.

President Dowling issued instructions to M. F. Loughman, Commissioner of Public Works, and William E. Walsh, Superintendent of Buildings for Manhattan, directing that all public thoroughfares along the line of review be kept open to the public and that no encumbrances or encroachments should be authorized.

"I ask you to see that all of laws and ordinances covering obstructions and encroachments are enforced, in order that the roadway and sidewalks may be free and clear to the general public," President Dowling said in his letter of instructions.

World Mar 4/19

## OUR OWN HEROES HOME WITH 7,734 ON 5 TRANSPORTS

New York Boys, Some From Old  
69th, Bring Wounds and Deco-  
rations—How Father Duffy  
Worked to Bury Dead.

### ROOSEVELT'S SQUADRON BEARS HONORS FROM AIR.

Eight of 95th Aero Killed, and  
Thirty-Five Wear Medals—  
80,000 Miles in War Trips  
Made by Great Northern.

The transports Great Northern, Frederick (cruiser), Lorraine, Siboney and Polar Bear reached New York yesterday with a total of 7,734 officers and men, including many of the 77th Division from Yaphank, a score of the old 69th and a few of the 27th.

Aero heroes, field artillerymen and doughboys of the infantry composed yesterday's contingents. The Siboney brought thirty soldiers who were in German prison camps, and also brought Major Gen. Fred S. Strong of Michigan, Commander of the 40th Division, and Brig. Gen. William J. Johnson of Kentucky.

Sergt. H. A. Nelson, Company L, 307th Infantry, a Siboney arrival, was wounded at Grand Pre Oct. 11, when leading a patrol to find a ford across the Aire River for the 77th Division.

The patrol was hemmed in by superior numbers. All escaped, however, except Nelson and another man. Both wounded, they were captured. The others of the patrol, however, brought back the information that enabled the division to cross.

### Won Croix de Guerre.

Sergt. John Patrick Purey, Company H, old 69th, won the Croix de Guerre because of his bravery in a

day raid in Alsace, May 28. He lives at No. 429 West 45th Street.

Sergt. Frederick Forman, No. 377 Lexington Avenue, Brooklyn, 3d Division, was wounded at Chateau Thierry shortly after his brother, Charles, a sergeant of the old 69th, was killed in that sector. "I went at them hard after that," he said, "but they clipped me."

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On the Great Northern returned the final contingent of the 92d Division (colored). The troops comprised the 349th Field Artillery, which was in action for three weeks, near Metz, before the armistice was signed. The regiment was in command of Col. John O'Neil of Newburyport, Mass.

### Lawyer-Officers Return.

Two New York lawyers, officers of the regiment, came back. One of them is Lieut. Col. Dallas S. Townsend. The other is Capt. George Brokaw Compton of Battery D, who was Chairman of the Hughes National College League and head of Mayor Mitchell's Committee on War speakers.

William J. Metzger, No. 258 West 152d Street, Company C, old 69th, was shot in the eye by a machine gun bullet in the Argonne, Aug. 19.

Anthony Bover of Yonkers, Company C, 305th Infantry, 77th Division, whose two brothers, Frank and Carmine, were wounded in the same action, was hit by shell fragments in the Argonne Nov. 8. The shrapnel tore away two toes and penetrated both arms and legs.

A machine gun bullet entered the eye slit of a tank and the head of Charles O'Brien, No. 138 West 62d Street, at Verdun, Nov. 4.

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"I was part of a burial detail after the Chateau Thierry fight. We buried 800 men in one day, and Father Duffy was on the job with us all that day and night," said George P. Dickson, No. 400 Adelphi Street, Brooklyn, Headquarters Company, old 69th. He was shot in an arm in the Argonne, Oct. 14.

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Seven other members, besides Lieut. Quentin Roosevelt of the 1st Pursuit Squadron, part of the 95th Aero, were killed in air fights. Ten won the Distinguished Service Cross and twenty-five the Croix de Guerre.

World Mar 5/19

## MAURETANIA GAINS 2 DAYS ON LEVIATHAN IN CROSSING

When the members of the 108th Infantry of the 27th Division saw the 105th, 106th and 107th boys sail from Brest ahead of them on the Leviathan, they were sadly disappointed over their lot. They left on the Mauretania two days later.

Yesterday a wireless came from the Mauretania that she was 1,163 miles east of Ambrose Light Vessel at 7 A. M., and expected to reach Sandy Hook early to-morrow afternoon. It meant that the Mauretania had been racing across the Atlantic at top speed, and would beat the Leviathan's time from Brest by two days. She is now expected to dock only about three hours after the Leviathan, and some of the guessers about the harbor began to figure she had a chance of beating the Leviathan in.

On the Mauretania are the 108th Infantry, complete; the 54th Infantry Brigade Headquarters, and 102d Train Headquarters, all part of the 27th.

The number of troops due here to-morrow is 25,681, the largest of any day since the homedoming of the soldiers began. There will be the Leviathan, with 10,243 men; Mongolia, 4,408; Caronia, 3,905; Mauretania, 3,740; Plattsburg, 2,325, and Chicago, 1,060.

World Mar 7/19

## 5 RETURNING SOLDIERS DIED ON THE LEVIATHAN

Family of Albert H. Lanzer  
Were Off to Greet Him  
When Told of His Death.

Five soldiers returning home on the Leviathan died at sea. Pneumonia caused the death of three privates of the 27th Division and tuberculosis the death of two taken aboard at Brest before the men of the 27th embarked.

The five were Private Albert H. Lanzer, Company B, 105th Machine Gun Battalion, of No. 323 East 241st Street; Private Harry F. Dulhagen Jr., Headquarters, 105th Machine Gun Battalion, No. 63 Franklin Avenue, Jersey City Heights; Private Jentef Anderson, Camp Dodge Detachment, 105th Infantry, Badger, Minn.; Private Allen Stokes, Stevedore Company, 302d Infantry, Wadesburg, N. C., and Henderson Kimble, 309th Labor Battalion, Queen City, Tex.

In his last letter to his father, received Washington's Birthday, Private Lanzer had said:

"We will sail for home soon and I certainly will be glad to get there."

Lanzer's father and his three sisters were preparing early yesterday morning to go down the bay to meet the Leviathan and greet Albert when they received the following telegram from the War Department in Washington:

"Albert H. Lanzer died on Leviathan of pneumonia."

The young man's body was taken to his



ALBERT H. LANZER

his home last night and arrangements for his burial were made for 3 o'clock Sunday afternoon.

Lanzer was formerly a member of Squadron A, and served in Mexico. He was with the 27th in all of its battles.



## LEVIATHAN WITH 27TH DUE HERE THURSDAY MORNING

Welcomers Directed to Be Ready to Start Down Bay at 8 A. M.  
—Transport Should Dock Before Noon—No Civilians  
Will Be Admitted to Pier.

Wireless messages from the Leviathan received yesterday by the Mayor's Committee of Welcome to Home-Coming Troops left little doubt that the transport would reach Hoboken before noon on Thursday.

On this basis the fleet that will go down the bay to acclaim the returning members of the 27th Division will start at 8 o'clock that morning. Members of the Mayor's committee were asked yesterday to hold themselves in readiness to leave the Battery at that hour.

Mrs. John F. O'Ryan, with the four children and the mother of Gen. O'Ryan, will go down the harbor on the Patrol, which will carry the main body of the Mayor's Committee and the committee of the Senate and Assembly representing the State. The committees from the various towns and communities up-State from which the 27th came will have places on the fryboats Queens and Corrections and the steamers Highlander and Taurus.

**More of 102d Engineers Sail.**  
Lieut. Col. J. Leslie Kincaid, Judge Advocate General of the division, in command of the advance party, announced yesterday that Companies E and F, 102d Engineers, had sailed from Brest, according to unofficial but credited advices.

It was established that the 1st and 2d Battalions of the 107th Infantry were aboard the Leviathan. They are to go to Camp Merritt, N. J. The entire 53d Brigade, embracing the 105th and 106th Regiments, is to go to Camp Mills, L. I.

Approximately 3,000 of the men will be given leave to come to New York Friday night. On Sunday virtually

every man will be able to see visitors at either camp.

The balance of the division is coming on the Mauretania, the Pannonia, the Harrisburg and the Louisville.

**Pier Closed to Civilians.**

Authorities of the port of debarkation at Hoboken issued an appeal during the day to relatives and friends of men in the division to bear in mind that no civilians other than those having official business there will be permitted on the piers. The soldiers will be sent direct from Hoboken to Long Island City and from there to Camp Upton for the customary sanitary quarantine. This will probably last for two days.

Scores of requests for permits to erect stands for spectators along the line of the parade of the division have been received at the office of Borough President Dowling. Practically all were for authority to construct stands on the Fifth Avenue sidewalks or in front of the building line along that thoroughfare, and all have been refused.

**Streets Open to the Public.**

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World June 28/19

## AIR HEROES HOME; WELCOME IS WARM DESPITE COLD RAIN

Only Ten Planes and One Blimp,  
However, Venture Down Bay  
to Greet Towers, Read and  
Other Oversea Flyers.

WIVES OF NC AVIATORS  
ON YACHT HERRESHOFF.

Official Greeting Expressed by  
Admiral Glennon—Col. Andrews, Late, Is Shut From  
Dock—Fetes for Airmen.

Plodding slowly up the harbor under a lowering sky, which spat frequent dashes of rain, with a fleet of small craft on her flanks and astern, and flying boats buzzing ahead, behind and over her, the transport Zeppelin brought home yesterday the crews of the navy's NC planes, six of whom were the first men in history to cross the Atlantic by the air route.

The rain dampened by could not quench the enthusiasm which had been stored up for the hour of their arrival. It cut down the air fleet, which it had been promised would greet the returning travellers, from a possible thirty-five planes and two dirigibles to ten planes, five of which made only a brief stay over the harbor before being forced to return to their hangars, and one "blimp." It denied the observers massed on points of vantage ashore the pleasure of more than the haziest glimpse of the ship's great bulk, as it slid, ghost-like, through the mist to Pier 4 at Hoboken.

### Welcome Touches Flyers.

Nevertheless, all circumstances considered, it was a real welcome, which made up in heartiness what it lacked in volume. And the homecoming flyers were touched by it.

Lieut. Commander A. C. Read, Captain and navigator of the NC-4, the flying boat which flew every inch of the way from Rockaway Point to Plymouth, England, is a man of impassive face and marked self-control; but there was a slight quiver of his lips when, on the pier, he received from Admiral James H. Glennon, speaking as Secretary Daniels's representative, the Nation's congratulations and thanks. A few minutes later, overwhelmed by handclaps and words of appreciation, he turned aside long enough to say to newspaper men:

"Well, I went over in a seaplane and came back in a Zeppelin. That's some round trip." And, becoming serious, he added:

"I regret that, of the three planes that started, only one arrived in England. Although we have had a wonderful reception abroad, I now realize that the real reception is just beginning. Now, I must go and see the best woman in the world; and as to my future plans, they will depend on the United States Navy and Mrs. Read."

A wireless message Thursday had promised the arrival of the Zeppelin at Ambrose Channel at 12 o'clock, and at her dock at 2 in the afternoon. Early yesterday morning she was reported 90 miles off the Battery, indicating that she would reach port ahead of the scheduled hour.

### Sighted Through Mist.

Adverse weather conditions, however, held her down to slow speed, and it was nearly noon when she was seen dimly through the mist off Rockaway. The big navy dirigible, C-4, was serving then as her escort, having left its hangar at Rockaway Naval Air Station at 11.30. She picked up the Zeppelin a few miles to the eastward.

Before the transport was out of sight at Rockaway, five flying boats from the station had put out to augment the guard of honor in the bay,

and a little later the cloud of torpedo boat destroyers and submarine chasers detailed from the fleet to do the home comers' honor had formed about the ship.

There was one submarine chaser which had no place in the formation, but which focussed the eyes of the flyers from the moment she came into view. This was the Herreshoff, easily the centre of sentimental interest of the whole celebration, because it bore the wives of six of the aviators and the children of two of them. It had set out from the navy dock at 96th Street and the North River at noon and circled in the channel until the silver, cloud-like bulk of the C-4 against the sombre sky revealed that the Zeppelin was approaching.

Aboard the Herreshoff were the wives of Commander John H. Towers and H. C. Richardson, Lieut. Commanders Read and P. N. L. Bellinger, Lieuts. James L. Breese Jr. and Walter Hinton, with little Miss Margaret Richardson, aged eight, and Miss Frances Georges Breese, aged three. They and the wives of other officers of the flying boats' crews were the navy's guests. Lieut. B. A. Mount, aide for aviation of the 3d Naval District, had charge of arrangements.

### Wives Heedless of Rain.

Rain was falling when word reached the cabin where the party was huddled for protection, that the Zeppelin soon should be sighted. Mrs. Read was first on deck. Regardless of the effects on a smart new feather hat and dainty brown shoes, she found a place in the lee of the pilot house, as eager and happy as a girl at her first party.

"I never was so excited," she declared.

Mrs. Breese, who had followed her out, echoed the sentiment. Her excitement was qualified, however, by doubt that Lieut. Breese was aboard the Zeppelin, it having been reported that he missed the ship.

It was not until the big transport had drawn fairly close that her fears were settled. From the decks, alive with men, the sharp eyes of the women presently picked out a little

line along the port rail of the quarter-deck, which proved to be the long-awaited party.

A reporter for The Evening World, himself not long out of the naval service, answered the question for Mrs. Breese.

"If Lieut. Breese is on board, have him stand on the rail," he wigwagged.

### Breese Answers Signal.

A tall figure took its place on the rail, waving violently. Then the reporter wigwagged the names of all the ladies on the Herreshoff, and there was prompt response from the group of the rail.

A moment later, and the individuals could be picked out without the mediation of signals—Towers, arms crossed, a pace behind the group; Read, short, slight and erect; Richardson, leaning on his elbows on the rail, searching the Herreshoff for a glimpse of Mrs. Richardson and Margaret; Hinton at the end, tall and broad of shoulder.

Other welcoming vessels had joined the convoy. The Dock Commissioner's tugboat, Manhattan, had been procured for the occasion by the Aero Club of America, which took down a committee to greet the flyers. The Mayor's Committee of Welcome boat, Patrol, was crowded to the guards as it circled the big transport. Its band was answered by the band aboard the Zeppelin, and the whirr of flying boat motors overhead, the roar of steamboat whistles and the cheers of returning doughboys made spoken interchange between the flyers and their wives out of the question.

After circling the Zeppelin twice as closely as caution permitted the Herreshoff put in at Hoboken, where the ladies were escorted to an office to pass the tedious minutes until they could greet their husbands.

The flying boat patrol from Rockaway was augmented in the harbor by a flight of five airplanes from the Mineola flying fields. They consisted of two De Havilland and three Curtiss training planes. Twelve would have been sent out had the weather permitted. One De Havilland, piloted by Lieut. Ross C. Kirkpatrick, carried invitations from the American Flying Club to the dinner that organization will give the NC aviators at the Hotel Commodore next Wednesday evening.

### Fliers Close to Transport.

These were dropped over the Zeppelin, and one of them landed on deck and was acknowledged later by Commander Towers. To accomplish the feat in the rain, it was necessary to fly within 100 feet of the ship's deck.

It was a few minutes after 4 o'clock when the Zeppelin was warped in to her dock. As it was being made fast the ship's band played "Hail, Hail, the Gang's All Here," "How Dry I Am" and "Can You Tame Wild Women."

The upper deck of the pier was lavishly hung with American flags and the colors of the Allied Com-

panies C and D of the 13th Regiment were drawn up at attention when the gangplank was laid, and just before the returning aviators, the first men to leave the ship came ashore the official welcoming committee, headed by Rear Admiral Glennon, took its place. With all the gravity of a landing party on a dangerous mission the airmen, headed by Towers, marched up the plank and drew up at attention in front of the Reception Committee.

Towers stood two paces ahead of the line, while the crew of the NC-4, with Read at its head, held the place of honor at the right of the line. The entire crews of the Four and One were there, while of the three there were Towers, Richardson and Lieut. David McCullough, the Captain and the two pilots.

On their breasts the airmen wore the decorations with which their achievements had been rewarded abroad. Read and all of his crew bore the blue ribbon of the Order of the Tower and Sword, the highest decoration in the gift of Portugal. They and the others wore also the insignia of the British Royal Air Force cross.

### Welcomed by Glennon.

There was a moment's wait. Then Admiral Glennon, with great deliberation, spoke the official welcome: "I congratulate you on your splendid achievements, having added so much lustre to yourselves and to the United States Naval Service."

Col. Frank N. Andrews, Inspector General of the Army Air Service, came from Washington to represent his arm of the service on the Committee of Welcome. He was held up at the entrance of the dock, and after waiting a long time got word through of his presence. He was not found in time to be present at the ceremony.

Two men who did not return on the Zeppelin were in line and received their full share of congratulations. They were Lieut. Harry Sadenwater, who was aboard one of the wrecked planes and came home early, and E. Harry Howard, chief machinist's mate, who lost a hand at Rockaway a few hours before the take-off of the squadron.

### Greeted by Their Wives.

After undergoing goodnaturedly another ordeal in front of a battery of cameras and moving picture machines the men were permitted to join their relatives, who all this time had remained hidden from public view in an office in the labyrinth of the docks. Mrs. Bellinger was the first to greet her husband. Mrs. Read, her brown eyes glowing, looked into her husband's face and said:

"Oh, Albert, how glad I am to see you! I knew you would make the flight."

Her tone left no room for doubt that she meant every word of it.

The airmen, when they were at length at liberty, had not much to add to the stories they already have given the world.

The flyers have orders to report to Washington at 10 o'clock on Monday morning, but it is considered likely, in view of a statement by Secretary Daniels to The World, that that order will be modified to permit them to accept the many hospitalities which are being showered upon them.

## GREAT NORTHERN MAKES QUICK TRIP

To Brest and Back With 3,381  
Troops, in 13 Days 7 Hours  
—Three Operations on  
Board With Speed at Full.

When the transport Great Northern arrived here yesterday with 3,381 troops, she completed the voyage to Brest and back in 13 days and 7 hours. She left Brest three hours after the Imperator, which will not arrive until this morning.

The Great Northern picked up the wireless of the French cruiser Jeanne D'Arc, with the Brazilian President-elect aboard, saying her engines were broken down, and was about to go to her assistance when a wireless was received from Admiral Benson, on the battleship Arkansas, that the Imperator had gone to aid the French warship and instructing the Great Northern to proceed here.

Lieut. Commander E. A. Lee, chief surgeon of the Great Northern, performed three operations on the trip from France. Asked if he wanted the ship slowed down during the operations, he replied: "No; give her all the speed you can."

Corpl. James Burke of La Crosse, Wis., and Richard L. Belmar of Rowe, W. Va., had their appendices removed and William Overton of La Crosse had an infection of his knee opened. Private Norman Stratford, negro, of Springfield, Ill., died of heart disease early yesterday morning.

On board were twenty-nine homing pigeons, all but seven of which were captured from the Germans. Sergt. Frederick Herrmann of Youngstown, O., who had charge of them, said there are still 400 American pigeons in France ready for service if need be. He said the casualties among the birds were about twenty-one to every 100, chiefly due to German hawks, very few pigeons having been shot down.

The Kaiserin Auguste Victoria, third largest of the former German vessels, arrived with an army personnel of 5,485. Fifty-five soldiers brought brides. The Prinz Friedrich Wilhelm also brought an army personnel of 3,516, including 304 nurses.

On the Prinz Friedrich was the Reserve Mallet, in command of Major Philip B. K. Potter, nephew of the late Bishop Potter, who lives at No. 150 East 72d Street. The officers claim the Reserve Mallet was the first unit to plant the American flag on the battlefield, which they did in May, 1917, on the Chemin des Dames. Lieut. Benjamin F. Strong Jr., son of the Governor of the Federal Reserve Bank, was met at the pier by his father.

The 15th Cavalry, Gen. Pershing's old command, which he took into Mexico after Villa, arrived home on the transport Panaman.

Private Harold Prevenson, of Summerville, Mass., was hit on the head by a soda water bottle thrown overboard by a soldier on the Panaman and his skull was fractured. Lieut. Everett K. Geer, surgeon of the transport, extracted a splinter of bone from his brain.

World June 29/19



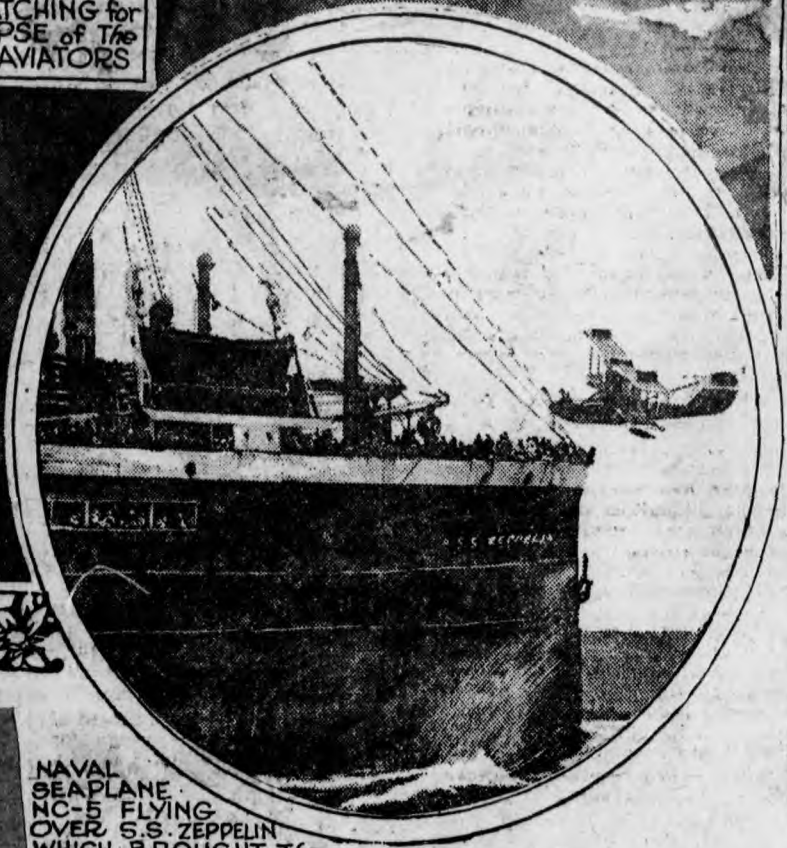
World June 28/19

## TWO OF NAVY'S AIR HEROES, WIVES OF THREE, AND PLANE THAT MET OVERSEA FLYERS ON THEIR RETURN HOME



Left to Right... Mrs. TOWERS, MRS. READ and MRS. BELLINGER WATCHING for A FIRST GLIMPSE of the RETURNING AVIATORS

Comm. JOHN H. TOWERS (left) and Lieut. Comm. ALBERT C. READ ON the PIER IN HOBOKEN.  
(By WORLD STAFF PHOTOGRAPHER, YESTERDAY)



NAVAL SEAPLANE NC-5 FLYING OVER S.S. ZEPPELIN WHICH BROUGHT the NC CAPTAINS and CREWS

World Aug 13/19

## LEVIATHAN SAILS FOR BREST TO TAKE PERSHING HOME

Big Transport Due Back September 3 and Will Go Into Commercial Service.

The Naval Transport Leviathan sailed for Brest to-day to bring back to this country Gen. John J. Pershing and his staff as well as a large part of the First Division. It will be the big ship's last trip as a transport; her return here—and her trips have been rather more exactly on sched-

ule than those of a North River ferryboat—is set for September 3.

The Leviathan is to be sent to a drydock in this port which is now being enlarged to receive her as soon as she returns and will be refitted for passenger and commercial service. According to the present plans, she will not at present be leased or sold, but will be operated by the Government between New York, Havre or Cherbourg and Southampton or Liverpool. The Leviathan took thirty army officers as eastbound passengers.

The sister ship of the Leviathan, the Imperator, which was assigned temporarily to the United States for transport service, has been permanently turned over to the British government. She will make her last trip as a transport leaving New York on Aug. 17.

The Finland is now on her way to Brest and will be returned to the International Mercantile Marine for service between New York and Antwerp on her return.



World June 28/19

## TWO OF NAVY'S AIR HEROES, WIVES OF THREE, AND PLANE THAT MET OVERSEA FLYERS ON THEIR RETURN HOME



Left to Right... MRS. TOWERS, MRS. READ and MRS. BELLINGER WATCHING for A FIRST GLIMPSE of the RETURNING AVIATORS

Comm. JOHN H. TOWERS (left) and Lieut. Comm. ALBERT C. READ ON the PIER IN HOBOKEN.  
(By WORLD STAFF PHOTOGRAPHER YESTERDAY)



NAVAL SEAPLANE NC-5 FLYING OVER S.S. ZEPPELIN WHICH BROUGHT the NC CAPTAINS and CREWS

World Aug 13/19

## LEVIATHAN SAILS FOR BREST TO TAKE PERSHING HOME

Big Transport Due Back September 3 and Will Go Into Commercial Service.

The Naval Transport Leviathan sailed for Brest to-day to bring back to this country Gen. John J. Pershing and his staff as well as a large part of the First Division. It will be the big ship's last trip as a transport; her return here—and her trips have been rather more exactly on sched-

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World Aug 4/19

## SOME OF THE SECOND DIVISION'S MEN, THEIR COMMANDER AND MASCOTS THEY BRING HOME



Left to Right: Capt. G.T. SMITH with "SCHNOPS" and E.A. NOOLL with "ANT-EATER."



MAJ. GEN. JOHN A. LEJEUNE



Private DUNNE and "RAGS"

### FAMOUS SECOND DIVISION VETERANS WILL PARADE HERE

Advance Guard of Regulars and Marines Who Won Glory at Chateau-Thierry Arrives—Rest of Outfit on Ocean.

MARCH IN FIFTH AVENUE PROBABLY NEXT FRIDAY.

Lost More Men and Took More Prisoners Than Any Other American Division—Parade Plan Pleasing to Gen. Lejeune.

Advance detachments of the famous Second Division, consisting of the stalwart regulars and marines who beat the Germans back at Chateau-Thierry and saved Paris, arrived in Hoboken yesterday aboard the transport George Washington.

It was announced that the entire division is now at sea, and is expected to arrive during the week. New York will have an opportunity to express its appreciation of these splendid warriors, for they will parade on Fifth Avenue on Friday, it was announced by Major General David C. Shanks, Commandant of the Port of Embarkation. If for any reason the parade cannot take place Friday, it will be held next Tuesday.

Except for a few brief rest periods, these men were in action from Chateau-Thierry until the signing of the armistice. They fought in the heaviest engagement of the war, suffered 25,078 casualties, the largest number of any American division, and one-tenth of the total number of casualties of the A. E. F. The 2d Division captured 12,026 prisoners, the largest number taken by any American division.

The celebrated 5th Marine Brigade returned completely yesterday—139 officers and 3,714 enlisted men. Major Gen. Barnett, ranking officer of the 75,000 marines who fought in the war, was one of a large party which went



Private W.S. WEAVER WITH DOGS GIVEN HIM BY GERMAN GIRLS WHILE IN GERMANY.

down the Bay to greet the Devil Dogs, as the Germans called the marines, and it was surely a tumultuous welcome.

#### Paraded All Over Germany.

Under the command of Major Gen. John A. Lejeune, 47 officers of the Second Division Headquarters, the Supply Company and Second Battalion of the Sixth Marines, 43 officers and 1,037 men, the 322d Field Battalion, Signal Corps complete, 18 officers and 686 enlisted men, were the other outfits of the Second to arrive yesterday.

"We've paraded all over Germany," said Major Gen. Lejeune, when told of plans for the parade here, "and we've been reviewed by most all the big military and civilian personages there were on the other side. But just the same, we've never paraded the way we will in New York. For we're home now."

"It has been my earnest desire that the contemplated parade be arranged by the War Department for many reasons. For one thing it will be a fitting windup for the glorious career of the Second Division and will be a marked distinction for our organization."

"It will constitute a recognition on the part of the Government of the splendid services the division rendered in the Allied cause during the war. It will mean the assembling of the division in the United States and the consequent focusing of the eyes of the whole country on its achievements. At the same time it will give an opportunity to the people to see a magnificent body of fighting troops and will enable them to appreciate why it was that the American arms prevailed against those of the most highly trained military nation in the world."

Capt. Walter G. Long of Philadelphia, said for the Second Division: "When the story of the Second Division is told the fellows want it known that they aren't all marines. The pride of the division is the fact

that it was composed of the army, navy marines and coast artillery troops, and is the only division of its kind ever organized."

#### Praise from Andre Tardieu.

Brig. Gen. George H. McManus, in charge of the movement of troops from this port, said that there are between 4,000 and 5,000 men of the Second Division already in America, while other units are arriving on the Finland, Rinjdani, Wilhelmina, Leviathan, Julia Luckenbach, Santa Paula and Virginian.

Before the division left France, Capt. Andre Tardieu, High Commissioner of Franco-American Affairs, gave the following letter to Gen. Lejeune:

"My Dear General: Your splendid division, which is now about to depart from France, leaves behind it imperishable memories of heroism and sacrifice."

"It was one of the first of the American divisions to cross the seas, and in March, 1918, your troops, side by side with their French comrades, mounted guard on the heights of the Meuse. When the time of action arrived, the 2d Division in one stroke proved itself to be a corps d'elite. The name of the Bois de Belleau will be recorded in the annals of France, as well as in those of the United States, as the symbol of audacity, courage and loyal brotherhood in arms."

"Thereafter the 2d Division participated in all of the operations of the last great battle. The number of prisoners captured by it is numbered by thousands. At Vierz-Villemonroire, Thiaucourt, Xammes, Jaulny, Saint Etienne-Arnes and finally at Mouzon, it always fully maintained its great reputation."

"I am writing at the moment you are sailing for home to express to you the ever-lasting gratitude of France. I bow my head in honor of those who, in these fiercely contested battles, have made the supreme sacrifice. I am convinced that the blood poured out in the common cause will strengthen the ties which unite our people."

"Please believe, my dear General, in my most devoted sentiments."

"For the President of the Council and by his order."

"ANDRE TARDIEU." Forty-eight wives were aboard the

George Washington besides the distinguished fighting army. All but two of these were the wives of officers in the American Army, and they were classified as being, seven native American girls, four English, one Irish, one Belgian and thirty-five French.

The men aboard claimed another record—that they had the greatest variety of pets brought home by any one ship. They have four an-eaters, three monkeys and a dozen dogs, together, of course, with the proverbial ship's cats. One of these dogs, Schnapps by name, was trained to bring in enemy dogs dead or alive, and he brought back to the trenches fifty foe dogs.

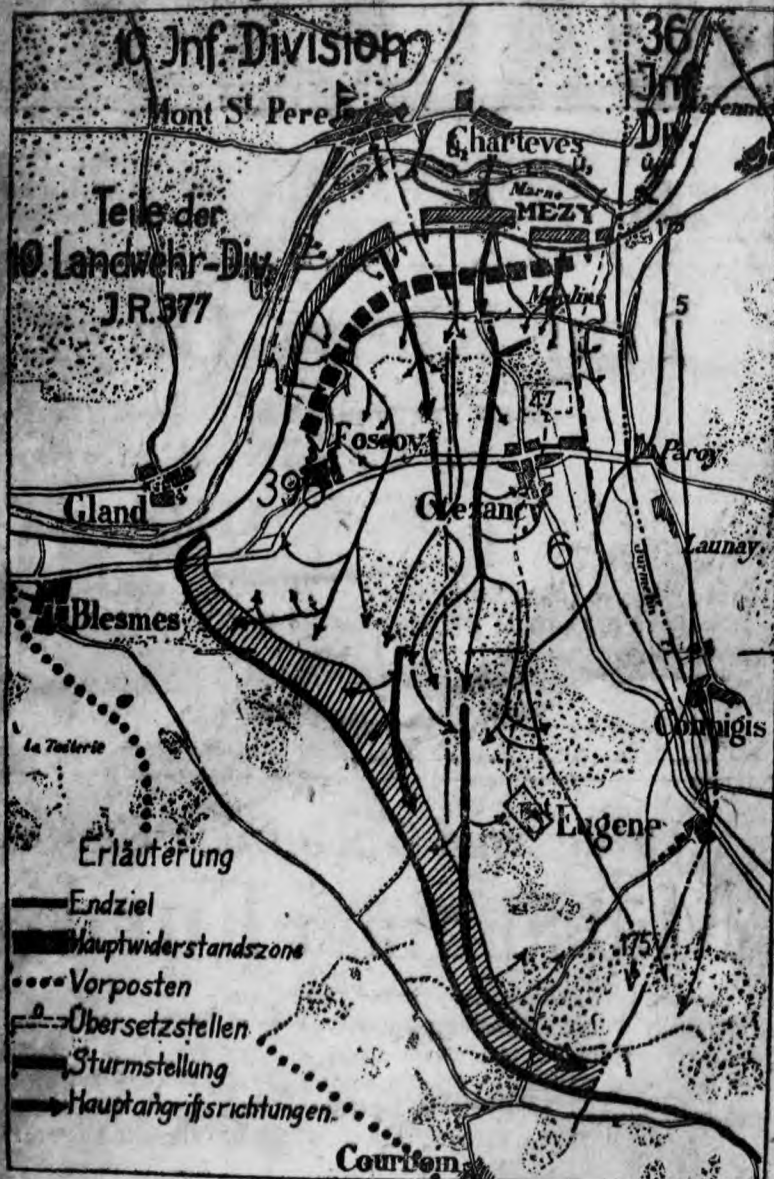


World Aug 21/19

World Aug 21/19

# Map Proves 30th U. S. Infantry Chateau-Thierry's Real Heroes

Anlage 1 zu 10. J.D. la Nr. 96 op. geh.



**T**HIS is a photographic copy of a map made by the German military authorities in charge of the drive on the Marne on July 15, 1918. The original map was taken from a German officer by men of the 30th Infantry of the 3d Division. Note the arrows indicating the peak of the German attack, which happened to be the line held by the 30th Infantry.

The black square dotted line shows the front held by the 30th Infantry from Fosse to Mezy. In the latter town the right of the 30th joined the left of the 38th. Generally speaking, that line of black squares shows where the 30th Infantry was located on the night of July 14 and where it was located when the German attack failed and the enemy began to move back toward Berlin. The map shows the thoroughness with which the Germans prepared their attacks. The inserted photograph is that of Lieut. Col. Thomas McNeil, who brought the 30th Regiment home.



Lt. Col. THOMAS F. MCNEIL...

A translation of the military terms appearing on the German map follows:  
Endziel—Objective.  
Hauptwiderstandszone — Main zone of resistance.  
Vorposten—Outpost.  
Übersetzstellen—Strong position.  
Hauptangriffsrichtungen — Direction of principal attack.

# "THE ROCK OF THE MARNE" WAS U. S. 30TH INFANTRY, CHATEAU-THIERRY'S HEROES

Martin Green Credits Regiment With Checking and Turning Germans Back.

PROVED BY GERMAN MAP

History Straightened Out in Controversy Between 30th and Disputing 38th.

By Martin Green.

Now that the 3d Division, Regular Army, has returned to the United States we shall hear something about the American forces which blocked the German advance on Paris at Chateau-Thierry. The 3d Division is entitled solely to the credit of that achievement of our arms.

But there appears to be in existence a controversy as to whether the 30th or 38th Regiment, of the 3d Division halted the German advance on Paris through the Chateau-Thierry sector. As one who was on the spot at the time and in justice not only to the 30th Regiment but also to my reputation as a reporter of events for the readers of The Evening World, I desire herewith to present facts which are favorable to the contention of the 30th Infantry that it was the real "Rock of the Marne," which appellation has been taken by the 38th.

First: At about 11 o'clock in the morning of July 16 I reached the division headquarters of the 3d Division, then in charge of Major Gen. Joseph T. Dickman. I was accompanied by Junius Wood of the Chicago Daily News and Raymond Carroll of the Philadelphia Public Ledger.

Second: We were told by the officer in charge of the Intelligence Department, whose name I do not recall, that the 30th Infantry had stopped the German advance across the Marne; that the 30th had taken the brunt of the attack. Maps and written report to that effect were produced.

Third: I was so impressed by the story of the bravery of the 30th Infantry that I cabled to The Evening World from Meaux, the press headquarters, a despatch which was published on July 19, 1918, in which I said, in part:

It is now possible to give for the first time the details of the successful resistance of a few thousand Americans holding a line six and one-half miles long along the Marne River east of Chateau-Thierry against 24,000 Germans of three divisions.

Nothing in the war has been more distinguished (that wasn't just as I wrote it) than this bitter defense which enabled the American unit to continue to occupy the position it took up as far back as May 30. (At this time correspondents were not allowed to identify units.)

HOW THE 30TH-38TH CONTROVERSY AROSE.

Fourth: When, in December, 1918, Gen. Pershing cited a certain regiment of the 3d Division for particular bravery, I, being in New York and knowing nothing of what had been ground out in red tape, wrote a story in The Evening World, stating that the regiment—the number of which had not been mentioned by Gen. Pershing—was the 30th Regiment of the 3d Division.

Fifth: In the course of time Gen. Pershing designated as the regiment he had honored the 38th Regiment of the 3d Division.

Sixth: The map accompanying this article, which was taken from a German officer by troops of the 30th Regiment, bears out the information I received at division headquarters on July 16—that the position held by the 30th Infantry was the key-stone of the German idea of successful attack.

Seventh: The American Army maps of the positions held by our forces on July 9 show that no German troops penetrated the lines of the 30th Infantry. The line of square dots in the accompanying map indicates where the 30th Infantry started and where it finished in this particular engagement, which was one that marked the beginning of the end of the war.

The 3d Division practically is home. The 30th Infantry, which was commanded in the Marne fight by Col. E. L. Butts, is at Camp Mills. The 38th, commanded by the Colonel who had charge of the fight on the south bank of the Marne, is at Camp Mills.

CAPT. MANN, WHO WAS THERE, TELLS STORY OF THE 30TH.

This article is written in no spirit of disparagement of the 38th Infantry. It is simply a demonstration of the fact that what might be called history at the battle front in July, 1918, may be displaced by history at A. E. F. Headquarters in December, 1918. I take the liberty of appending herewith a statement of the part played by the 30th Infantry in the Chateau-Thierry defense written by Capt. Stephen Y. Mann, who, in that action, was in charge of the machine gun battalion of the 30th Infantry and has been honorably discharged from the army and is therefore at liberty to talk:

"The actual facts concerning the last great German drive—the 'Friedensturm,' as the Germans called it—while well known to the French, are little known in the United States. In order to better understand, it is necessary to briefly summarize the situation as it existed on July 14, 1918.

"The German Army, in the latter part of May, 1918, and in the early days of the following June, had successfully broken the Allies' hold upon the Chemin des Dames and had forced a great retreat to the line of the Marne. The lines then passed near Soissons, through Chateau-Thierry, along the Marne and in front of Rheims.

"The immediate purpose of the next drive was to break the Marne line and advance toward Paris. This attack was to be in conjunction with an attack east of Rheims by which the latter city was to be isolated and finally taken. The present article has nothing to do with the offensive east of Rheims, but in order that the reader may fully understand the situation, the positions of the American divisions near Chateau-Thierry must be explained.

"In the last days of May, the 2d and 3d Divisions had been thrown into the west and east of Chateau-Thierry, respectively, where they had successfully met and overthrown the shock of the German drive. About June 15, following out the policy of concentrating the troops under their own division and brigade commanders, the 30th Infantry of the 3d Division, which had been occupying a position directly opposite Chateau-Thierry—except that one battalion was on the left of the 2d Division in the front line—was moved to a sector opposite Mont St. Pere. The order of regiments in the 3d Division from left to right was then as follows: 4th Infantry, 7th Infantry, 30th Infantry and 38th Infantry. The 125th French Division was on the right of the 3d American Division.

WHY THE GERMANS CHOSE SECTOR DEFENDED BY 30TH.

"The 30th Infantry held a particularly large and exposed sector—about twice that held by the 38th Infantry on the right. If the enemy could successfully cross the line in this sector that same river would then protect his right flank as he moved down the Sormelin Valley toward Châlons. But to accomplish this the Germans needed possession of the hills just east of the Sormelin, as well as of Le Rœq Plateau on the west, the approaches to which were held by the 30th Infantry. The Germans had several things in their favor: commanding ground at the bend in the river between Fosse and Mezy enabled them to fire from two sides upon the 30th Infantry; the dam opposite the Rue de



Continued from previous page

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Chailly Farm was an excellent crossing and lastly the size of the sector made it inevitable the unit defending it would be extremely scattered.

"It is well to state here that this is not written from hearsay, but from knowledge of the facts gained as commander of all the machine guns in the front line of the sector occupied by the 30th Infantry during the battle.

"Since July 4, the staff had been expecting an attack and the troops had been given the alert. The extent and location of the attack was definitely known, but not its hour. Luckily, on the night of July 14-15, a French patrol brought in a prisoner who said that the attack was to begin at midnight on that very night. Orders were given for all artillery to lay down a barrage at 11:20 P. M., forty minutes before the Germans were to begin their movement; and thus commenced the last German drive.

"Under cover of their own bombardment and in the dark, the Germans, three divisions strong, two in the sector of the 30th Infantry, commenced to cross the Marne, deploying along the northern edge of the railroad embankment which skirted the river. A little before 6 A. M. a smoke screen was laid down and the German movement became even more rapid. Two bridges were laid down opposite the 30th Infantry, not to mention the use of a large number of boats; while opposite the 38th Infantry the Germans resorted to boats alone.

#### AMERICANS FILLED THE MARNE WITH DEAD GERMANS.

"The German artillery, with eighty-nine batteries, overwhelmed the sector with high explosive and shrapnel of every calibre. The American artillery replied with about one gun to the Germans' six, and though their fire was puny compared with the storm of shell from the German artillery, the heroism and accuracy of our gunners were such that they caused frightful havoc among the dense masses of the enemy. The majority of the American batteries had come into the position only a few days before the attack and had no time for ranging fire or complicated barrage system. One battery, in fact, was caught on the road to the front and completely smashed by the German fire. Notwithstanding the fact that they were overwhelmed by the density of the German artillery, our men virtually filled the river with the wreckage of boats and German bodies. No infantryman who took part in this battle will ever fail to give the artillery their due recognition for the part they played in the destruction of the German attack.

"Reference to the map captured by the 30th Infantry from the person of a German Major shows the concentrated effort made against the positions held by this same regiment.

"At 6 A. M. the German Infantry moved forward from all sides and were met by well concentrated machine gun and rifle fire. After about three hours the Germans succeeded in completely annihilating the machine gun crews near the river at Fossoy, and advanced triumphantly upon four machine guns and an American seventy-five, where the majority of them remained piled up until they were buried one week later. At Mezy, 5,000 Germans tried unsuccessfully to drive the defenders out of the town. This town was held by forty-eight men, eight of whom were machine gunners. Failing to get through, large numbers of the Germans went around the town, some following the railroad into the sector held by the 38th Infantry. In the woods directly south of Mezy were two machine guns. These guns expended approximately 20,000 rounds apiece, and succeeded in preventing the Germans from reaching the town of Crezancy. Detachments of Germans managed to get as far as the woods directly north of the Fossoy-Crezancy road. As the Germans advanced upon the various strong points, some of whose defenders were annihilated, their attack was scattered and the German machine broken up. This, together with the confusion caused by the smoke screen, operated to the great disadvantage of the German troops and to the advantage of our own.

#### NEARLY ALL AMERICANS ON RIVER POSTS WERE KILLED.

"Practically all of the troops posted near the river died at their posts. Three of the four most advanced machine guns were knocked out by direct hits. One of the two officers commanding these guns was killed, while the other was so severely wounded that he afterward died. Platoons and squads whose leaders were killed, fought with the utmost tenacity under the leadership of Sergeants, Corporals, and even privates. There was no time to take prisoners—A was a fight to the death on both sides.

"It has been stated by some who were not present at the battle that Germans in large numbers succeeded in taking the woods south of Mezy and directing their fire upon the left flank of the 38th Infantry. In view of the fact that there were two machine guns posted in front of these

woods whose crews suffered no casualties although they remained there during the entire fight, it can be definitely stated that no Germans, except a few skirmishers, ever reached that position. The fight centered about Mezy, where Company G of the 88th Infantry, under the brilliant leadership of its Captain, rendered extremely valuable aid to the detachments of the 30th Infantry holding that town.

"As has been stated above, near Fossoy the Germans annihilated the defenders of some of the strong points and consequently occupied that portion of the battlefield. However, by 10 o'clock in the morning the 30th Infantry, aided by a battalion of the 7th Infantry, had cleared this area. There were thus no living Germans south of the railroad line with the exception of prisoners and wounded. The shelling continued in the rear areas, but the battle in the 30th sector was already won.

"In the meantime, the 125th French Division had withdrawn to the south, exposing the right flank of the 38th Infantry. This regiment was in turn forced to change its position and evacuated the area nearest the river, taking up a line at right angles to its previous position. In so doing, it lost a number of its ambulances containing wounded men, but these were later recaptured by Col. Butts, who commanded the 30th Infantry, operating with a battalion of the 11th Infantry, 28th Division (Pennsylvania National Guard).

"The position of the 30th Infantry at the close of July 15th was in the shape of an inverted 'U,' yet this regiment held its ground in its entirety.

"In this narrative, names have been purposely omitted, since to mention a few names would be doing injustice to others, whose work was equally deserving.

"As is to be anticipated, the 30th Infantry suffered by far the heaviest casualties, one-third of the entire regiment being killed or wounded, but in order that the reader may not count this a costly victory, account must be taken of the casualties suffered by the enemy. Over 5,000 Germans lay dead in the sector held by this division. About 600 prisoners were taken, and their losses in wounded may be safely estimated at about 10,000. Moreover, these figures do not take into account the large number of Germans who died on the north side of the river from the effect of our artillery fire, nor the large number whose bodies floated down the Marne.

#### PETAIN BEARS WITNESS TO THE 30TH'S VALOR.

"Here this story properly ends. But in order that the reader may know what Gen. Petain, Commander in Chief of the French Army, thought of this action, the following citation is included:

GREAT GENERAL HEAD-QUARTERS  
of the North and Northeast.  
Personal Bureau  
(Decorations).

ORDER NO. 10,805 "D"  
(EXTRACT).

With the approbation of the Commander in Chief, American Expeditionary Forces in France, the Commander in Chief of the French Armies of the North and Northeast, cites in order of the army:

#### THE 30TH INFANTRY.

an old regiment of the American Army, under the energetic and able command of its Chief, Col. E. L. Butts, showed itself faithful to its traditions in sustaining the principal shock of the German attack on the 15th of July, 1918, on the front of the corps to which it was attached. Under a most violent bombardment, which caused heavy losses, it held in spite of all the enemy assault, and re-established integrally its positions, taking more than two hundred (200) prisoners.

PETAIN,  
The General, Commander in Chief.  
THE GREAT GENERAL HEAD-QUARTERS, 22 OCT., 1918.

## TRANSPORT BRINGS HEROES AND YARNS

Arizonan Here With Reams of  
Tall Tales of Adventure—  
Aid Is Given Disabled  
Steamship Luckenbach.

On the voyage of the transport Arizonan to France and back, which ended yesterday, there were happenings enough to satisfy any mariner. While east bound she sighted the transport Edward Luckenbach, whose engines had broken down. A heavy sea was running and there was a high wind, but Lieut. Commander Carl E. Anderson of the Arizona decided to take the Luckenbach in tow.

A cask was put overboard from the Arizonan with a line attached, and a small boat from the Luckenbach failed to get it. A life raft with a line then was dropped over the side of the Luckenbach, and a boat from the Arizonan, commanded by Lieut. W. N. Fitzgerald, set out after it. Just as they caught the raft with a boat-hook a school of sharks making for the small boat was sighted from the Arizonan's deck. The men in the boat were warned through a megaphone, and they drove away the sharks by splashing their oars. The line parted after being made fast, but another one was stretched between the two vessels, and the Luckenbach towed until repairs were made to her engines and she was able to proceed alone.

#### Kept Mascots Alive.

At St. Nazaire, the crew of the Arizonan was presented two wolf hounds by French girls and once at sea the "woof hounds," as the sailors called them, became seasick. The sailors did everything to keep the dogs from dying, as one of the older men declared that the death of a mascot was certain to be followed by the death of one of the crew. The efforts of the crew were successful, and the dogs managed to survive the voyage, but a winged visitor boarded the ship just as the dogs began to wag their tails.

Five hundred miles from here a large white bird swooped down from overhead and settled on the fore-masthead. The members of the crew said the bird had a crimson comb like a rooster's. They wondered at it and then tried to coax it down by throwing bread on the deck, but the bird stayed aloft. It refused both bread and water, although it apparently had been blown from land by the high westerly winds.

#### Bird Walled All Night.

That night the bird kept up a plaintive, whistling wail. In the morning it was still on the masthead. One sailor said he had sailed the seven seas and was sure it was a red-headed albatross. Another called it a "Louisiana cootie bird." The bird didn't seem to care what it was called as long as the Arizonan made tracks for land.

A third sailor swore he was once on a voyage to the South Seas and he had a similar experience with such a bird, which he called a "blood bird" because of its red. He said it was driven off the ship by one of the crew, and a sea arose that nearly wrecked the ship. Efforts to coax the bird down were renewed. It remained aloft a second night and then, with the ship five miles from land, it shot away, heading for Coney Island. No resort keeper from there reported it last night.

The transports Siboney Suwanee and Marica also arrived from Brest, bringing 1st Division units.

Wald Oct 10/19

## TANK SHIP RAMMED BY ARMY TRANSPORT

Goes Aground in Ambrose  
Channel and Antigone Re-  
turns to Pier.

The British tank steamship Gaelic Prince, arriving from Manila, was rammed last night in Ambrose Channel by the army transport Antigone, which had just left Hoboken for Brest. The Gaelic Prince was beached and the transport returned to Hoboken under her own steam. The Antigone may be sent to dry dock at the Navy Yard to-day for repairs.

Immediately after the crash, the Gaelic Prince sent out distress calls to which the steamship Maracaibo, outward bound, responded. When she reached the scene the tanker was on the sands, resting easily and awaiting the arrival of tugs.

So far as could be learned last night there was no loss of life and nobody was badly injured.

The Gaelic Prince left Manila July 2, stopping at Singapore, Hong Kong, Shanghai, Kobe, Victoria, B. C., and Colon. She left the Canal Zone Oct. 1.

This is the second mishap to the tanker on the present round trip. On June 2, en route from New York to Manila, she grounded at Kowloon Point, but was pulled off without serious damage.

The Gaelic Prince, commanded by Capt. C. B. Anderson, has a gross tonnage of 5,506 and a net tonnage of 3,952. She was built in England last year and is owned by the Prince Line, Limited. The tanker is 449 feet 5 inches long, 57 feet 3 inches wide and 29 feet 4 inches deep.

A misunderstanding of signals is believed to have caused the accident.



Wald Aug 21/19

## Heroes of Famous 38th Infantry, Which Helped Stop Germans' Final Desperate Drive on the Marne



Sergeant  
S.  
EPSDEM,  
CO. D., 38th Inf.,  
and his laughing  
GERMAN LORRY  
DOG taken on  
the RHINE...

Photos by  
EVENING WORLD  
Staff Photographer  
Yesterday...



Col. FRANK H. ADAMS..  
Commanding 38th INF. 3rd DIV.

TROOPS OF THE  
38th INF.,  
ARRIVING AT HOBOKEN  
on the MATSONIA..



World Aug 21/19

## Heroes of Famous 38th Infantry, Which Helped Stop Germans' Final Desperate Drive on the Marne



Sergeant  
EPSEDEM,  
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Col. FRANK H. ADAMS,  
Commanding 38th Inf. 3rd Div.

TROOPS OF THE  
38th INF.,  
ARRIVING AT HOBOKEN  
on the MATSONIA..



Wald Aug 31/19

## ADVANCE GUARD OF FIRST DIVISION'S OFFICERS AND MEN, HERE TO PREPARE FOR PARADE WHICH PERSHING WILL LEAD



ADVANCE STAFF  
OFFICERS of  
the FIRST  
DIVISION



Maj. Gen.  
EDWARD F.  
McGLACHLIN JR.  
(PHOTOS by WORLD STAFF PHOTOGRAPHER  
YESTERDAY)



TYPES of FIRST DIVISION BOYS PHOTOGRAPHED ON THEIR WAY  
CAMP YESTERDAY...

### OTHER FIRST DIVISION UNITS DUE TO ARRIVE THIS WEEK

Following is a list of the units of the First Division reported yesterday as being on the way home, the transports they are coming on and the expected date of their arrival here:

Organization.	Ship.	Due.
<b>16TH INFANTRY</b>		
First Battalion complete, Companies A, B, C and D.....	Freedom.	Wednesday.
Companies E, F, G, I, K, Field and Staff Headquarters, Machine Gun Company, Supply Company, Medical, Veterinary and Ordnance Detachments .....	Amphion. Callao.	Thursday. Thursday.
Headquarters, Third Battalion.....		
<b>18TH INFANTRY</b>		
Third Battalion Headquarters, Medical Detachment, Companies I and K	Callao.	Thursday.
Second Battalion Headquarters, Medical Detachment, Companies E, F, G, H, L and M, Supply Company..	Santa Teresa.	Thursday.
<b>26TH INFANTRY</b>		
Machine Gun Company, Second Battalion complete, Companies E, F, G and H.....	Callao.	Thursday.
<b>28TH INFANTRY</b>		
Medical Detachment and Second Battalion Headquarters Companies E, F and G.....	Suwanee.	Thursday.
Medical Detachment and Third Battalion complete, Companies I, K, L and M .....	Liberator.	To-morrow.

### TWO SHIPLOADS OF VETERANS OF 1ST DIVISION RETURN

Combat Troops of "First Over and Last Back" Command Brought Home on the Pastores and Orizaba.

WILL PARADE THE AVENUE,  
HEADED BY GEN. PERSHING.

First Instalment, Numbering 1,785, Including Commander, to Prepare Camp Merritt for Other Units Soon to Follow.

Leading six other troopships into the harbor yesterday morning from France were the Pastores and Orizaba, bringing home the first combat troops of the First Division. The Pastores left Brest on Aug. 21, with an advance party of the division consisting of nineteen officers and thirty enlisted men, who were picked to go to Camp Merritt and make

ready for the units to follow. The Orizaba left the French port a day later with fifty-seven officers and 1,679 enlisted men and was only an hour behind the Pastores at Ambrose Light. The Orizaba docked in Hoboken ahead of the other division ship.

Those on the Orizaba were the Division Headquarters, with Major Gen. Edward F. McGlachlin Jr., commander of the division; a detachment of the Headquarters Troop, First Battalion Headquarters, medical, veterinary and ordnance detachments and Companies B and C of the First Engineers, the Twenty-eighth Infantry Field and Staff, headquarters and supply companies, machine gun battalion, medical detachment and first battalion.

#### Quiet Welcome Home.

No such reception as the early troops to return home received was accorded the "First Over and Last Back" men. The Knights of Columbus sent a tug down the bay to meet the transports and the "Caseys" threw cigarettes and chocolates on board for the men. An occasional master of a harbor craft recognized the veterans and tooted his whistle, and at the Hoboken piers there was a small band, which made a lot of noise, a committee of former officers of the division and groups of welfare workers with waving flags.

But the men enjoyed the welcome. Gen. McGlachlin went to the Hotel Biltmore, where headquarters had been established, to plan for the parade of the division down Fifth Avenue early in September. This parade will be headed by Gen. Pershing. The infantrymen entrained for Camp Merritt, and the rest of the men were ferried around to Long Island City, where they

Continued on next  
page



trains for Camp Mills.

Gen. McGlachlin, who took command of the division shortly before it entered Germany early in December, said yesterday:

"My proudest day was when Gen. Pershing assigned me to the division. Previously, as chief artillery officer on the staff of Gen. Pershing, I had had opportunity to watch the work of this organization. There were a number of crack divisions, but none, I am sure, excelled the 1st.

#### Losses Almost 100 Per Cent.

"Of the original division there are only 3,500 coming back. The 1st went to France about 28,000 strong. Its losses in killed, wounded, captured and missing totalled 26,332, almost 100 per cent. The replacements came from every branch of the military service, regulars, drafted men and national guardsmen. When the parades here and in Washington are over some 19,000 men who came to us from the National Army and National Guard units will be mustered out. That will leave us a very small organization."

Asked whether there was a possibility that the division would be sent to the Mexican border, he replied:

"So few will be left in the division after the 19,000 are mustered out that I hardly think the remnant will be sent to the border."

Of the German occupation, Gen. McGlachlin said:

"At the bridgehead of the Rhine the men of the 1st Division held down the Boche good and hard. They didn't fraternize with him. I think the division's officers and soldiers heartily despised the Boche. They admired the German as a soldier, but despised him as a man, probably because he is so easily governed. The Boche was also disliked because he catered so much to the American trade. If ever there was a dollar-seeker he is in Boche land. They even sold Iron Crosses for about half a dollar up, according to the grade of Iron Cross sold."

#### Rhine Conditions Good.

The Germans showed no inclination to resist the American occupation, the General continued, except in the case of a few high German officials, Governors, &c. As to these, "we told them where they got off—and they got off."

As to the economic situation on the Rhine, he said:

"The people are in far better shape to-day than they ever were. At first we found them ill-nourished, starving, languorous. We employed the unemployed, giving them their pay in money and rations. The response to the pay in rations was immediate."

"A strange thing was that although there were plenty of youngsters three and four and five years old, there were no babies under two years of age. That was due to the almost starved condition of the mothers, who could not nourish infants."

More than two years ago the First Division stole away in the night on darkened ships, to land in France a few days after America's commanding general, the advance guard of America's answer to Germany.

Several of the men display four gold service stripes on their left sleeves, indicating two years' service in France, and on the right sleeve of many the little gold V tells of blood spilled for their country. It was with this division that two of the late Col. Roosevelt's sons fought and were wounded. Lieut. Col. Theodore Roosevelt and Capt. Archibald Roosevelt both were members of the 26th Infantry.

#### In Many Big Battles.

The division took part in the Can-

tigny offensive early in the spring of 1918. This was the first major offensive that any American troops engaged in. Brigaded with French veterans, they went over the top and took their objective. From that time on they were in most of the important actions in which American troops took part. Their record shows such engagements as Chateau-Thierry, St. Mihiel, the Argonne and Sedan.

The full division will parade with wartime equipment. Both heavy and field artillery will have their guns, there will be wagon trains, field kitchens, mobile field hospital and workshops. Everything that goes to equip such a unit completely will be in line. The doughboys will march sixteen abreast and the artillery and other units will have three or four pieces abreast instead of one.

#### Division Equipment.

An idea of the tremendous amount of material that goes to make up a division, most of which will be in line, is shown in a table prepared by the army authorities in charge of preparations for the division's reception. It includes 3,656 horses and 2,676 mules. These take in riding mounts and those used in drawing the various supply wagons, field kitchens, medical cars and all other horse-drawn vehicles.

There are 125 motor cars, irrespective of trucks, of which there are included 549, 336 motorcycles and 347 bicycles and seven wireless and telephone trucks. The artillery has twelve one-pounders, thirty-two trench mortars and seventy-four guns of heavier type, including the 75 and 155 mm., with 15 caissons and sixty-four tractors. Then there are 1,028 automatic rifles and machine guns. It is estimated that 1,920 trench knives, 11,733 pistols and 17,404 rifles are carried by the men.

#### Pershing Club to Entertain Officers of 1st Division

The following was issued yesterday by the War Camp Community Service, No. 15 East 40th Street:

"Officers of the 1st Division, A. E. F., will be the guests of honor of the Pershing Club of the New York War Camp Community Service, 44th Street and Madison Avenue, during the days before and after the parade, which is announced for Sept. 10. There will be special dances, teas and other entertainments arranged in their honor and every resource of the club will be placed at their disposal."

"In addition to entertainments they will receive canteen service and will find it possible to obtain everything they need through the officers' service department of the club."

#### Gens. Bullard and Sibert to Be in Pershing Parade

(Special to The World.)

WASHINGTON, Aug. 30.—Lieut.

Gen. Robert L. Bullard, who commanded the American 1st Army in France, and Major Gen. William L. Sibert, another of the first American general officers to take part in the war against Germany, will ride in the parades of the 1st Division in New York and in Washington, according to announcement made by the War Department to-day.

The presence of Gens. Bullard and Sibert in parades to be reviewed by Gen. Pershing will give more of a touch of the real American participation in the war than has been seen at any parade of returning troops, according to the War Department statement.

#### CARDINAL MERCIER DUE NEXT THURSDAY

#### Mayor's Committee Announces Plans for Welcome of Belgian Prelate.

Announcement was made last night at the City Hall, on behalf of the Mayor's Committee appointed to receive distinguished guests, that Cardinal Mercier is expected to reach this city on the transport Northern Pacific next Thursday afternoon.

The present plans of the Mayor's Committee call for a welcome to the transport down the bay by the police boat Patrol, which will carry among others Archbishop Patrick J. Hayes, Mayor Hylan and prominent church and city officials. The Corporation will also join in the reception and will have on board members of the Mayor's Committee and others.

On Friday, Sept. 12, the Cardinal will depart for Washington and Baltimore, where he will visit Cardinal Gibbons. He will return here on Sept. 17 and attend a pontifical high mass in St. Patrick's Cathedral which will be offered in commemoration of Cardinal Farley, who died on Sept. 17 last year.

After the mass Cardinal Mercier is to be escorted to the City Hall, where he will be received by Mayor Hylan at noon. In the evening he is to be the guest of honor at a dinner given by the city at one of the hotels yet to be selected.

#### TANK SHIP RAMMED BY ARMY TRANSPORT

#### Goes Aground in Ambrose Channel and Antigone Returns to Pier.

The British tank steamship Gaelic Prince, arriving from Manila, was rammed last night in Ambrose Channel by the army transport Antigone, which had just left Hoboken for Brest. The Gaelic Prince was beached and the transport returned to Hoboken under her own steam. The Antigone may be sent to dry dock at the Navy Yard to-day for repairs.

Immediately after the crash, the Gaelic Prince sent out distress calls to which the steamship Maracaibo, outward bound, responded. When she reached the scene the tanker was on the sands, resting easily and awaiting the arrival of tugs.

So far as could be learned last night there was no loss of life and nobody was badly injured.

The Gaelic Prince left Manila July 2, stopping at Singapore, Hong Kong, Shanghai, Kobe, Victoria, B. C., and Colon. She left the Canal Zone Oct. 1.

This is the second mishap to the tanker on the present round trip. On June 2, en route from New York to Manila, she grounded at Kowloon Point, but was pulled off without serious damage.

The Gaelic Prince, commanded by Capt. C. B. Anderson, has a gross tonnage of 6,506 and a net tonnage of 3,952. She was built in England last year and is owned by the Prince Line, Limited. The tanker is 449 feet 5 inches long, 57 feet 3 inches wide and 29 feet 4 inches deep.

A misunderstanding of signals is believed to have caused the accident.

#### 2 MORE SHIPS END TRANSPORT SERVICE

#### The Princess Matoika Sank a U Boat, Fought Off Three Others During War.

Bringing back 891 officers and men, the transport Princess Matoika docked at Hoboken yesterday. This trip ends her service as a transport. The vessel, which was commanded by Capt. H. D. Hinckley, United States Coast Guard, made fourteen round trips and has brought back from France 29,062 officers and men. She was formerly the Princess Alice of the North German Lloyd Line. In June, 1918, the Princess Matoika sank a submarine off the Chesapeake Capes after an eight-minute fight. She encountered three other submarines during her service.

Capt. B. R. Osborne, Lexington, Ky., who returned in command of the 116th Aero Squadron, tested the first Liberty motor to reach France. "They are wonderful when you get to know them," Capt. Osborne said.

Col. T. R. Harrison of No. 169 Quincey Street, Brooklyn, returned also. He went over in June, 1918, with Evacuation Hospital No. 3, and was later transferred to various base hospitals.

The transport Santa Cecilia also arrived in Hoboken yesterday on her last trip in the Government service, bringing back 22 casual officers and men. She sailed from St. Nazaire. The Santa Cecilia will be turned back to her owners, W. R. Grace & Co.



# COL. HOUSE ARRIVES HOME, APPARENTLY A VERY SICK MAN

Receives Reporters in State-room Heavily Wrapped and Reclining in Chair—Led Down Gangplank by Doctors.

REMAINS IN BED DURING THE WHOLE OCEAN VOYAGE.

Laughs at Notion He Will Urge Mr. Wilson to Give Way to Marshall—Says Own Future "Depends on My Health."

Col. Edward M. House, one of the American delegates to the Paris Peace Conference, returned from Europe on the transport Northern Pacific yesterday so ill it was almost necessary to carry him from the ship.

He is suffering from gravel, complicated by a severe cold which he contracted just before leaving Paris. He explained his trouble as a recurrence of a similar attack of a year ago, followed by a fever, which laid him up for a time in France. The Colonel was in bed during the seven days of the voyage, and yesterday was the first time since he left Paris the fever did not bother him.

## His Talk With Reporters.

Propped up in a reclining chair in his stateroom, wrapped in a steamer rug and covered with an overcoat, Col. House received newspaper men. His face was haggard, his eyes listless and it was noticeable that when he gestured with his hands it was with great difficulty.

He was asked if conditions were better abroad and if it appeared that Europe was "coming back."

"Yes," he replied, "on the whole, I believe there has been great spiritual and material improvement. There were times when the entire social order appeared to be in great peril, but happily all that has passed over."

When one of the reporters asked the Colonel if he would comment on the authenticity of the testimony of William C. Bullitt before the Foreign Relations Committee of the Senate, in view of denials by European diplomats, he answered:

"I cannot discuss that."

The statement of Senator Moses of New Hampshire, that the purpose of his return was to urge Mr. Wilson to abdicate for three months and allow Vice President Marshall to run the country, was called to his attention. In reply the Colonel turned to Commander William McLean, U. S. N., his personal physician, and laughed. He simply smiled when he was asked if he would discuss the League of Nations, and when a moment of silence had followed he shook his head in the negative.

When told that there were many rumors that he would sever his diplomatic connections, and asked if they were true, he answered:

"Everything depends upon my health."

He said he had received daily radios as to the illness of President Wilson, but volunteered he was not aware of his ailment.

"The only information I have received," he added, "has been regarding his condition."

## ARRIVAL OF COL. EDWARD M. HOUSE FROM EUROPE AT A HOBOKEN PIER



Colonel E.M. HOUSE LEAVING S.S. NORTHERN PACIFIC, SUPPORTED by his PERSONAL PHYSICIAN Dr. ALBERT LAMB.  
Photo by World Staff Photographer Yesterday.

## Col. House's Companion.

In Col. House's party, in addition to Commander McLean, who had been abroad with him for more than a year, were Mrs. House, his private secretary, the wife of Major Stephen Bonsal, U. S. A., and Mr. and Mrs. Hugh Frazier. Major Bonsal, who was associated with the Colonel abroad, was to have been on the Northern Pacific, but missed the ship and wirelessed that he would follow. The transport carried 2,400 passengers, 2,000 being officers and men of the American Expeditionary Forces.

Col. House occupied stateroom No. 3, on the starboard side of the vessel, and never once ventured even as far as the door from the time he left Brest. Several times during the voyage his condition was such that Commander McLean called in Capt. E. J. Lee Jr., surgeon of the Northern Pacific, for consultation.

It was with great difficulty the Colonel was removed from the transport. The vessel docked shortly after 1 P. M., at Pier 2, Hoboken, fully an hour before she was expected. The result was that another vessel occupied one-half of the docking space along the pier, and it was not possible to lower the top deck gangplank. It was necessary to use an open gangway which was at an acute angle and women were in danger of toppling into the river as they walked to the shore. Major Gen. Shanks of the Port of Embarkation almost lifted Mrs. House down.

## Led Down the Gangplank.

Col. House was led down the gangplank by Dr. Albert Lamb, his New York physician. Commander McLean walked at his side. It was some minutes before he landed. He was helped into Major Gen. Shanks's automobile, which remained still several minutes to permit motion picture men to turn the crank.

One of the first persons to greet the Colonel was his son-in-law, Gordon Auchincloss, who was followed by many personal friends. After a moment's talk to his father-in-law Mr. Auchincloss gave out a short statement the Colonel had made.

"I have nothing more to say," it said. "Everything has been said that can be said on a vital subject. We should now begin to work, steady work, steady, and tranquillize."

The House party came to New York via the Lackawanna 23d Street Ferry

and the Colonel was driven quickly to his home, No. 115 East 53d Street. After he had rested he said he hoped to be able to go to Washington next week. Mrs. House said she had enjoyed her visit abroad very much, but that she was glad to be home again.

It was planned that the army tender Lexington should take the Colonel and his party to the foot of West 25th Street, but this was abandoned. A dozen motorcycle policemen waited there almost an hour for him to land, as did David Hunter Miller, counsel for the American Peace Commission. Mr. Miller, who is a close friend of Col. House, later visited him at his home. When he came out he said his friend looked much better than he had hoped to find him, but requested that no one telephone to him for at least several days.

Because of the longshoremen's strike, the Northern Pacific was moored to her dock by tugboats and enlisted men from the army personnel on the pier. The baggage of the Colonel's party was carried off by the ship's crew to the pier, where it was taken in charge by soldiers.

## Other Arrivals.

On board the Northern Pacific were Miss Frances Bigelow Paine, daughter of the writer, of Bronxville, N. Y., and Miss Jeanne Boushet of San Francisco. They went over in March, 1918, and joined the Signal Corps of the army as telephone operators. They had been all over France. During the Peace Conference they were stationed at Hotel Crillon. Miss Paine was supervisor of the switchboard and handled many of Col. House's calls.

When they heard that the Colonel was coming home, they expressed a desire to return to America, and the Colonel arranged for them to sail with him on the Northern Pacific. Miss Paine was formerly connected with a publishing house in Manhattan, and Miss Boushet was interpreter at the French Hospital in San Francisco.



World Oct 13/19

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World Dec 14/19



Home-coming troops on the dock at Hoboken.—Water color sketch by John F. Parker.

## Artist and Host of the American Soldier

How One American Painter Did His Patriotic Bit of War Work and at the Same Time Got a Pictorial Line on the Doughboy As He Is.

By Stuart Baldrige.



John F. Parker, the artist who organized the Junior Officers' Hospitality House in New York.

**S**O, you would have hanged Hard-Boiled Smith!" The lean, firm Lieutenant drew a square jaw into his military collar and rapped a spoon on the dinner table.

A large, rosy Captain waved one hand over the water pitcher.

"Now, now," he said heavily, "you're just talking, Lieutenant. An officer's never obliged to be hard-boiled. Why, with patience, tact, good humor and interest in your men, you can take care of any unit; I don't care what hell-raisers they are!"

This might have been any army mess transferred from the barracks to the warm atmosphere of an old-fashioned crimson and mahogany dining room. The conversation was more general, for dinner time in the Junior Officers' Hospitality

**W**HEN war came John F. Parker was puzzled. He was a painter—young, successful and patriotic. The battlefield offered not only striking opportunities to patriotism, but to artistic temperament as well. Other men's souls are laid bare before you; the fire and glory of the combat stirs you, yourself, to great deeds. A lifetime of experiences and emotions are crowded into an hour.

Now, the collection and cataloguing of emotions is part of the business of the author and artist. He must be in touch with the pulse of the world. Parker thinks now that his attitude was a selfish one; but in the spring days of 1917 his one idea was to get into active service.

He had already tasted the breathless romance of war among the Moors on the vivid African desert, and had painted blue-cloaked figures with lowered lances, driving across the night sands. Now he would have liked to have found satisfaction, color and pathos in the trenches; died gloriously like Italian Boccioni, or, like the blinded Lemordant, ended his life a picturesque martyr.

**W**AR laughs at desires for the picturesque. Mars has no sense of artistic fitness. Parker had weak eyes! Days and nights in Soho and Montmartre had not educated him for the intricacies of army paper work. The despairing young artist turned to welfare work, and found himself in prosaic Chillicothe, O., studying to minister to the needs of lonely army officers.

The War Camp Community Service wished to organize a club for junior officers. They chose Mr. Parker to undertake the work. He gave up all thought of painting, and concentrated his efforts on creating a distinctive, quiet home in New York, where the men could come, not to be entertained, but to rest and talk before they went across to France, or, after the war, as they stopped in New York before returning home.

**T**HEN, in spite of his absorbing duties, Parker found time to paint. It was impressionistic work, quickly done in odd moments; but through a series of brilliant water colors he has succeeded in catching the spirit and charm of the American doughboy as we saw him at home.

In a shadowed cellar cafe off Washington Square on Parade Day, the anxious, white-whiskered Italian host bends over a tanned, raucous, bull-necked circle of men from the 77th.

On the docks at Hoboken the troops, coming home after months, stand pack-laden, grim with the momentousness of this first sight of New York, their "go-to-hell" caps punched into various odd shapes, their jaws set.

This is the Yank, not as we imagined him, but as he actually was. On a background of rich blues where details are subordinated, warm brown figures move. Here and there a strong tanned motive face stands out like a personification of the entire American Army.

The artist propped one of his pictures on the desk in front of us. It was the

House at No. 344 Lexington Avenue is a gay hour. The argumentative, jovial crowd is only a casual gathering of men not long since strangers. But they soon forget shyness. If you are or were a Junior Officer, hunt out this unobtrusive brownstone house some evening about six-thirty. It is one of the few oases left for the lonely military in New York City.

The kindness of the place will immediately strike you—good old paintings, chairs that invite lounging, interesting books, late magazines and cordial people. Military regularity combines with comfortable charm. The steward was a mess Sergeant in the Spanish War. Supplies are secured "through military channels." An "officer of the mess" presides over the mysteries of the table; and the bed rooms in their easeful severity remind one of especially luxurious barracks. The interest and personality of one man have succeeded in making this more than a mere "hospitality house." It has become a home, and he a true host—a master of that difficult art of creating camaraderie among strangers.

In his office night and day, the Director has come to be a friend to practically every one of the 1,400 odd officers who have passed through. He has adapted himself to their personal problems; negotiated loans, found positions, received confidences and given advice. It is only the young officer who has drifted into a strange city alone that can adequately appreciate what a kind and disinterested advisor may mean.

Continued on next page



living room of the club. A merry group of officers laughed at the yarns of a Scotch "Lady-from-Hell" in the foreground. Parker looked at it, musingly: "There's a great difference," he said, "between the man who goes out to France, and the man who comes back! He has changed, intellectually, morally, physically."

"Many of the officers who stopped here on their way to France came back to us when they returned. I think that not one had failed to be both broadened and refined by that contact with an older civilization—and we have a chance to observe many types."

"Most of them seized every opportunity to travel and learn while they were in Europe. Many studied French sedulously, and I can notice a general awakening of interest in modern languages. Others took an active interest in art for the first time. They tell me that art galleries, chateaux, any spot of

historical or artistic significance near which Americans were stationed, was visited constantly by both doughboys and officers. Nor was it curiosity alone that took them. They talk now intelligently and with interest of what they saw."

"Business, too, I believe has received an impetus. It is remarkable to see with what greatly increased ambition these officers have returned. Few are contented to take up their former

positions. Many of them have developed new and valuable ideas. The younger men are not only returning to college, but many are deciding to go on with their education even though they had already been in business for several years."

"A new internationalism is developing. This is especially true among the fiers. They have plans, some of them wild, perhaps, for establishing air lines and air commerce with the countries of South America and the East."

"Morally, the men have been, I think, strengthened and broadened. They are more fluid, more kindly toward mankind in general. The stiffness and perhaps slightly hypocritical attitude of the Anglo-Saxon has been rendered more pliable, a trifle less coarse, by contact with the Latin race. Practically without exception the men have deepened in their appreciation of life."

"AND you?" I asked, as he put away his picture in a deep cupboard.

He smiled.

"It's changed me a good deal, I hope. This has been a very great opportunity. I wouldn't have missed it."

So I left Mr. Parker who has discovered and made curiously his own, that hodge-podge of many classes and many emotions, the American Army Officer of the recent war.



Scotch "Lady-from-Hell" telling yarns at the Club.—Sketched on the premises by Mr. Parker.