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A picturesque group, three sets of brothers in the 57th: Joe and Louis Condey, John and Harry Levy and Mark and Joe Clendinis.

Bugler W. J. Campbell blowing last call at dock.



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Group of officers of the 57th: Left to right, Lt. A. Wells Peck, Capt. Gilbert H. Higgins, Major R. N. Machen, Jr., Capt. B. R. Harris, all of New York City.



Continued from previous pages



Crowds at the gate of the pier at Hoboken, eager to embrace their loved ones in the 57th as they returned from the battlefields aboard the Huntington.



The last tune aboard the transport as the 57th was ready to land at Hoboken after a year and a half's glorious service abroad.

Continued on  
next page





Gallant young men of the 57th crowded together on deck of the **Huntington** eager to land among old scenes and associations after their long and brilliant service for the cause of democracy.



Three officers of the 57th Artillery who made a fine record abroad—Major Robert M. Macker, Colonel Wheeler and Major Sidney E. Clyne.

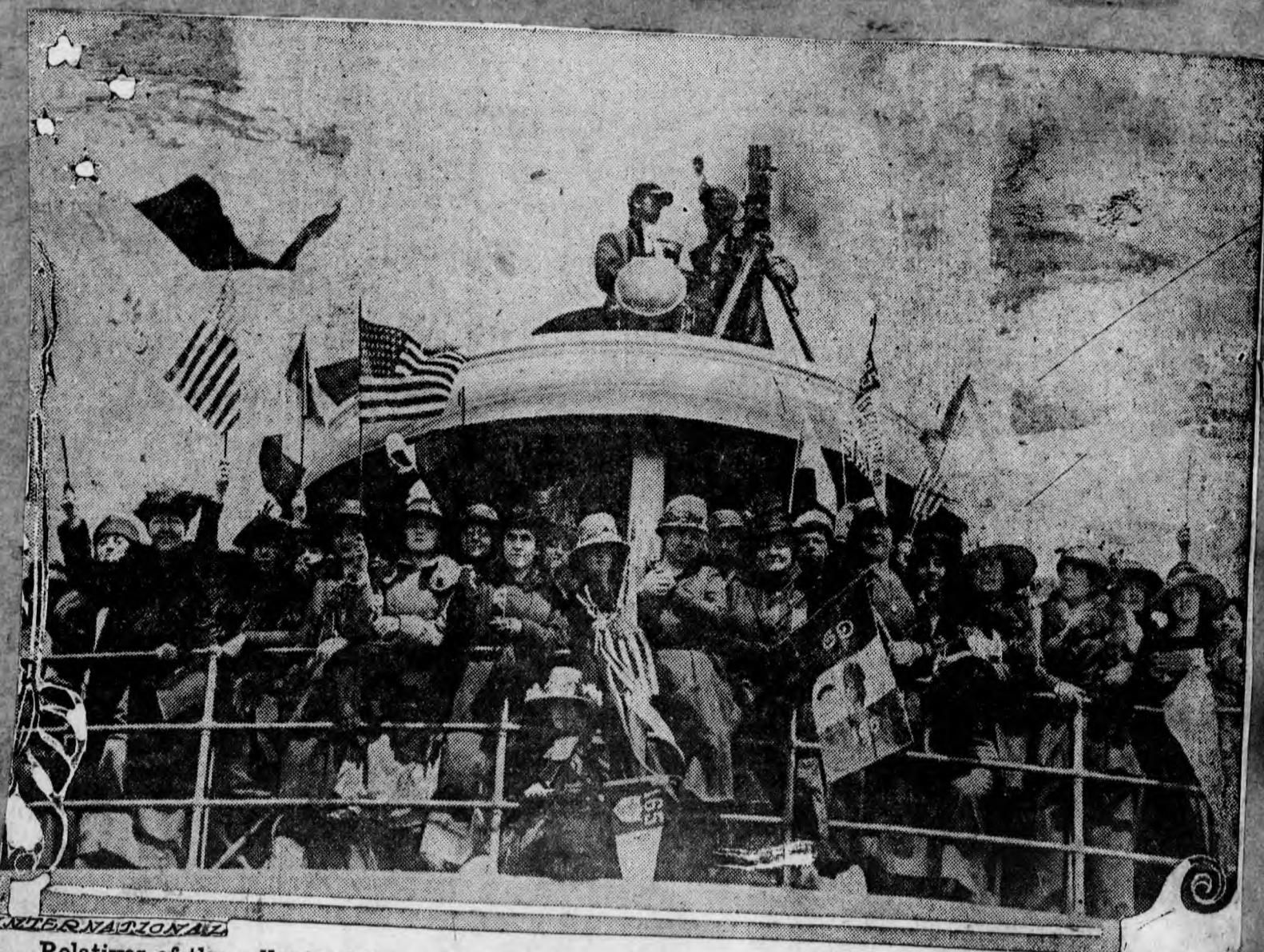


N. Y. American Apr 27/19

# Stirring Scenes as the Vanguard of Heroic Old 69th Arrives Home



Mayor's Committee of Welcome on board Municipal Ferry and other welcoming boats that greeted the 69th as the regiment arrived on the Harrisburg. PHOTOS



Relatives of the gallant soldiers who went down the Bay on the Correction and gave the famous warriors a vociferous welcome as they hove in sight.

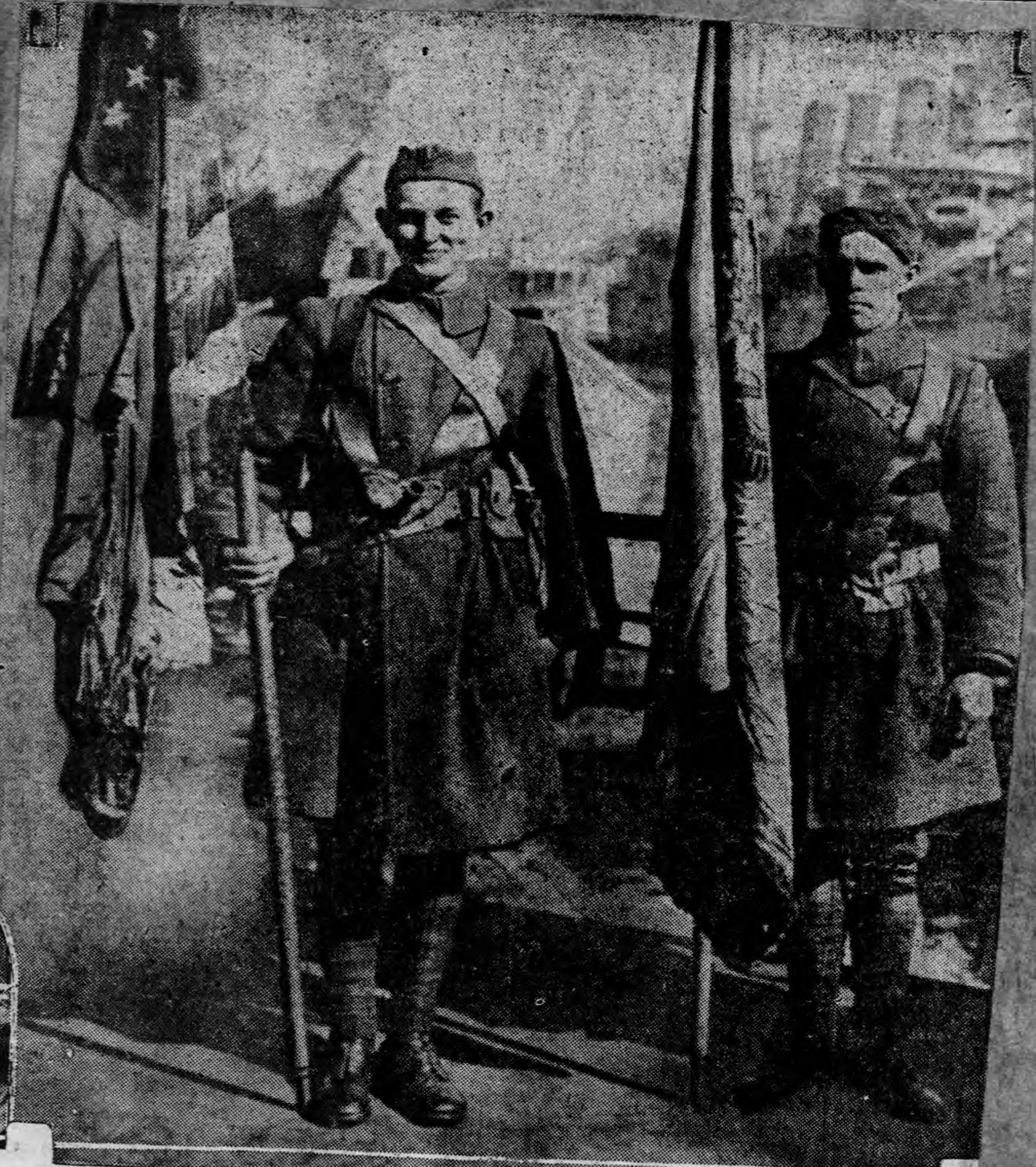


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"Homeward Bound" flag of the One Hundred and Sixty-fifth, held out on deck of the Harrisburg as it came in sight of welcoming throngs.





The colors of the One Hundred and Sixty-fifth that were carried unsullied by the "Fighting Irish" of the old Sixty-ninth through some of the bitterest battles of the war.



The band of the famous regiment that cheered the New Yorkers during the strenuous days in France. These players were fighters as well as musicians

*Continued from previous page*





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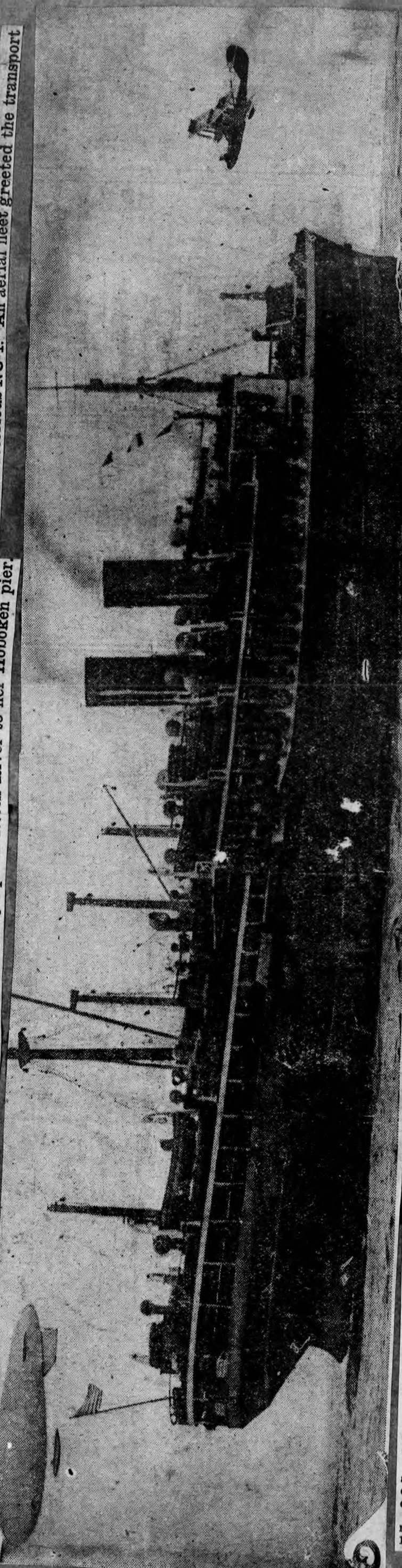
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N. Y. American June 24/19

# Greeting from the Air for Commander and Crew of NC-4 on

The transport Zeppelin, as she steamed up the Bay yesterday bearing Lieut. Commander Albert C. Read and his comrades of the victorious NC-4. An aerial fleet greeted the transport as she reached the harbor and hovered over the Zeppelin as she made her way up the North River to her Hoboken pier.



N. Y. American  
Oct. 17/19

## 4,500 OFF FOR SILESIA TO-DAY

### Provisional Division, Equipped, Is at Hoboken to Sail for Police Duty There.

Bystanders gazed through the massive iron fence which surrounds the debarkation station at Hoboken in wonder yesterday. There they saw 4,500 American soldiers in full equipment as if ready to depart from this country.

The contingent is reported to be en route to Silesia to police that country. It is a provisional division organized under the command of General Sage, including the Fifth and Fiftieth Infantries with auxiliary units. The men are scheduled to sail from Hoboken this morning at 11 o'clock on the transport President Grant.

According to an officer of the outfit, all of the men have signified an eagerness to do overseas duty. Care was taken to transport no one unwilling to leave this country, it was stated.

The Fifth Infantry, formerly stationed at Camp Meade, is led by Colonel E. A. Fry, and includes, for the most part, men from the middle West who re-enlisted after their period of service had expired.

Practically all have seen service in France. Colonel Francis J. McConnell heads the Fiftieth Infantry, stationed at Camp Dix since the signing of the armistice. This is said to be the first contingent to leave that camp since the ending of the war.

The movement of the troops is thought to have resulted from an appeal addressed to the War Department several weeks ago by native Silesians living in New York. A plebiscite is now in progress to determine whether the province of Silesia will join with Poland or remain under German sovereignty, and it was feared a new outbreak would result if the German authorities were left there.

American  
Dec 11/19

## 7 Troopships Due at Hoboken Piers in Next Few Days

CAPTAIN EDWARD S. MURPHY, information officer at the port of embarkation, Hoboken, last night gave out the following list of the transports due in the next few days:

The Tenadores, due to-day, with 882 men and 149 civilians, pier No. 2, Hoboken.

Santa Anna, due Thursday, with 48 officers, 21 men, 79 civilians.

DeKalb, due Friday, at pier No. 16, Hoboken, with 44 officers and 1,020 men.

Leviathan, due Dec. 16, at pier No. 4, Hoboken. The number of wounded is unknown.

Hospital Ship Mercy, expected Dec. 7, at pier No. 5, Hoboken, with 398 enlisted men, will arrive Thursday.

Adriatic, due Dec. 7, will arrive at pier No 60, North River, Friday, with 80 officers and 2,208 enlisted men.

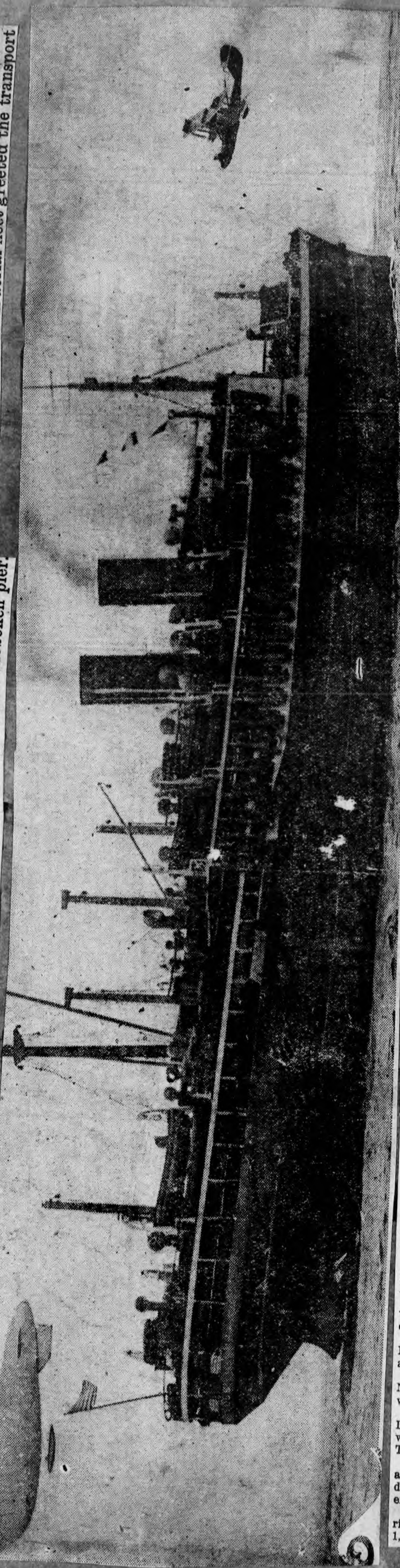
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*N. Y. American June 24/19*

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N.Y. American  
Dec 11/19



Photo by International.

Commander Read's happiest moment on his return to New York after the historic over-sea flight to Plymouth, England, was in the greeting by his wife, whose faith in his success never wavered during the long journey over the Atlantic.

Hoboken Ciers. Boys' Life Feb. 1919.

## What's Going On



Returning buddies, with helmets for trophies, show how the Huns acted when they faced the yanks



N.Y. American  
Dec 11/19



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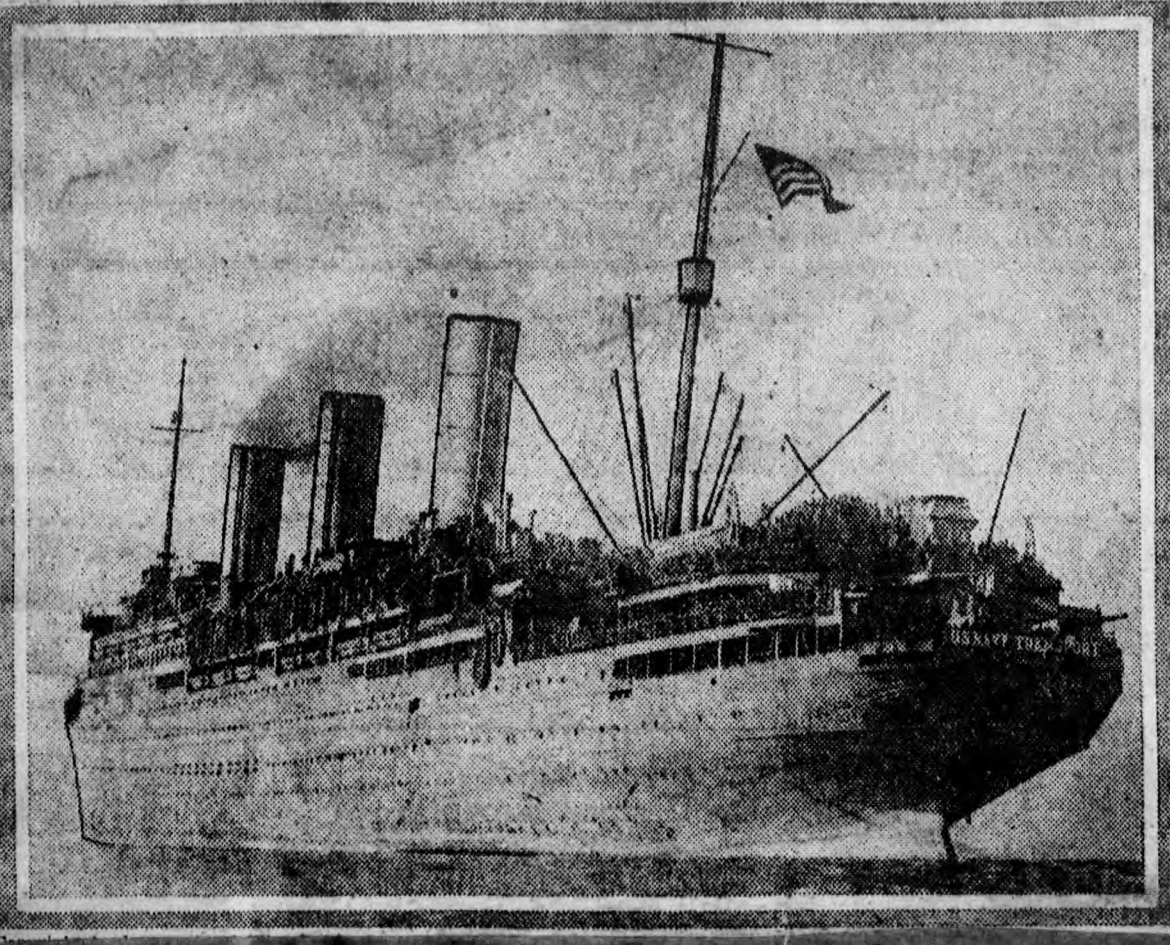
Returning buddies, with helmets for trophies, show how the Huns acted when they faced the ganks



Slobe Feb 12/19

N.Y. Times Aug 14/19

### The Giant Leviathan, Sixty Miles at Sea, and Bound for New York



#### LEVIATHAN TO BE A LINER. She and the Emperor Making Last Trips as Transports.

The Leviathan sailed yesterday from the Port of Debarkation, Hoboken, on her last trip as an army transport. It is understood that she will remain at Brest until General Pershing and his staff, as well as a large part of the 1st Division, start for home. On her return from Brest, it was said, the steamer would be turned over by the navy to the United States Shipping Board to be refitted for passenger and commercial service. The Emperor, the sister ship of the Leviathan, both of which are spoils of the war, will make her last trip as a transport this week also. While nothing definite has been decided upon in regard to her future disposition it is believed in shipping circles that she will be given to the British. The Finland, now en route from Brest, will be returned immediately to the International Mercantile Marine for service as a passenger vessel between this port and Antwerp.

Evening Mail Nov 11/19

Telegram Nov 15/19

Telegram Apr 29/19

## MILLIONS OF MEN LANDED AT PORT OF DEBARKATION

### 770 Troopships with 2,507,512 Soldiers Returned in Less Than Year.

The constant inpouring of troops into Hoboken from overseas from December 1, 1918, to October 31, 1919, kept the Y. M. C. A. secretaries on duty at the port continually astir, and the report of the "Y" activities shows that 770 troop ships and 1,665 troop trains were met and that the ships and trains together carried a total of 2,507,512 men.

The department in charge of the reception of the returning soldiers was known as the "Flying Squadron," and was first under the direction of A. C. Estees and later in charge of W. S. Blanton and A. H. Sargent. The "Y" men, after giving all soldiers a warm greeting, distributed without charge cigarettes, chocolate bars, postal cards, chewing gum, books of matches and pencils.

Since the establishment of the ocean transport department of the Y. M. C. A. in March, 1918, secretaries have rendered invaluable service to soldiers returning home from abroad. The secretaries were assigned to the personnel of the returning ships and during the time the department was in operation more than 1,100 ships were equipped with athletic supplies, reading matter, games, fruit, candy, etc.

#### SERVED MILLIONS OF MEN.

There were 1,512 secretaries on transport duty and a total of 3,173,200 men were served by the department at a cost of approximately \$1,055,560.37. J. R. Dalley was in charge of the transport work.

In connection with their duties on the transports, a number of Y. M. C. A. men shared with the doughboys thrilling experiences of the sea. J. G. Hazard, a secretary, was on the ill-fated President Lincoln and did his bit with the crew until he was picked up.

The report of the Building Department of the "Y" at Hoboken shows that this department spent a period of uninterrupted activity from December 1 to October 31, 1919. In September, 1917, when the association work was begun at the port, the "Y" occupied quarters in a single room at Ferry and Hudson streets, formerly a saloon. Gradually the quarters were increased, the work was broadened, and buildings sprang up in all parts of Hoboken. At present all buildings are now operating twenty-four every day.

#### YOUNG WOMEN AS AIDES.

The Y. M. C. A. was greatly aided in its welfare work by the United Men's Church Clubs, of East Orange, and other navy towns, including Hoboken and Jersey City. Young ladies of the different towns contributed their aid toward making the stay of the returned soldiers in Hoboken pleasant.

Besides being active along religious, educational and social lines, the Y. M. C. A. interested itself in doing all sorts of odd jobs for the returned men, as was the policy overseas. The report of the Buildings Department shows that checks and money orders were cashed totaling \$2,254,051.83; that 207 religious meetings were held and that the total attendance was 11,936; that 41 illustrated lectures were held, and were attended by 10,765 persons; that 11,145 persons participated in athletics; that 1,738,215 men were served in the canteens and cafeterias; that the general attendance of the "Y" buildings was 3,722,454; and that 124 motion picture entertainments were given and were witnessed by 45,885 persons.

## LAST OF WAR BRIDES ARRIVE IN U. S. TODAY

### Transport President Grant Will Not Tie Up at Pier Until Today.

## MANY WAR WORKERS RETURN ON BIG STEAMSHIP.

Unwilling to subject the 175 war brides and nineteen children, fifteen of the latter babes in arms, to the dangers incidental to leaving a ship under cover of darkness, officials of the Port of Embarkation, Hoboken, late yesterday afternoon decided not to dock the transport President Grant until this morning. She will remain down the bay, anchored off Tompkinsville, all night, and is expected to reach her pier in Hoboken about seven o'clock this morning.

Besides the women and children, the transport has aboard a few casual companies, casual officers and war workers. The war brides, the last of 4,000 to reach this country, were disappointed when they learned they would not land in the United States until today. There are 154 soldiers' wives, fourteen soldiers' children and twenty-one naval wives with their five children.

There are fifteen casual officers, three Y. W. C. A. workers, three male war workers, four female clerks of the Department of State, three male clerks from the Peace Conference, one from the Department of Agriculture, two men and two women attached to the Paris office of the War Department, one man and one woman member of the Liquidation Commission and one member of the American Relief Commission.

## 11,286 MEN HOME ABOARD FOUR SHIPS

### Agamemnon Brings 5,814 Soldiers, Including 77th Division Headquarters Detachment

### BELVEDERE, KROONLAND AND ATENAS ALSO HERE.

With the transport Belvedere, Marseilles, tied up to Pier No. 45, North River, discharging 1,636 men, the thirteenth engineers complete, three other steamships reached port early today bringing the total of troops reaching here up to 11,236.

The transports which arrived this morning are:—The Agamemnon, from Brest, with 5,814 troops, including Seventy-seventh division headquarters detachment, and the 304th, 305th and 306th field artillery complete, which tie up to Pier No. 1, at Hoboken, N. J.; the Kroonland, from St. Nazaire, with 3,733 officers and men, including Twenty-eighth division headquarters detachment, several machine gun companies, Marines and other casuals, and will tie up at Pier No. 2, Hoboken; the Atenas, from St. Nazaire, with 103 casual officers, who will be landed at Pier No. 8, Hoboken.

The only other vessel due here to-day is the South Pole, from Nantes, with three casuals aboard, but no word has been received from her.

The West Alsek, from La Pallice, with thirty-one casuals, and the Regina d'Italia from Marseilles, with 1,819 troops, are overdue here.

The Aeolus, from St. Nazaire, with 32 troops, is due to-day at Newport News while the Cohasset, the U. S. S. South Carolina, the Antigone and the Naiwa are overdue at that port with a total of 4,000 officers and men.

The cruiser Pueblo, bearing a total of 1,199 officers and men, landed at the piers of the Army Supply Base, at the foot of Fifty-ninth street, Brooklyn. Those aboard, forty-three officers and 1,156 men belong to the 117th engineers, who were attached to the Rainbow division and were recruited largely from Southern California and South Carolina.



Daily News Dec 11/19

### SECRETARY BAKER AND GENERAL MARCH HOME AGAIN



SECRETARY OF WAR NEWTON D. BAKER and General Peyton C. March, chief of staff, who have been on a tour of inspection of the Panama Canal Zone, returned yesterday. After inspecting the Canal Zone they went to Porto Rico, reviewed the American troops in the San Juan section and inspected the barracks. Both were much pleased with the result of their investigations. The above photograph, taken as the party arrived at Hoboken, shows: Secretary Baker (1), General March (2), Mrs. Baker (3) and Gen. David C. Shanks (4), who welcomed the Secretary and Chief of Staff at the pier. (Exclusive NEWS photo)

Telegram Jan 4/19

### Coast Patrol Boat Landing Returning War Veterans at Bayshore, L. I., from Stranded Northern Pacific





*Sun Jan 31/19* *Telegram*  
*Feb 25/19*

## NORTHERN PACIFIC CAPTAIN ON TRIAL

Case Hinges on Whether Com-  
mander Was Called in  
Time.

Capt. Louis J. Connely, commander of the transport Northern Pacific when she piled upon a sandbar off Fire Island early on New Year's morning, faced a court-martial yesterday in the navy headquarters at the Hoboken Port of Embarkation. The trial is being conducted behind closed doors and none of the testimony will be permitted to become known until the result is announced.

Two other officers of the Northern Pacific also are to be tried in connection with the grounding of their ship. One is the navigating officer. Names of neither of these officers have been announced. It is known, however, that Capt. Connely retired about 10 o'clock New Year's eve, several hours before the Northern Pacific, with her cargo of more than 2,000 wounded and convalescent soldiers and sailors, drove into the Fire Island sands. It is understood that the testimony will centre in his case chiefly upon the question of whether he was summoned from his quarters in time to avert the grounding.

Capt. Connely had been in the navy for thirty years and rose to his present rank from seaman. He wears proudly four gold service stars, unusual in the navy service. He has navigated ships in all parts of the world, but the Northern Pacific is the only one of his that ever went ashore.

Interest in the trial centres about fog conditions at the time and just before the Northern Pacific struck. It was understood to have been clear when Capt. Connely retired and that he left orders to summon him if fog appeared. Men aboard the Northern Pacific said Fire Island light was visible on the transport's port side, perhaps four miles away, when her hull grated on the bar. Immediately afterward a heavy fog came up, so that when daylight came the stranded ship was invisible to those ashore. It may be several weeks before the court-martial findings are made known.

## 57 Troopships with 49,510 Men Expected to Arrive Within Two Weeks

The Hoboken port of embarkation, through its information officer, Captain Edward S. Murphy, has given out the following official list of troop ships and the dates of their expected arrival in this country:—

Ship.	Sailed.	From.	Expected Arrival.	Destination.	Troops.
Aquitania	Feb. 22	Brest	Feb. 28	New York	5,893
Maul	Feb. 16	Brest	Feb. 28	New York	3,491
Niagara	Feb. 17	Bordeaux	Feb. 28	New York	354
Sewells Point	Feb. 15	Brest	Feb. 28	Newport News	25
Great Northern	Feb. 22	Brest	Mar. 1	New York	360
Abangarez	Feb. 14	Bordeaux	Mar. 1	New York	97
Gooland	Feb. 14	Bordeaux	Mar. 1	Newport News	2
Frederick	Feb. 19	Brest	Mar. 1	New York	1,547
Sierra	Feb. 19	Bordeaux	Mar. 1	New York	1,469
Rochambeau	Feb. 18	Havre	Mar. 1	New York	1,360
La Lorraine	Feb. 23	Havre	Mar. 3	New York	2,643
Powhatan	Feb. 19	Bordeaux	Mar. 3	New York	2,560
West Hosokie	Feb. 14	Bordeaux	Mar. 3	Newport News	9
Siboney	Feb. 20	Bordeaux	Mar. 3	New York	3,151
Michigan	Feb. 18	Brest	Mar. 3	Newport News	1,030
Ruford	Feb. 17	Bordeaux	Mar. 4	Newport News	1,220
West Port	Feb. 16	Bordeaux	Mar. 4	Newport News	1
Comfort	Feb. 23	Bordeaux	Mar. 4	New York	403
El Occidente	Feb. 21	Bordeaux	Mar. 4	New York	90
Mocassin	Feb. 20	Brest	Mar. 4	New York	33
Florence Luck'nbach	Feb. 12	Nantes	Mar. 4	New York	4
Montclair	Feb. 16	St. Nazaire	Mar. 4	New York	4
Cartago	Feb. 19	St. Nazaire	Mar. 5	New York	607
Santa Romaine	Feb. 17	Bordeaux	Mar. 5	New York	98
Santa Marta	Feb. 17	Bordeaux	Mar. 5	New York	98
Mexican	Feb. 20	St. Nazaire	Mar. 5	New York	2,504
Mongolia	Feb. 23	St. Nazaire	Mar. 5	New York	4,403
Oriana	Feb. 23	Brest	Mar. 5	New York	1,038
Cartago	Feb. 19	St. Nazaire	Mar. 5	New York	107
Martha Washington	Feb. 22	Bordeaux	Mar. 5	Newport News	2,578
Ohio	Feb. 20	Brest	Mar. 5	Newport News	778
Lake Gasper	Feb. 20	Bordeaux	Mar. 6	Newport News	1
Feltore	Feb. 20	St. Nazaire	Mar. 7	New York	1
Ceylon Maru	Feb. 20	Bordeaux	Mar. 7	Newport News	1
Vedic	Feb. 23	Brest	Mar. 8	Boston	2,281
West Coast	Feb. 16	Bordeaux	Mar. 8	Newport News	1
West Lake	Feb. 23	St. Uzaire	Mar. 10	Philadelphia	22
Wyandotte	Feb. 23	Bordeaux	Mar. 10	New York	41
<b>OVERDUE.</b>					
West Haven	Jan. 26	Bordeaux	Feb. 11	Newport News	1
Tottori Maru	Jan. 31	Bordeaux	Feb. 15	New York	22
Eurana	Feb. 2	Bordeaux	Feb. 16	New York	1
Pocahontas	Feb. 6	Bordeaux	Feb. 16	New York	2,934
Kroonland	Feb. 5	St. Nazaire	Feb. 16	New York	2
Cape Romaine	Jan. 31	La Pallice	Feb. 17	Newport News	46
Howick Hall	Feb. 3	Bordeaux	Feb. 18	New York	1,607
Malden	Feb. 5	St. Nazaire	Feb. 19	New York	91
West Eagle	Jan. 31	Bordeaux	Feb. 22	Newport News	133
Tiger	Feb. 7	Havre	Feb. 22	New York	2,358
Turrialba	Feb. 13	La Pallice	Feb. 25	New York	96
Rhode Island	Feb. 12	Brest	Feb. 25	Newport News	1,041
Virginia	Feb. 12	Brest	Feb. 25	Newport News	1,046
America	Feb. 10	Marseilles	Feb. 25	New York	2,163
Carrillo	Feb. 13	Bordeaux	Feb. 26	New York	59
West Point	Feb. 12	Brest	Feb. 27	Boston	16
Yosemite	Feb. 13	St. Nazaire	Feb. 27	New York	28
Sobral	Feb. 16	Brest	Feb. 27	New York	2,635
Rochester	Feb. 17	Brest	Feb. 27	New York	370



S.C. Journal Apr 19/19

## "WILD WEST" TROOPS SEE SHIPS RACE

Transport Floridian Wins  
Four-Cornered Contest  
Across Seas From France.

More troops of the 91st or "Wild West" Division arrived in Hoboken today on the transports Edward Luckenbach and Mexican.

The Luckenbach brought back three officers and 51 men of the 316th Mobile Ordnance Repair Shop, 34 officers and 298 men of the 362d Infantry, 31 officers and 739 men of the First Battalion Headquarters of the 361st Infantry. They were under command of Col. James B. Wilnow of the 362d Infantry.

The Mexican had on board 34 officers and 2,303 men of the headquarters, Second and Third Machine Gun battalions, of the 361st Infantry.

Both vessels left St. Nazaire on April 3. The steamship Lancaster, with the remainder of the 362d Infantry on board, left on April 2. The steamer Floridian left on the night of April 3.

The vessels had practically a four-cornered race on the way over. The Floridian was the victor, having arrived yesterday. The crew of the Luckenbach, however, reported that three days ago she stripped one of her turbines and if it had not been for this accident the Floridian would not have won. Officers of the ship declare there was no race.

Both the 361 and 362nd Infantries were composed of drafted men. They trained at Camp Lewis, Wash., and went overseas in July. They were first in the St. Mihiel sector and then took part in the Meuse-Argonne fighting. All of the 91st Division was withdrawn on October 4 except the 361st Infantry, which was sent back into the fighting on October 7, and remained on the firing line until October 15. The 362nd Infantry was under command of Colonel John H. Parker, known as "Galling Gun" Parker, and were known as shock troops. On October 29 the regiment had 905 casualties in 45 minutes when it was sent to take the town of Gesnes.

The 362nd Infantry lost 1,354 enlisted men, 259 of them being killed, and 63 of their 75 officers were wounded, 48 of them being killed. The 361st Infantry lost 37 officers and 1,226 men killed and wounded.

With the 361st Infantry, in Company C, were two Seattle Chinamen. One was Private Wing Wong, a nephew of the Consul-General of Seattle. The other was an Americanized Chinese, Sergeant Frank C. Emow. He went over as a private, but because of his fighting ability was promoted to corporal, then sergeant, and returned as a lieutenant in the Reserve Corps. The officers say he is the best little scrapper in the regiment. The privates called him the "Bullet Ducker." He was never injured, although always in the thick of the fighting.

Wong was put to cooking. In broken English he told of how time and again when cooking for the troops a shell would come along and blow kettle after kettle away.

Twenty-six nurses, one officer and one enlisted man, all convalescing from illness or wounds, arrived here today on the steamship Carrillo, from Bordeaux. There also were a few casuals, making altogether fifty-three army and navy men and women aboard.

S.C.J. Apr 21/19

## MERRITT SENDS TROOPS AWAY

Camp Merritt, April 21.—The following troops left Camp Merritt to-day for various camps throughout the country:

From Base Hospital Unit 94, one officer, one man, for Camp Bowie; Detachment 167th Infantry, 30 officers, 781 men, for Fort Russell; Detachment 157th Infantry, 5 officers, 303 men, for Camp Dodge; Detachment 157th Infantry, one officer, 265 men, for Camp Grant; Detachment 157th Infantry, one officer, 112 men, for Camp Lewis; Detachment 157th Infantry, three officers, 116 men, for Camp Upton; Detachment 157th Infantry, one officer, 121 men for Camp Custer; Detachment 157th Infantry, one officer, 410 men for Camp Travis; Detachment 157th Infantry, three officers and ninety-three men for Camp Gordon; detachment, 157th Infantry, one officer and 85 men for Camp Pike; detachment, 157th Infantry, three officers and 54 men for Camp Meade; detachment, 157th Infantry, one officer, 51 men, for Camp Shelby; detachment, 157th Infantry, one officer, 74 men, for Camp Taylor; detachment, 178th Infantry, Brigade Headquarters, two officers, 14 men, for Camp Custer; Hoboken Casual Company, 406, four officers, 158 men, for the Presidio; Hoboken Casual Company, 407, two officers and 80 men, for Fort Bliss; Hoboken Casual Company, 408, four officers, 125 men, for Fort Oglethorpe; Hoboken Casual Company, 409, two officers, 406 men, for Camp Bowie; Hoboken Casual Company, 410, two officers, 102 men, for Camp Jackson; Hoboken Casual Company, 417, eight officers, 290 men, for Camp Upton; Hoboken Casual Company, 432, colored, one officer, 107 men, for Camp Upton.

S.C.J. Apr 22/19

## MORE LOCAL BOYS HOME; 69TH GETS BIG WELCOME

"Smashed Right in Jaw,"  
Col. "Wild Bill" Donovan  
Comments On Greeting.

Two more transports docked in Hoboken yesterday, bringing Hudson County troops. They were the Harrisburg and Charleston.

On the Harrisburg were A Jackson, 1,082 Garfield Avenue; Second Lieut. M. Wilkinson, 529 Jackson Avenue; T. A. Murphy, 84 Atlantic Street; W. W. Lokkin, 180 South Street; Leo Robinson, 243 Monmouth Street; S. F. Ryan, 166 Magnolia Avenue; J. Devorak, 959 Summit Avenue; J. J. Fole, 14 Beacon Avenue; J. Langan, 597 Union Street; W. Stansonym, 812 Newark Avenue, all of Jersey City. O. M. Grill, 700 Hudson Street, and R. Jensen, 103 Willow Terrace, both of Hoboken; T. Rush, 712 Boulevard; M. Darcy, 30 West Fifteenth Street, and T. Hagen, 74 West Thirty-ninth Street, Bayonne; also arrived on the same ship. T. Monahan, 440 Seventeenth Street, West New York; W. McGregor, 368 Palisade Avenue, West Hoboken; L. Koepper, 305 First Street, Union Hill; W. Thompson, 920 Courtlandt Street, and H. Wittman, 616 Fisher Avenue, North Bergen, were also on the Harrisburg.

The Charleston docked with the following: Sergt. E. O. Merz, 50 Giles Avenue, Jersey City; W. J. Moran, 230 Washington Street, Hoboken; Otto Ensminger, 822 Anderson Place, and William Brantigan, 107 Prospect Place, both of North Bergen.

The famous old Sixty-ninth New York was utterly defeated, and Col. "Wild Bill" Donovan and Chaplain Francis F. Duffy, who have made records in scattering the Kaiser's hordes on all occasions, fled before the approach of some two thousand people and a dozen newspaper men, a score of movie men and countless people who besieged Pier 4, Hoboken, when the transport Harrisburg docked. These heroes, some 2,000 strong, were the first arrivals of the beloved Sixty-ninth—New York's own. To a man they parried skillfully all questions, and when the question arose as to whom belonged the credit and who were the brave men in the regiment they one and all "passed the buck," to use the Army expression. Every man was a hero, except the man who happened to be speaking.

They went away, this Sixty-ninth Regiment, 3,507 in number. Of the original outfit but 1,400 remain. With replacements the regiment is now 2,800 strong.

The regiment was the subject of an enthusiastic demonstration as it was marched swiftly to the ferryboats that were to take them to Camp Mills. A dense cheering crowd flung itself against the rail that separates River Street from the docks. Flags and handkerchiefs were waved, names were called in joyous frenzy, but the soldiers were not permitted to halt for a moment.

"Don't talk of this as an Irish regiment; this is an American regiment," Col. Donovan told newspaper men. "When we left here we were about 85 per cent. Irish, we are now 50 per cent. Irish."

Questioned about his three wound stripes, which he won at the River Oreg and in the Argonne, the Colonel said:

"Now, never mind about Donovan. The story is the story of the men. They're the fellows who count. Never mind about me. Yes, we will be glad to parade when the rest of our men get here. The reception was overwhelming, there is only one way to described it—it simply smashed you right in the jaw."

Boston, April 22.—The Naval Transport Vedic brought 58 officers, 2,180 enlisted men to this port to-day. Included in the number were 200 members of the Yankee Division. They were attached to the 103rd Field Artillery, recruited from New Hampshire, Rhode Island, Connecticut and the New England Coast Artillery. Part of the 128th Field Artillery, Bakery Company No. 304 and Illinois, Wisconsin, Pennsylvania and Connecticut casual companies made up the remainder of the passenger list.

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## HUDSON COUNTY SOLDIERS HOME

More Local Troops Back On  
Transports Mt. Vernon  
and Aquitania.

Among the Hudson County men arriving home on the transport Mount Vernon to-day were:

Jersey City—M. A. Gleason, 356 New York Avenue; A. R. Monahan, 293 York Street; B. P. Farrell, 589 Grand Street; D. Mintz, 230 Grand Street; A. Ricciardi, 226 Wayne Street; C. W. Pond, 120 Summit Avenue.

Hoboken—F. Tighe, 809 Willow Avenue; C. Smock, 921 Park Avenue. Bayonne—L. Schupulman, 81 West Nineteenth Street.

The North Hudson men on the Mount Vernon were: Corp. T. McCormick, 119 Fifteenth Street, West New York; G. Steffano, 513 Seventeenth Street, North Bergen; M. C. Loini, 20 Bonn Place, Weehawken; F. Romano, 27 Harlem Street, West Hoboken; G. Smith, Jr., 330 Fourth Street, Union Hill.

Hudson County men on the Aquitania were:

Jersey City—F. J. Mathune, 360 Germania Avenue; G. Frisinda, 28 Wales Avenue; M. De Buw, 210 Congress Street.

Bayonne—H. D. Pince, 99 West Sixteenth Street; L. E. Pincus, 40 West Sixteenth Street.

North Hudson—Regimental Sergt.-Maj. H. A. Kelley, 43 Liberty Place, Weehawken.



## MORE HUDSON TROOPS HOME

Several Local Boys Among 11th Engineers Who Arrived On Santa Teresa.

Four more transports docked in Hoboken yesterday bringing in a large number of Hudson County boys from "over there." The transports to arrive were the Santa Teresa, Mobile, Duke Abruzzi and the Manchuria. Many of them were members of the engineers.

Among the boys to arrive on the Santa Teresa were B. Bowney, 44 Cottage Street; J. C. Brynes, 41 Charles Street; J. Hanley, 18 Coles Street; E. J. Travers, 114 Wilkinson Avenue; W. Steward, 2875 Boulevard; E. A. Ebek, 271 Forrest Street; G. B. Eckell, 735 Montgomery Street; H. J. Ornot, 267 Randolph Avenue; C. F. Usher, 2 Magnolia Avenue; P. F. Begans, 38 Wayne Street; Y. J. Brady, 209 Ninth Street; G. F. Eller, 184 Morgan Street; J. V. Boyle, 167 Claremont Avenue; W. Bruckner, 260 Griffith Street; W. G. Luyster, 735 Ocean Avenue; J. J. Murphy, 90 Myrtle Avenue; H. J. Daugherty, 428 Merchant Street, all of Jersey City.

Bayonne boys to arrive on the Santa Teresa were: E. T. Curley, 83 West Sixth Street; J. MacNaughton, 114 Newman Avenue; T. W. Manger, 531 Broadway; J. Kochansky, 16 West Fortieth Street; H. A. McKibbine, 16 West Thirty-second Street, and R. H. Bissett, 30 East Fifth Street.

C. Menge, 433 Union Street, Union Hill; O. A. Baker, 583 Arthur Place, and J. McKee, 211 Twenty-first Street, West New York, and G. W. Butler, 572 Boulevard, and J. W. Dowling, 482 Palisade Avenue, Weehawken, also arrived home on the Santa Teresa.

The Mobile came in with only one Hudson County man, W. Miersch, 604 Hoboken Street, West Hoboken.

The Manchuria arrived with the following: J. F. Hostine, 40 Elizabeth Street, W. Carman, 1674 Boulevard; E. F. Berry, 779 West Side Avenue; T. Foye, 69 Summit Avenue, and J. Kircho, 258 Barrow Street, all of Jersey City.

Men to arrive on the Duke Abruzzi were A. Mosolino, 98 Morris Street, and D. D. Stueck, 59 Reservoir Avenue, Jersey City.

## 22,900 TROOPS HOME; HOBOKEN'S BIGGEST WAR DAY

Hudson County Soldiers Among Those to Return From France.

Hoboken yesterday had the biggest day in its history since the United States went to war. Ship after ship pulled into the big army piers, and when night came down 22,973 soldiers had landed in the Mile-Square city. Of these soldiers two score were from Hudson County.

The Leviathan brought in 12,050 soldiers. Among the notables aboard was William G. Sharpe, former Ambassador to France; Maj.-Gen. Samuel D. Sturgess, commander of the 80th Division, a casual, and Maj.-Gen. George W. Read, commander of the Rainbow Division. "Hank" Gowdy of the Boston Braves was also another.

The transport Prince Frederick Wilhelm, here on her first voyage since the war broke out, had on board 1,035 officers and men of the 165th Infantry. These included medical detachments, Third Battalion Headquarters and companies G, E, I, K, L and M.

The North Carolina docked with the 167th Infantry, formerly the Fourth Alabama National Guard Infantry, 51 officers and 1,443 men. This regiment suffered 110 per cent. casualties, and is eager to parade up Fifth Avenue with the 165th Infantry, the old Sixty-ninth, "to show how close the North and South are knit," as Chaplain Smith of the Southern regiment expressed it.

The cruiser Montana followed the

North Carolina into port with the other half of the 165th Infantry.

The list of local men who landed yesterday follows:

Prince Frederick William—N. C. Feeny, 236 Jewett Avenue; H. J. Lane, 95 Dwight Street; T. Agresti, 379 Second Street; H. J. Willis, 245 Ninth Street; C. Greenhaight, 233 Sherman Place, and C. Fransferrel, 223 Sherman Place, all of Jersey City. G. Disbota, 619 Jefferson Street, Hoboken, also came home on the Prince Frederick William. Miss Julia Lawler of 1 Condict Street, attached to the Nurse Corps, was also a passenger.

Leviathan—Sergt. J. Dwyer, 30 Williams Avenue; J. Smith, 1093 Summit Avenue; J. Murski, 328 Henderson Street; T. F. Dorrian, 100 Warner Avenue; J. Dougherty, 262 York Street, and J. W. Blake, all of Jersey City. J. Bosko, 589 Boulevard; T. J. Habhart, 737 Broadway; H. Grodberg, 78 West Thirty-first Street; R. H. O'Gonnor, 761 Avenue A; W. Westwick, 15 Andrew Street, all of Bayonne; L. F. McDowell, 719 Clinton Street, Hoboken; J. B. Dempsey, 410 Gregory Street, Weehawken; F. Keiser, 431 Twenty-fourth Street, Guttenburg, and Corp. F. Fava, 901 Chestnut Street, North Bergen. The death of Alfred Hendrickson, 513 James Street, West Hoboken, was reported upon the arrival of the Leviathan. He died at sea.

The Montana came in with the following: Capt. J. P. Stout, 494 Bergen Avenue; J. P. Costigan, 170 Fourth Street; Corp. J. J. McGarley, 74 Bevan Street; Sergt. F. Hekker, 16 Floyd Street; Sergt. B. Menzer, 68 Webster Avenue; M. Riddy, 64 Henry Street, and H. G. Grosskof, 77 Lake Street, all of Jersey City; J. E. Ryan, 111 West Sixth Street, Bayonne, and E. P. Witzgall, North Bergen.

North Carolina: D. H. Ford, 45 Fleet Street; J. L. Johnson, 143 Columbia Avenue; H. G. Frey, 407 Ocean Avenue, all of Jersey City; J. H. Boskbaum, 427 Fourteenth Street, and H. W. Waller, 635 Madison Street, both of West New York, and C. Schumann, 28 Bergenline Avenue, Guttenberg.

Those on board the La Touraine, which docked in New York, were H. W. Armstrong, 277 Ege Avenue, Jersey City, and J. McBurney, 549 Park Avenue, West New York.

## MORE HUDSON TROOPS ARRIVE

Three Transports Bring Local Boys — Additional Ships Dock Here.

Hudson County troops arrived home yesterday on the transports America, La Lorraine, and Freedom, which docked at Hoboken. Those on the America were:

Jersey City—R. Evans, 80 Van Wagenen Avenue; T. H. Forsjerger, 295 Pavonia Avenue; A. Venitola, 200 Morgan Street; C. F. McLaughlin, 320 Ninth Street; M. Wagner, 58 Waverly Street; George A. Billis, 332 Ninth Street; W. French, 326 Ocean Avenue; H. T. Collins, 12 West Hamilton Place; C. Mateldusch, 639 Van Buren Place, West New York, and A. Habedank, 612 Blum Street, Union Hill, also came in on the America.

Only one Hudson County man arrived on the La Lorraine, I. L. Heriman, 638 Avenue C, Bayonne.

Those on the Freedom were: Jersey City—J. Connors, 22 Gardner Avenue; R. J. Devine, 246 Arlington Avenue; F. R. Dewey, 856 Bergen Avenue. Other Hudson County men aboard were: V. Delahunt, 307 Sixteenth Street, West New York, and J. Fonnacca, 111 Central Avenue, West Hoboken.

Ninety-one officers and 2,786 men of the old National Guard of Pennsylvania arrived here to-day on the steamship Kroonland from St. Nazaire. The Kroonland, which sailed for Newport News, but was diverted to Hoboken, brought home 3,733 troops. Twenty-two officers, 469 men and

seven nurses returned convalescing from illness or wounds.

Loaded to capacity, the army transport Agamemnon arrived in Hoboken from Brest with 138 officers and 4,715 men of the 304th, 305th and 306th Field Artillery of the 77th (Liberty) Division, New York troops, accompanied by the 152d Field Artillery, Brigade Headquarters, Brigadier General Pelham D. Glassford, commanding, and the 77th Division Headquarters Detachment of 23 officers and 51 men.

In addition there were aboard 24 British and 10 French officers, 643 enlisted men, members of Brest convalescent detachments Nos. 207 to 211, inclusive, five medical officers, 116 casual officers, 28 army field clerks and 99 nurses.

## VON STEUBEN DOCKS WITH 2,892 TROOPS

Three units of the 35th Division, National Guard troops from Missouri and Kansas, were among 2,892 troops arriving in Hoboken from Brest to-day on the transport Von Steuben. They included 9 officers and 66 men of the 60th Field Artillery Brigade, commanded by Brig.-Gen. Lucien G. Berry, 46 officers and 1,611 men of the 110th Engineers, complete, and two officers and 82 men of the 110th Engineer train.

Other units on board included three officers and 101 men of the General Headquarters, A. E. F. band, which was stationed at Genera, Pershing's headquarters at Chaumont; three officers and 133 men of the 102d Aero Squadron, three officers and 113 men of the 335th Ambulance Company; casual companies from New York, Ohio and Pennsylvania, scattered casuals and 600 wounded soldiers.

## MORE HUDSON BOYS BACK FROM FRANCE

The Hudson County boys to arrive home on the Agamemnon which docked in Hoboken yesterday were:

Jersey City—G. Stratford, 152 Mercer Street; J. P. Brahney, 303 Railroad Avenue; M. Soper, 412 Baldwin Avenue; G. Farina, 264 Ogden Avenue; P. R. Cosentino, 421 Ocean Avenue; H. J. Brunner, 419 Palisade Avenue; J. Muller, 9 Grant Avenue; J. H. Rosenrock, 68 Williams Avenue; J. Kasproski; R. Wolfe, 74 Tonnele Avenue; F. Adams, 53 Morris Street; G. A. Reilly, 354 Montgomery Street; G. B. Howard, 61 Carlton Avenue; Sergt.-Maj. E. J. Payton, 57 Wayne Street.

Union Hill—J. J. Bonin, 450 Fifth Street; L. Gartner, R. M. Guibach, 632 River Street, Hoboken, and H. Pretto, 188 Twenty-seventh Street, Guttenberg, also came in on the Agamemnon.

Those to arrive on the Kroonland were H. E. Greenault, 248 Palisade Avenue; J. Langins, 336 Henderson Street; A. Monteverde and S. W. Downer, all of Jersey City. Sergt. R. A. Hall, 832 Willow Avenue, Hoboken, and C. Walber, 79 West Nineteenth Street, Bayonne, also arrived on the Kroonland.

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## TROOPSHIPS ARE STEAMING HOME; LOCAL MEN BACK

**Finland Arrives With Story of Three Surgical Operations at Sea.**

Seven Hudson County men arrived on the Finland, which docked at Hoboken this morning. They were J. G. Daly of 189 Fourth Street; J. J. Flynn, 169 Bidwell Avenue; S. C. Wriedy, 1966 Virginia Avenue; H. J. Henry, 13 Erie Street; C. P. Ryan, 9 Ege Avenue, all of Jersey City, and J. J. Murphy, 245 Boulevard, Bayonne, and G. F. Blaisdell, 816 Hudson Street, Hoboken.

Arriving on the Regina d'Italia yesterday afternoon were C. J. Taken, Jr., son of ex-Assemblyman Cornelius Taken of 1347 Garden Street, and F. Milberg, 409 Bloomfield Street, Hoboken; J. A. Ashley, 441 Concord Street; L. F. Brown, 215 Nunda Avenue, and E. B. Heil, 104 Bidwell Avenue, Jersey City.

Although the Finland is known as the "Hospital Ship," when she docked this morning she had only about 800 convalescents on board, the smallest number she has carried since she became a troop carrier. The Finland brought back 3,500 officers and men, including many units of the 28th or Keystone Division of Pennsylvania.

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

Thirty-two officers and 1,195 men of the 77th (Liberty) Division, mostly drafted men of New York, arrived on the cruiser St. Louis from Brest, a medical detachment and the 3d Battalion of the 807th Infantry, and the division's Military Police Company, for Camp Upton. Others among the 1,427 troops on the St. Louis included a detachment of 3 officers and 20 men of the 76th Base Hospital and a few scattered casuals.

From Bordeaux, 2,052 troops arrived on the steamship Henry R. Mallory. These included the 399th Field Signal Battalion complete, 84th Division (National Army, Indiana and Kentucky); 304th, 332nd and 337th Battalion Tank Corps complete; a number of Tank Corps casuals; 11th, 20th and 96th Aero Squadron, together with Aero Park and Aero Construction Squadron casuals; 25th Evacuation Hospital, and 21 officers and men convalescing from wounds or illness.

The steamships West Alsek from La Pallice and Alloway from St. Nazaire brought thirty-two casuals, twenty-six of whom are New York men.

Newport News, Va., May 1.—The transport Koningen der Nederlanden arrived this morning from France with 2,263 officers and men of the A. E. F., including many of the Rainbow Division.

On the Koningen were the 417th ammunition train, Evacuation Ambulance Company 11, Evacuation Hospital 18, 114th Engineer Headquarters, Army Ambulance Section 542, 560, 571, 590, 601, 603; casual companies from New Jersey, Tennessee, Virginia and from the Rainbow Division. Detachment Field Artillery attached to 114th Engineers, nine casual officers and three civilians.

In the Casual Rainbow Company were Sergeant Michael Donaldson of Haverstraw, N. Y., who wears the D. S. C. and the Croix de Guerre and who has been recommended for the Congressional medal, and Lieutenant Wilburn Maloney of New York City, who went into the war as a private in the 89th Division and won decorations and recommendations similar to Donaldson's during the Argonne fight. Lieutenant-Colonel William B. Martin of Elizabeth, N. J., was in command of all troops aboard.

## BIG BATCH OF HUDSON TROOPS ARRIVE HOME

**Four Transports Docking at Hoboken Bring Local Soldiers.**

Transports docking in Hoboken yesterday brought a big batch of Hudson County troops. These were local boys on the Huron, Housatonic, President Grant and Black Arrow.

Those on the Huron were: F. McMahon, 500 Grove Street; J. A. Rice, 103 Grant Avenue; S. Schimel, 14 Bishop Street; T. F. Langley, 179 Fourth Street, Jersey City; C. Cassnel, 1229 Park Avenue, Hoboken; L. Ragate, 423 Twenty-fourth Street, West New York. Those on the Housatonic were Sergt. A. F. Kindell, 616 Jersey Avenue; J. P. Dalton, 224 Bowers Street; L. A. Menader, 114 Orient Avenue; W. F. Ennis, 225 Beacon Avenue; J. A. Lavin, 337 Summit Avenue; C. C. Price, 101 Fairview Avenue; Second Lieutenant N. E. Yale, 180 Belmont Avenue; Sergt. R. S. Willis, 246 Bay Street; Second Lieutenant C. E. Bogart, 72 Boyd Avenue; W. E. Molinaro, 34 Graham Street; J. H. Squires, 14 Paterson Street, all of Jersey City, and B. Stootman, 722 Willow Avenue, and A. C. Miller, 1112 Hudson Street, Hoboken.

On the President Grant were G. H. Sauge, 58 Bostwick Avenue; Sergeant S. M. Campbell, 3476 Boulevard; Corporal J. E. Riker, 107 Oak Street; Sergeant A. Nelson, 462 Jersey Avenue; J. Sempf, 239 Webster Avenue; T. Wechsler, 3460 Boulevard; C. E. Dorn, 37 Charles Street; A. W. Henderson, 19 Nelson Avenue; L. W. Thomas, 23 Olean Avenue; L. C. Scholl, 165 Mercer Street; A. W. Hanson, 317 Montgomery Street; H. Behrons, 33 Williams Avenue; W. Fitzgerald, 609 Henderson Street; J. Medrell, 271 Griffin Street; C. L. Vreeland, 381 Princeton Avenue, Jersey City; O. Scheller, 231 Bloomfield Street; C. Borth, 1217 Willow Avenue; C. Bonicelli, 165 Jackson Street, Hoboken; S. Wadchanick, 84 West Eighteenth Street, Bayonne; C. Seaman, 311 Main Street, Union Hill; J. Mier, 911 Hoboken Street, North Bergen; W. F. Smith, 626 Park Street, Weehawken; E. Panice, 533 Central Avenue; B. Zambellie, 142 Spring Street, West Hoboken, and O. A. Klemm, 585 Thirteenth Street, West New York.

The Black Arrow came in with H. Renna, 94 Ferry Street; F. Gaczynski, 201 Warren Street; W. Sloan, 19 Clinton Avenue; T. J. Schultz, 244 Sherman Avenue, and C. Colzuhoren, 440 Wilkinson Avenue, Jersey City; A. Higgins, Bayonne, and V. Scalla, 534 Ann Street; J. A. Kellert, 309 Maple Street; E. W. New, 423 Summit Avenue, West Hoboken.

With 2,244 casual officers and men and 30 nurses the Italian steamship America arrived here to-day from Marseilles. About 2,100 of these have been discharged from service, 718 being Marines. Of those still in service 8 are from Washington (State), 3 from Massachusetts, 9 from South Carolina and 33 from New York, and the others are scattered.

The steamship Yellowstone, from St. Nazaire, brought three casual officers.

## ANOTHER QUOTA OF LOCAL TROOPS ARRIVES HOME

**Hudson Soldiers On Transports Docking at Hoboken—Troopship Disabled.**

More Hudson County boys arrived in Hoboken on transports from France yesterday. Those on board the Mallory were:

Jersey City—Corporal W. M. Hummel, 43 Williams Avenue; M. A. Degan, 197 Fifteenth Street; Edward Hanks, 5 Jones Street; Corporal L. Smith, 30 Prescott Street; F. G. Meyer, 94 Fleet Street; J. Emslie, Jr., 206 Bidwell Avenue, and E. A. Gough, 146 South Street.

Hoboken—W. Butler, 109 Monroe Street; M. J. Michealowski, 613 Newark Street.

Bayonne—A. J. White, 31 West Fourteenth Street; P. J. White, 64 West Twenty-seventh Street.

Weehawken—L. E. Casey, 80 Fulton Street.

On the St. Louis were L. J. Moore, 45 Bidwell Avenue; J. I. Bigley, 57 Old Bergen Road; W. A. Phelps, 203 Hoboken Avenue, all of Jersey City, and J. S. Berry, 20 Sisson Court, Bayonne.

On the Pastores were:

H. J. Bartold, 89 Van Winkle Avenue; P. C. Hughes, 110 Lake Street; A. Norris, 76 Lembeck Avenue; W. A. Keane, 1 Palisade Avenue; J. M. McNaught, 2119 Boulevard; W. Bachman, 9 Jackson Avenue; A. O. Gutwek, 165 Griffiths Street, and J. Close, 41 Brinkerhoff Street, Jersey City.

W. J. Carmody, 1031 Washington Street; O. Oslundolf, 1317 Washington Street; F. Peekenheuer, 710 First

Street; J. Stephens, 603 Willow Avenue, and E. Shopwell, 158 Tenth Street, Hoboken.

W. J. Earl, 6 West Nineteenth Street, Weehawken.

S. Long, 54 Trask Avenue; S. Piero, 518 Boulevard, Bayonne, and C. Steiner, 1216 Newkirk Street, North Bergen.

More troops of the 77th (Liberty) Division, mostly drafted men of New York, arrived to-day when the Nieuw Amsterdam reached port from Brest with 2,000 officers and men. Among a number of casuals was Maj.-Gen. William S. McNair.

The First Artillery Park, with the exception of Truck Company B, and comprising 36 officers and 1,342 men, arrived to-day on the transport Canonius. Four casual officers and 2 civilians also were passengers.

Boston, May 2.—The transport Canandaigua, due here from Bordeaux late to-day, is delayed by trouble with her steering gear. A wireless report from the transport said that she was off the Nantucket light ship and was proceeding slowly, and naval officials thought it doubtful if she would reach here before to-morrow. She has 1,325 troops, mainly artillerymen.

Newport News, Va., May 2.—Troops originally of the Arkansas, Louisiana and Mississippi National Guard, 39th Division, part of the 114th Engineers, arrived here on the battleship Nebraska, which brought 1,215 officers and men.

## 309TH FIELD ARTILLERY DUE MAY 13

The 309th Field Artillery of the 78th Division, despite the fact that rumor had it as landing at Hoboken to-morrow, will not reach the Army piers until May 13. Jersey City and Hoboken are planning a tremendous welcome. This regiment is composed exclusively of Hoboken and Jersey City draft men.

## HUDSON SOLDIERS HOME ON AMERICA

Among the Hudson County boys to arrive on the Italian steamship America, which docked in New York City, last night were the following: H. W. Burch, 13 Cambridge Avenue; E. Wilkinson, 213 Belmont Avenue; F. J. Rogatski, 83 Nelson Avenue; M. O. Boyle, 34 Grant Avenue; W. Ruthenbeck, 146 Clark Avenue; W. Bohne, 424 Liberty Avenue; L. Pulvano, 12 Sherman Avenue; J. H. Davis, 98 Brown Place, all of Jersey City; G. Ulrich, 425 Twentieth Street, West New York; A. F. Buckingham, 3766 Boulevard, West Hoboken; J. Redranner, Castle Point, Hoboken, and A. Appel, 28 Bergenline Avenue, Guttenberg.



J. C. Journal (manuscript)

# FIRST OF NEW ARMY EMBARKS FOR GERMANY

### Will Sail This Afternoon to Replace Part of Army of Occupation.

The first contingent of regular army men who will replace part of present Army of Occupation went aboard the transport Agamemnon, at Pier 3, Hoboken, early to-day. The vessel is scheduled to sail this afternoon at 4 o'clock.

The replacement troops numbered about 1,000, and were under command of Colonel H. B. Jackson of the regular army. The majority of the men, who have been recruited for overseas during the last six weeks, are in their early twenties, and many of them come from the middle and the far west.

Comparatively few were re-enlistments. One distinguished veteran was Private Jack Taylor, a Scotchman, who served three years with the Highlanders and was wounded six times. He wears the Croix de Guerre.

Henry Tralone, a Belgian who served three years with King Albert's forces, and who wears five wound stripes, said he was going back because he liked the army life, having been in service so long that he didn't feel at home elsewhere.

The new soldiers had a rollicking tune to-day while waiting for their ship to sail. They had a new war song which they sang with a vim. Its title was "We're Going to See the Kaiser Put Where He Belongs."

The Leviathan sailed at noon with about 100 passengers bound for Brest, among them several Italian officers who have been here with the military mission and many welfare workers of the Y. M. C. A. and the Jewish Welfare Board. Other passengers were Brig.-Gen. C. B. Redford of the Marine Corps, Richard Crane, an attache of the Czecho-Slovak embassy; Maj. Albert Guy of the Army Ordnance Department and Capt. Christian Pierette of the French Army.

The two ships will bring home more than 20,000 American troops on the return trip.

# MORE HUDSON TROOPS HOME

### Arriving Transports Bring Additional Quotas of Local Soldiers.

Among the transports to arrive yesterday bringing Hudson County boys were the Coserta and Columbia.

The boys to arrive on the Caserta were W. Wolf, 838 Grand Street; W. J. Rymer, 136 Maple Street; J. Z. McLane, 132 Storms Avenue; H. Cooper, 635 Communipaw Avenue; D. M. Long, 223 Van Horne Street, all of Jersey City, and R. Albrici, 149 Twenty-sixth Street, Guttenberg.

Those on the Columbia were W. Ward, 140 De Kalb Avenue; H. T. Carey, 517 Grove Street; S. Falkiewicz, 174 Sixth Street, Jersey City; H. W. A. Savitz, 17 East Twenty-second Street,

Bayonne; M. L. Godfrey, 6 Third Street, Weehawken; H. Locker, 311 Elm Street, West Hoboken; R. Desart, 426 Fifteenth Street, West New York, and M. F. Donohue, 230 Park Avenue, Hoboken.

More than 4,100 former National Guard officers and men of Pennsylvania, comprising now the 28th Division, arrived to-day on the steamship Mongolia from St. Nazaire, which brought altogether 4,605 troops.

Nearly 2,000 82d Division drafted troops of Georgia, Alabama and Florida arrived from Bordeaux on the steamship Santa Cecilia. The Santa Cecilia brought also a few casualties and wounded, making 2,002 troops in all.

Breaking her previous record for completing the round trip to Brest and the United States, the transport Great Northern, docked in Hoboken to-day. She made the round trip in thirteen days and forty-three minutes, arriving at the Ambrose Lightship at 7:34 o'clock last night. Her previous mark was fourteen days, four hours and thirty minutes.

The Great Northern had on board 2,971 officers and men, seventy-five officers and 2,052 men of the 125th Infantry, part of the 32d Division, and two officers and twenty-one men of the 63d Infantry Brigade, 32d Division.

# IMPERATOR OFF UNDER U. S. FLAG FOR FIRST TIME

### Bringing Troops Home—Leviathan, Agamemnon and America Also Sail.

Brest, France, May 15.—The liner Imperator, which was turned over to the United States by Germany under the armistice agreement, sailed at 10

o'clock this morning for America. On board were 1,100 first class passengers, 2,200 second class, including the 354th Infantry, the 17th Infantry Brigade Headquarters, Evacuation Ambulance Company No. 41 and 819 women, nurses, Y. M. C. A. workers and soldiers' brides. This is the first overseas journey for the Imperator under the American flag.

The big transport Leviathan will sail at 6 o'clock this evening with 12,000 troops on board. Among the passengers will be Henry P. Davison, chairman of the Red Cross War Council, and Representatives Julius Kahn of California and Richard Olney of Massachusetts.

The transports Agamemnon and America will sail at 5 o'clock.

The complete 33rd (Illinois National Guard) Division will be on its way home before nightfall. Troops of this division and 12,000 men of the 89th Division were to sail to-day on the Leviathan, Agamemnon, America and Imperator.

All told, 30,000 troops are leaving Brest to-day on the four steamers mentioned.

Lieut.-Gen. Robert L. Bullard and Senator William J. Harris of Georgia sailed on the steamer Kaiserin Auguste Victoria last evening.

Boston, May 15.—The transport Toloa from Brest docked here to-day with 1,129 officers and men, the greater part of whom are from the Middle West. The 121st Machine Gun Battalion with 25 officers and 755 men was the principal unit aboard. Many of the others were casualties. A majority of the men will be discharged at Camp Grant.

New York, May 15.—Three hundred and seventeen American soldiers and civilian field clerks from the Expeditionary Forces arrived here to-day on the French steamer Espagne. The troops were all casualties.

# HUDSON TROOPS ARRIVE HOME ON THE MANCHURIA

### Several Units of the Twenty-ninth Division Back From France.

A large number of Hudson County troops arrived home on the Manchuria

which docked in Hoboken yesterday, bringing the 58th Infantry Brigade Headquarters, 104th Engineers, 104th Sanitary Train, 104th Supply Train and 104th Mobile Ordnance Repair Shop, Twenty-ninth Division. In the following list of soldiers who were on board the street address applies to Jersey City, unless otherwise stated: J. Crotty, 35 West Fifty-second Street, Bayonne; J. Cochane, 253 Duncan Avenue; U. Oakley, 320 Ege Avenue; James A. Garten, 352 Montgomery Street; W. S. Sweeny, 22 Monticello Avenue; F. L. Reuter, 712 Bergen Avenue; A. Beckman, 124 West Twenty-ninth Street, Bayonne; R. V. Kigelman, 80 Clerk Street; H. A. Markman, 66 Park Avenue, Hoboken; C. D. Reuter, 626 Communipaw Avenue; J. J. Tremble, 242 Barrow Street; A. Scofield, 17 West Thirty-second Street, Bayonne; N. L. Macleod, 124 West Thirty-fourth Street, Bayonne; S. J. Drivesky, 334 Broadway, Bayonne; B. J. Ford, 13 Summit Avenue; H. W. Walsh, 234 Sixth Street; C. McMahon, 377 Eighth Street; A. Huelson, 530 Garfield Avenue; J. Knapp, 11 East Hamilton Place; F. McPherson, 155

Duncan Avenue; W. Willer, 815 Charles Street, West Hoboken; C. R. Small, 123 Fremont Street; R. E. Conklin, 55 Waverly Street; J. F. McCarthy, 211 Erle Street; F. J. Dale, 55 Bright Street; C. R. McGigham, 68 Garden Street, Hoboken; R. Ellis, 76 Carleton Avenue; A. C. Bender, 91 Newark Avenue; F. Van Sandt, 214 Summit Avenue; J. Donohue, 69 Giles Avenue; F. Gereke, 398 Central Avenue; J. F. Morgan, 150 Jackson Avenue; H. Morton, 73 West Twenty-ninth Street, Bayonne; H. R. Taylor, 8 Schuyler Court, Bayonne; J. F. McMahon, 358 York Street; S. C. Baldwin, 120 Wayne Street; P. Coyle, 77 Van Winkle Avenue; J. Cohen, 543 Pavonia Avenue; G. E. Simon, 232 Griffith Street; W. Toepfer, 77 West Twenty-sixth Street, Bayonne; D. Tomassello, 133 Van Winkle Avenue.

S. Banta, 121 Cottage Street; J. A. Hayes, 343 York Street; D. J. Fennessy, 20 Delaware Avenue; J. Ray, 56 Broadway; N. Barr, 126 Beacon Avenue; T. F. Galagher, 151 Bright Street; J. E. Peterkin, 806 West Side Avenue; P. Solito, 23 Porter Street; C. Hannekin, 134 Wilkinson Avenue; J. Panetove, 447 Virginia Avenue; G. Weisenbach, 479 Henderson Street; J. Bender, 972 Garfield Avenue; R. E. Miller, Bayonne; B. Violanti, 106 Sackett Street; T. A. Tyrell, 88 Prospect Street; E. O. Murphy, 90 Bright Street; C. E. Lydecker, 159 Cambridge Avenue; H. Wieboldt, 346 Eighth Street; P. J. Aymar, 7 Hague Street; E. Riemenski, 368 Seventh Street; L. J. Gerard, 27 Leonard Street; N. J. Webb, 546 Jackson Avenue; F. A. Michel, 158 Palisade Avenue; R. McCormack, 861 Newark Avenue; A. Taylor, 785 Newark Avenue; G. W. Preezy, 3227 Boulevard; A. J. Hoffman, 105 Duncan Avenue; E. A. Mitchell, 190 Claremont Avenue; J. J. Freehan, 431 Jersey Avenue; M. Muller, 364 Woodlawn Avenue; W. T. Shyne, 53 Central Avenue; J. A. Reddy, 225 Warren Street; A. M. Wormcke, 194 Griffith Street; E. Bolender, 50 Fleet Street; R. Macchi, 345 Boulevard, Bayonne; R. Curley, 157 Bidwell Avenue; M. Colgan, 332 Jackson Avenue;

M. Hanley, 532 Mercer Street; Birek, 3265 Boulevard; W. G. B. 350 York Street.

I. B. Fowler, 363 Forrest Street; A. W. Shadewald, 201 Broadway; W. E. Cooper, 30 Summit Avenue; H. L. Paul, 420 Jackson Avenue; L. E. Maines, 306 Second Street; H. DuPuy, 51 East Thirty-third Street, Bayonne; H. B. Mohr, West Thirty-fifth Street; P. J. Parnell Place; R. J. Mahony, 227 Grove Street; W. D. Nellis, Palisade Avenue; T. M. Elroy, Pavonia Avenue; F. A. Eisenberg, 360 Eighth Street; P. G. Eisenberg, 360 Eighth Street; G. J. Kerrigan, Lexington Avenue; D. I. Youman, Fairmount Avenue; F. A. Corbett, 94 West Thirty-sixth Street, Bayonne; E. L. Fletcher, 138 Monticello Avenue; A. Mumby, 14 West Ninth Street, Bayonne; A. J. Black, 11 Magnolia Avenue; T. Buccesse, 171 Seventh Street; Sadlowski, 509 Henderson Street; J. McFadden, 53 Lord Avenue, Bayonne; T. A. De Marco, 19 C Street.



# 104th ENGINEERS DELAYED BY FOG, DOCK AT 3 A. M.

Their Commander Tells How, Under Terrific Fire, They Bridged the Meuse and Made Possible the Start of the French and American Advance.

## MEXICAN IS DUE THIS AFTERNOON WITH MEN OF THE 311TH INFANTRY

In from the fog-blanketed ocean the steamship Manchuria crept at 3 o'clock this morning, bringing home the members of the 104th Engineers, the 104th Sanitary Train, the 104th Mobile Ordnance Repair Shop, and the 104th Train Headquarters. Another ship, the Mexican, is somewhere near the harbor in the fog, coming in slowly with the 311th Machine Gun Company, Companies D to M inclusive, and the Field and Staff, Headquarters and Supply Companies, Second and Third Battalions and Ordnance Detachments of the 311th Infantry. The 311th Infantry has a heavy sprinkling of Hudson County men from Jersey City and Bayonne, but the 104th Engineers is exclusively a Hudson and Bergen County organization made up of men from the old Fourth Regiment of Jersey City and the old Fifth Regiment of Paterson.

During the fighting in the Meuse sector, according to Captain Day, the 104th Engineers were the only reserve of the 29th Division.

"If the Germans had known that somebody would have got hurt," he said.

On Nov. 4 the regiment was taken out to be refitted.

Capt. W. F. Firth of 12 Oak Street, Weehawken Heights, supply officer of the regiment, said the regimental colors were decorated three times. This was more than any other regiment of the division got, the next highest number being two decorations.

The 104th Engineers brought back with them a record of heroism under fire. According to Major N. O. Allen, who commanded the engineers when they left for France and who commanded them all through the war, they were the men who built the first bridges across the river Meuse and made possible the crossing of this stream by French and American troops. Once the Meuse was crossed the German defenses began to crumble like houses of sand. It was in this action that the regiment suffered most of its 200 casualties. It comes back with 48 gold stars on its banner. One hundred and fifty-two of its men were wounded.

"In the action on the Meuse," Major Allen said, "we were in a tight fix. We were getting our own shells as well as the shells of the enemy. But the boys stuck to the job as though there wasn't a thing to worry about. Prior to that they did gallant work at the Gaillantx Tunnel, near Dead Man's Hill. The tunnel was under constant shelling, but the boys got in there and stayed there for 22 days, using it as a refuge by day and coming out each night and constructing roads. It was from this 22-day ordeal that they went to the Meuse."

Rev. J. B. Hill, chaplain of the regiment, praised the men highly. "Their work at the river Meuse," he said, "was heroic in the extreme. They stood their ground under an artillery and machine gun fire that was withering. I do not think a single man of the regiment was decorated, but this is not because they did not deserve it. They were heroes."

Before sailing for home, the regiment was commended by General Pershing.

The welcome that had been planned for the Manchuria was spoiled by the fog. The ship was due to dock at

Hoboken last night at 6:30 o'clock. At 3 o'clock yesterday afternoon the Tourist, engaged by the Mayor's Committee of Welcome, pulled away from Pier B with hundreds of relatives and friends of men of the engineers on board. The Tourist went far down the bay and cruised around until almost dark. Finally word reached it that the Manchuria was outside Sandy Hook and would not attempt to come up until daylight to-day. The Tourist came back and arranged to leave Pier B at 7:30 o'clock this morning.

The Tourist left Pier B on time this morning, went down almost to the Narrows, but could not find the troopship. She was notified that the Manchuria had passed, and then came up the bay and searched through the fog, thinking that the steamship might be anchored. Not finding her there, she came as far as Hoboken and edged in toward the Army piers. There was the Manchuria berthed and discharging her passengers.

To-day the Tourist will try another welcome home. The Mexican is due in at 5:30, and the committee boat will leave Pier B about 3 o'clock. Relatives and friends of men on board are invited to make the trip.

The men of the 104th Engineers felt keenly the fact that no greeting awaited them. Yesterday afternoon several hundred persons had waited at the Army piers, but this morning only a handful came back.

The Manchuria carried 4,810 officers and men, 1,085 convalescent sick and wounded, fifteen brides, three babies and 29 nurses.

## LEVIATHAN AND IMPERATOR DUE

The steamships Leviathan and Imperator will both dock at the Hoboken Army piers to-day. The Leviathan carries 11,958 men. This is the first trip the Imperator has made under the American flag. z z z z z z z z z z

Bringing 60 officers and 1,506 men of the 324th Field Artillery, 83rd Division (largely drift troops of Ohio and West Virginia), the cruiser Seattle arrived to-day from Brest. They are assigned mostly to Camps Sherman, Taylor and Grant.

The steamship Yale, also from Brest, arrived with 298 casualties—sixteen from Nebraska and the others scattered and nearly all discharged from service.

# HUDSON CO. MEN HOME ON TIGER AND MATOIKA

Hospital Ship Mercy Brings Two—Additional Names From Panaman.

Another large contingent of Hudson County troops arrived yesterday on the transport Tiger and Princess, Matoika. On the Tiger were:

Jersey City—H. J. Tulp, 7 Bergen Avenue; Israel Teres; G. W. Lowden, 190 Third Street; E. J. Currey, 337 Montgomery Street; M. J. Walsh, 424 Dwight Street; Lester Bahr, 57 Oak Street; F. D. McFadden, 1,052 Garfield Avenue; F. J. Ardito, 128 Brunswick Street; D. D. Holder, 131 Duncan Avenue; E. L. Weller; N. Nigho, 319 Fourth Street; M. V. Duff, 990 Garfield Avenue.

Hoboken—G. Spano, 537 Grand Street; M. Devila, 608 Monroe Street; W. Artese, 638 Park Avenue; James J. Kennedy, 124 Madison Street; Alexander Brown, 363 Clinton Street.

Bayonne—Sergt. Louis T. Gott, 528 Avenue E; Nathan Hoffman, 356 Broadway; John Burfend, 20 West Twentieth Street; William Sweeney, 83 Cottage Street; M. Caputo, 94 West Twenty-second Street; D. R. Haakson, 88 East Forty-fourth Street; H. L. Faser, 32 West Forty-eighth Street; John Cerrato, 1064 Broadway; A. T. Polunbo, 183 West Fifty-second Street.

West Hoboken—Fred Velter, 419 Lester Place; C. E. Allan, 407 Summit Avenue; George Orbach, 428 Kerrigan Street; William C. Schlemm, 3874 Boulevard; R. Voegler, 503 West Street; W. L. Hess, 823 Oak Street; E. H. Wöls, 432 Spring Street.

Union Hill—Louis Rossi, 206 Fourth Street.

The Princess Matoika came in with three Hudson County boys. They were John Macmarck, 78 Morris Street, and Henry W. Chucta, 54 Morris Street, Jersey City, and William J. Hasse, 74 Park Avenue, Hoboken.

Those to arrive on the hospital ship Mercy were Martin R. Boland, 108 Orange Street, Jersey City, and Sam Stollman, 244 East Forty-ninth Street, Bayonne.

An additional list of names of Hudson County boys who arrived home on the transport Panaman, which docked at the Bush Terminal, Brooklyn, Thursday afternoon, gave the following:

Jersey City—Robert A. Norton, 292 Pavonia Avenue; A. Spliech, 72 Virginia Avenue; George Lanner, 131 Griffith Street; W. H. Leeker, 367 Bergen Avenue; H. T. McAleer, 275 Thirteenth Street; J. B. Oxley, 331 Montgomery Street; G. Pausley, 104 Oak Street; J. Pimbrock, 134 Hopkins Avenue; J. Sackerman, 148 Columbia Avenue; T. Sheridan, 356 York Street; E. E. Smith, 19 Crescent Avenue; F. A. Sladel, 196 McAdoo Avenue; S. Ricciardilli, 226 Wayne Street; M. Harris, 378 Henderson Street; F. P. Sabbio, 331 Railroad Avenue; S. Balczak, 55 Morris Street; J. Lynch, 244 York Street; O. Kelenski, 409 Pacific Avenue; J. A. Bukman, 306 Johnston Avenue; F. Fitzpatrick, 271 Monmouth Street; K. Kaminski, 161 Morgan Street; N. S. Edwards, 59 Randolph Avenue; W. A. Sikva, 186 Steuben Street; J. M. O'Leary, 360 York Street; C. Canavo, 425 Pacific Avenue; R. Coullard, 252 Manhattan Avenue; J. Mahler, 250 Dawson Street; T. B. Welsh, 89 Stevens Avenue; G. Fortana, 88 Dwight Street; J. J. Wier, 114 Woodlawn Avenue; B. Palmer, 233 Garfield Avenue.

Hoboken—P. M. Logan, 805 Willow Avenue.

Bayonne—P. V. Bach, 27 Avenue C; O. V. Gibbons, 23 East Twenty-third Street; J. C. Opel, 45 East Twenty-seventh Street; J. H. Rynes, 812 Broadway; N. Weinstein, 156 West Twenty-first Street; A. Soloducha, 12 Meadow Street; J. Szansuk, 45 East Twenty-fourth Street; B. F. Hamilton, 82 West Forty-fifth Street.



J.C. Journal - May 27/19

# HUDSON CO. SOLDIERS WHO ARRIVED ON THE IOWAN

The following list gives the names and addresses of the Hudson County boys who arrived on the transport Iowan Tuesday. The addresses are in Jersey City unless otherwise noted:

E. J. Doltz, 36 Tuers Avenue; J. C. Lindsey, 166 Randolph Avenue; W. Baker, 125 Duncan Avenue; J. J. McCrea, 401 Tuers Avenue; E. J. Schwerdt, 49 Kearney Avenue; S. A. Cooper, 260 Garfield Avenue; C. A. Schenk, 887 Summit Avenue; C. A. Taylor, 7 Astor Place; G. R. Skiffington, 10 Jewett Avenue; A. T. Bender, 14 Sherman Place; H. P. Snyder, 41 Bentley Avenue; A. E. Bowden, 175 Ocean Avenue; W. E. Markey, 318 Randolph Avenue; M. Therhume, 802 Montgomery Street; John Rowland, 205 Belmont Avenue; C. Sheenan, 210 Myrtle Avenue; John Kilpatrick, 606 Communipaw Avenue; W. E. Green, 41 Howard Place; R. Macaulay, 341 Fairmonth Avenue; V. R. Killen, 389 Wayne Street; Peter F. Copeland, 322 Fourth Street; Phillip H. Breece, 339 Lafayette Street; Harold S. Bonsper, 334 Communipaw Avenue; John F. Crosby, 53 Manhattan Avenue; John Reilly, 237 Fifteenth Street; Charles Splain, 659 Ocean Avenue; Albert Sullivan, 67 Van Cleef Street; Emil Martini, 221 Washington Street, Hoboken; William Ward, 639 Newark Avenue; Ferdinand Meyer, 136 Halladay Street; John A. Hughes, 214 Second Street; Cyril R. Deady, 934 Willow Street, Hoboken; Andrew J. Andis, 788 Jersey Avenue; Victor Wolfberger, 489 Manhattan Avenue; Harry H. Freschleck, 2 Foye Place; John A. Fletcher, 459 Mercer Street; Hector Lombard, 121 Brunswick Street; John Lion, 412 Storms Avenue; William Quaid, 280 Monmouth Street; D. D. Sharkey, 236 Broadway, Bayonne.

Louis Sigo, 374 Fourth Street; John Merikle, 137 Lexington Avenue; Frank McColline, 165 West Fifty-second Street, Bayonne; George C. Davis, 197 Winfield Avenue; August W. Ehlers, 257 Twelfth Street, Hoboken; Joseph J. Fox, 4 1/2 Magnolia Avenue; Angelo Viggiano, 363 Third Street; Emil Peterson, 66 Grant Avenue; John J. McElliot, 506 Grove Street; Frank J. Nenting, 348 Varick Street; James McGee, 357 Randolph Avenue; Charles C. Olson, 92 Garden Street, Hoboken; Charles F. Johnson, 143 Erie Street; Thomas Reily, 444 Broadway, Bayonne; Wilold Papatrys, 24 West Eighteenth Street, Bayonne; Harold G. Smith, 23 West Thirty-ninth Street, Bayonne; Walter Keller, 15 Rathburn Avenue, Bayonne; Charles Butler, 212 Second Street; Peter Antonaccio, 362 Fourth Street; Benjamin O. Vonl, 112 Grant Avenue; James R. Fenyan, 156 Delaware Avenue; Albert C. Fadden, 212 Pearsall Avenue; Howard C. Cullimore, 388 Princeton Avenue; George McCarthy, 115 Bright Street; George Wardell, 108 Fourteenth Street, Hoboken; Charles Zelasko, 125 Montgomery Street; Frederick Batch, 550 Broadway, Bayonne; George Scott, 39 Magnolia Avenue; Charles Schmidle, 30 Charlotte Street; Frank X. Collins, 92 Virginia Avenue; Anthony Holenicki, 181 Bay Street; Raymond E. Weber, 3352 Boulevard; Kenneth H. Sloan, 91 Kensington Avenue; James McIntyre, 99 Magnolia Avenue; John J. McLane, 122 Storms Avenue; Louis Burckard, 198 Hancock Avenue; C. A. Kasper, 924 Clinton Street, Hoboken; Thomas J. Glaccum, 365 Montgomery Street.

Franklin Bowyer, 835 Montgomery Street; W. J. Conlon, 245 Danforth Avenue; J. A. Murphy, 879 Montgomery Street; F. J. Lynch, 113 Lexington Avenue; Frank J. Collins, 95 Romaine Avenue; David B. Lorgan, 634 Newark Avenue; M. J. Murphy, 148 Hopkins Avenue; James R. Raferty, 41 Bishop Street; A. E. Speyer, 53 Fairmount Avenue; A. A. Woods, 51 Bentley Avenue; Homer C. Whitney, 307 Fairmount Avenue; W. E. Ebersole, 95 Jewett Avenue; T. C. Cooper, 260 Garfield Avenue; W. M. Wehrenberg, 206 Bowers Street; G. W. Muttart, 702 Ocean Avenue; James B. Anderson, 258 Union Street; B. L. Drapeau, 70 Fairview Avenue; C. J. Choffy, 160 Bidwell Avenue; E. J. Farrell, 330 Forrest Street; W. O. Mckenley, 53 Lexington Avenue; W. H. Garrett, 145 Magnolia Avenue; Jos. F. Evans, 63 Van Reipen Avenue; John H. Fleming, 31 Gardner Avenue; A. F. Mathisen, 25 Clifton Place; R. C. Mead, 98 Grant Avenue; J. C. Christopher, 271 York Street; W. S. O'Donnolly, 627 Summit Avenue; John Brennan, 550 First Street, Hoboken; F. W. Cassey, 138 Wilkinson Avenue; W. E. Dutcher, 458 Fairmount Avenue; W. E. Seaman, 448 Wayne Street; H. Allison, 2540 Boulevard; W. E. Rapp, 343 Bergen Avenue; Geo. R. Deecke, 492 Pannonia Avenue; James R. Doran, 310 Palisade Avenue; D. A. Ninoy, 206 Fulton Avenue; E. Prine, 476 Jackson Avenue

W. H. Carpenter, 111 Atlantic Street; R. Waterson, 381 Montgomery Street; H. C. Keenan, 18 Enos Place; C. Blum, 625 Newark Avenue; R. E. Schwert, 49 Kearny Avenue; J. Fraser, 2139 Boulevard; C. E. Becker, 33 Beacon Avenue; W. T. Lent, 88 Grand Street; E. G. Schueler, 39 Beacon Avenue; W. Smith, 90 Jefferson Avenue; J. Chappell, 303 Fairmount Avenue; R. J. White, 12 Seidler Street; D. A. Hale, 144 Van Nostrand Avenue; J. D. Cox, 432 Mallory Avenue; H. H. Callahan, 244 Wayne Street; F. Shields, 136 Bright Street; J. W. Fallon, 104 Van Nostrand Avenue; A. E. Levy, 40 Gardner Avenue; E. F. Rountree, 356 Montgomery Street; W. W. Whitney, 61 Newkirk Street; F. Kain, 150 Webster Avenue; O. A. Nelson, 148 St. Paul's Avenue; H. W. Farr, 114 Randolph Avenue; J. S. Lindabury, 786 Ocean Avenue; G. Webber, 126 Pearsall Avenue; S. Sauzade, 27 Monticello Avenue; C. McKenney, 2684 Boulevard; J. G. Higgins, 133 Highland Avenue; M. N. Miller, 113 Rutgers Avenue; J. J. Muller, 88 Wayne Street; J. G. Black, 243 Calor Avenue; F. E. Finnerty, 267 Grove Street; H. D. O'Rourke, 126 Lexington Avenue; W. C. Horing, 154 Bidwell Avenue; E. J. Kennedy, 90 W. Fifteenth Street, Bayonne; H. S. Huye, 310 New York Avenue; H. V. Woodley, 61 Summit Avenue; H. T. Rose, 10 W. Twenty-ninth Street, Bayonne; W. G. Nicol, 394 Grove Street; W. L. Leahy, 12 E. Fifteenth Street, Bayonne; F. F. Kante, 3490 Boulevard; S. C. Sekel, 560 Avenue C, Bayonne; R. Franklin, 32 W. Fortieth Street, Bayonne; J. J. Hartnett, 70 W. Thirty-eighth Street, Bayonne; R. Davidson, 68 W. Twenty-seventh Street, Bayonne; T. C. Easton, 42 W. Forty-third Street, Bayonne; H. A. Bell, 10 E. Forty-sixth Street, Bayonne; H. R. Watson, 762 Broadway, Bayonne; G. Vojellus, 380 Summit Avenue; E. L. Lessenden, 10 E. Thirty-fourth Street, Bayonne; A. Silver, 159 North Street.

THE JERSEY JOURNAL, FRIDAY EVENING, MAY 23, 1919.

## EVERY MAN OF 312TH INF. BACK ON JERSEY SOIL BY SUNDAY

### Draft Units Coming Home On the Montpelier, Radnor and Zeelandia.

By Sunday every man of the 312th Infantry will be home on native soil. The regiment is a solid New Jersey product, almost 2,000 of its members having been drafted from Hudson County. It shares with the 309th Infantry the honor of carrying most of Hudson County's drafted men.

The regiment is coming home on three ships, the Montpelier, the Radnor and the Zeelandia. The Radnor will come into port to-morrow morning and will anchor at the Bush Terminal, Brooklyn. The men will be brought to New Jersey by boat and will go to Camp Dix. Relatives and friends of the boys on the ship may have a chance to see them in the Exchange Place Terminal if they leave for Camp Dix over the Pennsylvania Railroad. On board the Radnor are the headquarters, medical detachment D, First Battalion, the supply company and companies I, K, L and M.

The Montpelier is due Sunday morning at Philadelphia. She carries the headquarters of the sanitary detachment of the 312th, headquarters of the First and Second Battalions, sanitary detachments of the First and Second Battalions, headquarters and machine gun company, and Companies A, B, C, D, E, F, G and H. A delegation led by Mayor Hague will go to Philadelphia to greet the boys. The steamship Zeelandia, due at Newport News, carries a detachment of twenty-eight officers of the regiment.

After the 312th Infantry has been reunited at Camp Dix it will pass through the sanitary barracks and will parade in Jersey City and Newark.

The steamship Otsego, bound for Hoboken, is due to-day, but this morning the army piers had received no radio as to her position and she may not be in until to-morrow. This transport has on board a part of the 311th Infantry. The regimental units aboard are the headquarters and medical detachments, First Battalion, and Companies A, B and C, 18 officers and 591 men.

The steamship Artemis is due to dock at Newport News to-morrow with the 115th Infantry and the 112th Machine Gun Battalion.

Though the Santa Paula, from Bordeaux, is not due to dock, according to any schedule, until Monday, Mayor Hague's Welcome Home Committee received word to-day that she might be in to-morrow. She carries eight officers and 1,166 men of the 309th Infantry, the headquarters and medical detachments of the Third Battalion, and Companies D, I, K, L and M. The Tourist, chartered by the Mayor's committee, will go down to meet the Santa Paula and the Radnor.

Yesterday was the biggest day the army piers at Hoboken have had since men began to come back from France for demobilization, 29,000 men passing through the piers. The steamships Leviathan and Imperator did much to bring about this high total. The Leviathan brought in 11,958 men and the Imperator 3,190. These troops were from Kansas and Nebraska, and these States sent east delegations that went down the bay and said "Welcome Home" so loudly that it was probably heard back on the prairies. Governor Henry J. Allen of Kansas led the welcoming party. The transport Charleston brought in 1,424 troops.

Fewer ships have had a more eventful career than the Yale, a former Sound flyer on the New York to Boston service, which dropped anchor off Weehawken yesterday, after a rough crossing, from Brest, which port she left on May 6. The 49 officers and 300 men which were aboard were brought to Hoboken in launches. They are Pennsylvania troops, commanded by Major H. F. Renninger of Allentown, Pa.

Misfortune dogged the Yale all the way to her landing stage. While turning into the Bay yesterday morning she ran aground near Fort Hamilton in the fog, and it was several hours before she was pulled off by a tug boat. On May 9, three days after she had left Brest, the ship ran into a terrific storm which stove in her bulkheads below the pilot house, forcing her to put into the Azores for repairs. She resumed her voyage on May 15.

At the outbreak of the war the Yale and her sister ship, the Harvard, were commandeered by the Navy and used as mine layers in the North Sea. They helped to lay the famous mine barrage from the Orkneys to Norway. Afterward they served to carry troops across the English Channel from England to France. The vessels have a speed of twenty-five knots an hour, they had frequent attacks from U-boats but were too fleet for the torpedoes.



## HUDSON BOYS ON SANTA BARBARA AND EUROPA

Two More Contingents of  
Local Soldiers Back From  
Overseas.

Two more troopships arrived in Hoboken yesterday with a large contingent of Hudson County troops. On the Santa Barbara were:  
Jersey City—George Kirk, 556 Ocean

Avenue; D. P. Cronin, 279 Fifth Street; W. L. Dougherty, 18 Fleet Street; W. P. Hyler, 149 Pavonia Avenue; F. Lechman, 283 Columbia Avenue; John Orecuoniski, 167 Morgan Street; Thomas Norton, 31 Germania Avenue; T. K. McCannon, 306 Montgomery Street; L. F. Badaracco, 286 Cambridge Avenue; J. P. Laforge, 804 West Side Avenue; V. C. Ellman, 127 Booraem Avenue; W. A. Hamnan, 147 Sherman Avenue; George Wentz, 343 Laurel Street; A. C. Bremmer, 20 Zabriskie Street; E. P. McCarthy, 53 Pearsall Avenue.

Hoboken—G. Lessing, 915 Washington Street; John Martin, 922 Castle Point; L. P. Cosgrove, 1140 Garden Street; Henry Bell, 305 Madison Street; Charles M. Simeon, 724 Hudson Street; J. J. McNulty, 1145 Garden Street; D. H. Walsh, 1124 Willow Avenue; F. J. Marnell, 241 Garden Street; F. D. Hayden, 1340 Bloomfield Street; J. O. Billington, 801 Washington Street; C. A. D. Bohle, 343 Park Avenue.

Bayonne—Richard A. Wall, 261 Boulevard; E. A. O'Lisken, 28 West Thirtieth Street; Edgar L. Williams, 73 West Twenty-seventh Street; Frank

J. Rochaz, 34 West Fifty-first Street; E. C. Coyle, 718 Bloomfield Street.  
Union Hill—G. Jackson, 324 Brown Street; J. L. Metzler, 524 Jefferson Place; J. F. Ford, 544 Lewis Street; C. L. Wallum, 527 Jefferson Street; H. C. Voorians, 315 Fulton Street; C. A. Becker, 126 Morgan Street.

On the Europa were:

Jersey City—William Hoffman, 168 Grand Street; A. M. Young, 239 Monmouth Street; Harry Dowers, 82 Ferry Street; A. Glougherty, 22 Whitman Avenue; C. Cammarotto, 355 Seventh Street; Frederick Young, 82 Coles Street; Frank Kasorak, 405 Monmouth Street; Michael A. Powers, 59 Court House Place; J. J. McCabe, 54 Railroad Avenue; J. J. Kehoe, 181 Fulton Avenue; A. Belizza, 13 Rose Avenue.

Hoboken—M. J. Brehman, 621 Willow Avenue; Thomas C. Stubb, 800 Willow Avenue; A. W. Winans, 122 Hudson Street; F. A. Bertotti, 406 Monroe Street; J. C. Mehl, 77 Bloomfield Street; Thomas Keane, 131 Clinton Street; W. C. Stude, 755 Bloomfield Street.

Bayonne—William E. Bohrbink, W. J. Krickser, 45 East Forty-sixth Street; E. G. Guhler, 241 Prospect Street; A. Szeapanak, 48 East Eighth Street; A. Coroso, 133 Avenue E; H. W. Block, 126 Lord Avenue. C. Belizza, 13 Rose Avenue; Joseph Hunzenski, 149 Prospect Street; R. Stewart, 176 West Fourth Street; C. M. Boyle, 91 West Eighteenth Street.

West Hoboken—F. E. Ross, 600 Spring Street.

Union Hill—E. Schneider, 140 Third Street.

# FIRST OF LOCAL DRAFT BOYS HERE ON THE MEXICAN

Docked at Bush Terminal, Celebration of Arrival of 311th  
Infantry Had to Be Confined to Such as the City's  
Official Boat Tourist Was Able to Give.

5,000 PACKAGES OF CIGARETTES AND 5,000  
BARS OF CHOCOLATE HURLED ABOARD

Disappointed over their fruitless trip down the fog-choked harbor to welcome the Manchuria with a number of units of the 104th Regiment aboard early yesterday morning, Jersey City's undaunted and history-making reception committee boarded the doughty little Tourist again in the afternoon and gave another of their characteristically substantial and real welcome-homes to the 311th Infantry of drafted men in on the Mexican.

The hurling staff had to work quickly, for remember there were ten thousand packages of goods that had to be passed over to the eager, scrapping, laughing lads aboard the "trooper" and the latter's Cap'n was not losing any time at all in nosing his way into the Bush Terminal Docks. First one side and then another the little Tourist sped her goodies and her cheers, and then, just as she was cutting diagonally into the South Brooklyn docks, a K. of C. cigarette box, hurled back from the Mexican, managed by a miracle to escape collision with at least a score of the hundreds of missiles flying toward her. Surrogate Jimmy Norton saw it coming. He stepped to the very edge of the second deck roof of the careening sightseer, juggled the precious missile momentarily and then grabbed it. There was a ragged piece of paper crumpled into the little box, and when he smoothed it out the Surrogate read:

"Send word to Mrs. L. Nier, 214 Hancock Avenue, her son arrived safe."

That was the first thing Jimmy did when he landed, and he did it in person, accompanied by Supervisor John Sweeney and Secretary Tom Neary of the "Casey's."

Just along about the time Hudson County's Surrogate was engaged in deciphering his message, John Serpico, Jersey City's fireworks maestro, was giving the boys on the Mexican a grand farewell salute with forty bombs shot skyward from the roof of the Tourist.

Mayor Hague, and Col. George T. Vickers of the old Fourth, who were of the disappointed committee on the early morning trip, were prevented from going down again in the afternoon. Commissioners Moore, Fagen, O'Brien and Gannon, made the trip, however, together with Joseph Perlmutter, Robert Deats, Michael Crotty, State Deputy Johnny O'Neill of the K. of C., Mrs. William Friele, Mrs. Hugo Welsenborn, and Mrs. John Mannion of the K. of C. auxiliary committee, Chief Richard Battersby, Inspector Philip Leonard, Captain Timothy Murphy, who regaled a happy little party with his full repertoire of songs, Billy Burke and Fred Bloodgood of Commissioner Moore's office, and some thirty or more relatives and friends of the Jersey City boys aboard the Mexican.

This time Commander-in-Chief Harry Moore made doubly, triply and yet some, sure not to miss the big consignment of conscripted heroes. Every craft that gave the least appearance of being an ocean liner was scrutinized by the skipper and others with long-distance glasses as closely as the vapor-laden atmosphere would permit.

"They slipped it over on us once," said Lookout Michael Eye Fagen as he swept the harbor (figuratively speaking of course), from the quarter ante deck, "but by the great seventy-two-inch double pipe line, never again!"

Hardly had the words filtered through Mike's teeth than plumb out of the whitened shroud of fog appeared the great bow of the Mexican. Nobody knew it was she for some few minutes later; not, in fact until the Tourist's skipper had jammed his wheel hard apart right up under the very prow of the big troopship. The bobbing little sightseer, ablaze with the Stars and Stripes, was spied and recognized in a jiffy for what she was by the thousand or more doughboys aboard the Mexican, and they hailed her with one grand and glorious roar of delight. That was the signal for an answering cheer from the crowd aboard the Tourist, and also for the hard-worked police band to strike up with that rollicking, devil may-care paeon of jubilation which cries defiance to dull care and all that sort of thing with a swear word thrown in the line, repeated most often, to make it all real devilish. Even a jolly little crowd of Y. W. C. A. girls on the forward deck were caught doing it, and not a soul could swear honestly or truthfully that they skipped the swear word.

The skipper got into sort of a jam between a couple of floats as he tried to swing around and catch up with the Mexican, but, being a regular skipper, he finally managed to squeeze through and it was only a little matter of crowding some steam on that was necessary to get on speaking terms again with the trooper.

As usual Tom Neary and Johnny O'Neill of the "Casey's" were on deck with only five thousand packages of cigarettes and merely five thousand bars of chocolate, and, just as usual, thirty feet or more of space that finally separated the giant steamer and the bustling little reception boat was pretty soon all cluttered up with a half hour's continuous broadside of smokes and sweets. There were a couple of other reception boats from New York, one the Mayor's committee boat Patrol, that were screeching their heads off to get alongside, but—let Supervisor Sweeney yell it:

"G'wan, you have nothing but cheers."





# Welcome Home

# THE JERSEY

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FOURTEEN PAGES



Established 1867 as  
The Evening Journal

SATURDAY

# TO PARADE 78TH DIV

## 312TH TO PARADE BOTH HERE AND NEWARK FRIDAY

Double Tribute to Civil War Veterans and the Selective Service Men of European War Planned For the Holiday.

### SUGGESTION OF NEWARK'S MAYOR NOW BEFORE OUR CITY OFFICIALS FOR INDORSEMENT

Trenton, May 24.—If Mayor Frank Hague and other Jersey City officials are agreeable to the plan, and the War Department permits, it is likely that the parade of the 312th Infantry of the 78th Division, some of whom are scheduled to dock to-day and the rest to-morrow, will take place in Newark and Jersey City on Memorial Day, May 30, Friday of next week.

This has been suggested by Mayor Charles P. Gillen of Newark, and Adjutant-General Frederick Gilkyson will make an effort to bring it about, provided Jersey City is satisfied. The majority of the boys of this organization are from these two cities. Mayor Gillen has suggested this date as a handsome tribute to the veterans and dead of the Civil War, and believes it would be a fitting tribute to the saviors of the Republic in '61 to have the heroes of the world war march in review on that day. It is likely that the date will depend upon how fast the men are quarantined after their arrival.

To-morrow, Governor Runyon, Adjutant-General Gilkyson and several State Militia officers plan to go to Philadelphia to greet the 312th boys on the Montpelier, which is due to arrive in that city. This ship carries the headquarters, the sanitary detachment, headquarters of the First and Second Battalions, the Machine Gunners and Companies A to H inclusive.

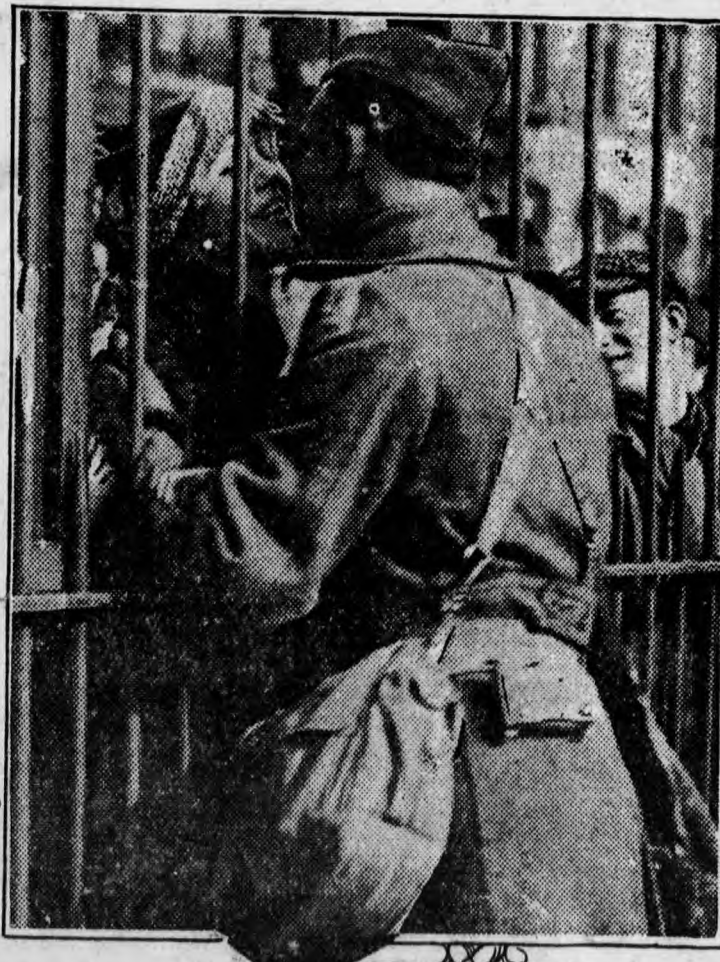
At the City Hall here to-day it was stated that the Commissioners are considering the Memorial Day parade matter and that a reply will be made Monday, when the matter will have been definitely decided. If the parade is held that day it is suggested that the 309th Infantry may also participate.

The transport Santa Paula is due at Hoboken, May 26, next Monday, but rumors to-day said she might get in to-day. Even if this ship does not come in until Monday, there will be plenty of time to put the men through the sanitary barracks and have them ready for Decoration Day. In this event the 312th Infantry complete, the part of the 309th that had arrived and the old Jersey City Signal Corps could all participate in a parade that would have in line almost 5,000 men. Almost two-thirds of the men drafted from Hudson County went into the 309th and the 312th Infantries. A parade of these two regiments would form the occasion for a tremendous ovation on the day that the Nation gives to her heroic dead.

Advices this morning were that the 309th Ambulance Company, every man in it a Hudson County man, will be in Tuesday at 10 o'clock. This outfit, too, could parade on Memorial Day.

*Jersey Journal  
May 2/19*

## A DAILY SCENE AT THE PIERS IN HOBOKEN



Scenes such as the above are witnessed daily at the Hoboken piers when transports arrive with returning soldiers. A tall, iron picket fence separates the returning doughboy from wife, mother or sweetheart, as the case may be, but, as this picture shows, love finds a way and instead of "laughing at locksmiths," as of yore, love now simply laughs at iron palings.



June 20/19  
J.C. Journal

## PESSOA TO LAND IN HOBOKEN TO-DAY

Delayed at sea by a mishap to the French cruiser, Jeanne d'Arc, which required transfer of his party to the steamship Imperator, Dr. Epitacio Pessoa, President-elect of Brazil, and member of the Peace Conference, is expected to arrive in Ambrose Channel early this afternoon.

The Imperator will be escorted into the harbor from Sandy Hook by a squadron of American war vessels. She will dock at Hoboken, from whence President-elect Pessoa and his party will be escorted to New York. While in this country he will tour as far West as St. Louis and as far South as Mississippi.

THE JERSEY JOURNAL,

EVENING, JULY 14, 1919.

## OFFICERS HOME "SORE" AFTER 3D CLASS VOYAGE

### Transport Overloaded, They Are Forced to Travel Like "Doughboys."

With over a thousand junior army officers, aroused to varying degrees of anger and excitement after a voyage from Brest in third-class accommodations "a la doughboy" and muttering all sorts of uncomplimentary things about the War Department, the transport service and authorities in general, the S. S. Cap Finisterre landed at Hoboken yesterday. The arrival of the ship brings about one of the most unusual situations developed at the army piers during the history of the Naval Transport Service.

When the vessel reached port with a capacity complement of 2,976 army passengers, including 237 nurses and 167 soldiers' wives and nine children, it was learned that Commander Crary, captain of the ship, had at first refused to sail from Brest under the circumstances existing, and had left that port after a four-hour delay, only on positive order of Admiral Halstead and under written protest.

The trouble all came about because the ship had accommodations for 604 first-class passengers and there were 1,801 officers on board supposed to be traveling first-class. The matter is now the subject of bitter discussion between the officials of the Army and Navy department.

The ship arrived in Hoboken reporting one death, that of Lieut. William Cannon of San Francisco, who died of appendicitis. Officers who were with Lieut. Cannon claimed that conditions aboard militated against the lieutenant's recovery.

When the 180 officers boarded the ship at Brest to take the 600 first-class cabins, Commander McSrary threw up his hands and refused to sail. He waited four hours after sailing time, but finally received positive orders to sail. As a result twelve hundred officers came over as "standees," the name given to first class passengers who have all the privileges, but none of the accommodations of that class.

To make things worse the build of the ship, low fore and aft and high midships, made it dangerous to overcrowd the boat deck used as promenade by the first class passengers. As most of the above decks quarters were taken by the five hundred women passengers, the junior officers had to go below and stay below, taking their meals cafeteria style.

There were 210 captains and over 900 lieutenants and male war workers in the third class cabins. They claimed that they had no hot water to wash in and that cold drinking water was very scarce. The troops on board were commanded by Col. J. C. Goodfellow of the 315th Field Artillery, traveling as a casual.

The only bright spot in the trip was a dinner for the officers on Saturday night, the last night at sea. The officers had to eat in relays and the dinner lasted for four hours. Red Cross and Y. M. C. A. workers helped in serving the feast.

THE JERSEY JOURNAL,

JULY 21, 1919.

## 4 STOWAWAYS ON TRANSPORT ARE GIVEN K.

Of six men who sought free passage abroad the transport Plattsburg which docked yesterday at Hoboken four were successful, and these four were put to work on kitchen police duty. The two unsuccessful seekers for free passage were discovered shortly after the vessel cleared for Liverpool, and were put ashore at Brest, while the others were brought to this country. Three of the stowaways who got here were American, two of them discharged soldiers, third a sailor, and the fourth an Irishman.

The Plattsburg carried 2,164 officers and men on board, including 23 officers and 1,301 men of the 11th Infantry, the 1st and 3rd Battalions, of the Division. There were also 4 officers and 287 men of the navy, 13 casual officers, 15 stranded American seamen, 19 wives and 7 children of the men, 51 soldiers' brides, and 6 soldiers' children.

The navy transport Santa Elisa arrived from Brest, completing her maiden transatlantic voyage. She left Brest, July 9, but was delayed three days because of engine trouble. Lieut.-Col. H. A. Reiss of the Regular Army was in command of the 1,300 men who returned aboard her.

J.C. Journal Sept 11/19

## AT 14 WENT "OVER THERE" IN HIS BROTHER'S BARRACK BAG

### Father and Brother, Both Killed in War, Maurice Daly, Now an Orphan, Comes Back With Croix de Guerre, Seeking a Living and Education.

Maurice Daly, who reached his 16th year last July, arrived in the United States on the transport Northern Pacific Tuesday, after being in France two years. He hasn't a relative in the world. He was penniless when he landed at Hoboken but David Hamilton, a newspaper man, took charge of him and the men of the Canteen Service of the Red Cross are holding the boy until he can be placed in position where he can earn his living along with an education.

Young Daly's father, Victor, and brother, Louis, were killed in France. The father was attached to the 157th Infantry and Louis was in the 103rd Infantry. When Louis was ordered across seas on September 27, 1917, the boy said he wanted to go over too. Louis smuggled him aboard the transport Great Netherland in his barrack bag and somehow or other the pair were permitted to land at Bordeaux after a voyage that lasted eighteen days.

Maurice became the mascot of Company C, 103d Infantry, and was wounded by shrapnel at Chateau-Thierry. He was under treatment in a base hospital for two months and then returned to the regiment. During the St. Mihiel drive he was gassed but before that happened to him he helped save the Colonel of the 102nd Infantry and Major Donow from being killed by some snipers. Incidentally the lad located a machine gun nest which was used

out with American fire. For this feat he was awarded the Cross De Guerre with one star. After he was gassed all his clothing was taken from him under the sanitary rules and burned. His treasured Cross De Guerre was in the clothing and he never got it back.

Maurice's brother, Louis, was killed on July 18, 1918, and his father fell on July 12 the same year. After being gassed Maurice had to wear glasses for two months. He lost his hair, but under treatment it is beginning to grow again. After the armistice he was in Germany seven months and he is now able to speak German as well as French. He was given permission because of his exploits to come here on the Northern Pacific and all he wants now is an opportunity to make a living and gain an education.

Maurice was always sickly. He was born at St. John's, New Brunswick, on July 23, 1903. He doesn't remember his mother. He and his father and brother moved to Jackquin, Maine, when he was four years old and from the time he was six years old he was in a hospital suffering from spinal trouble until he reached his ninth year. His education in the meanwhile had been neglected.

Mr. Hamilton and the Red Cross officials hope through the publicity given this case that the boy will be given a chance to support himself, grow up with the country and become a useful American citizen.



# Heroes of 312th



# JOURNAL

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TWO CENTS

## MEN MEMORIAL DAY

### 1,050 NEW JERSEY DRAFT MEN HOME ON THE RADNOR

Companies I, K, L and M of the 312th Infantry, Nearly all From Hudson County and Newark, Arrive at Bush Terminal This Morning.

#### MORE HUDSON MEN, OF 309TH INF., ON THE SANTA PAULA DUE BEFORE MONDAY

Singing and shouting, 13 officers and 1,037 men of the 312th Infantry came home this morning on the transport Radnor. At 5:30 o'clock the ship came through Quarantine and at 9:30 it docked at the Bush Terminal, Brooklyn. On board were Headquarters and Medical Detachment D, the First Battalion Supply Company, and Companies I to M, inclusive. The Jersey men on the ship were sent to Camp Dix.

The Radnor brought home the first big batch of Hudson County draft men. The balance of the regiment is on the steamship Montpelier, due at Philadelphia to-morrow morning at 10 o'clock. A delegation of twenty, led by Commissioner Charles F. X. O'Brien, will leave Jersey City on the 12:50 train to-morrow morning, and will greet the ship at Philadelphia.

Mayor Hague's Committee of Welcome had a narrow escape this morning. They did not reach the Radnor until she was almost ready to pull into her pier. The Tourist, the boat of the Welcome Home Committee, ran alongside, and for half an hour the transport lay motionless. In that half-hour the Knights of Columbus men showered the deck of the ship with candy, cigarettes, peanuts and chewing gum.

In addition to the men of the 312th Infantry, the Radnor carried the 95th and 96th Companies of the Transportation Corps, the 307th Aero Squadron and companies of scattered casualties.

The draft men of the Seventy-eighth Division are now coming home in a steady stream. The steamer Otsego, carrying the headquarters and medical detachments of the First Battalion of the 311th Infantry is due to-day. She also has on board Companies A, B and C of the 311th.

The steamer Santa Paula is eating up the miles speeding toward New York with eight officers and 1,166 men of the 309th Infantry. This regiment, with the 312th, was formed principally of Hudson County draft men. The Santa Paula was not due, originally, until next Monday, but advices indicate that she may get in to-day. She carries medical and headquarters detachments of the Third Battalion and Companies D, I, K, L and M.

The Santa Teresa is also due to-day. She has on board two officers of the 104th Engineers who did not come in on the Manchuria.

The steamship Artemis, due to-day at Newport News, has not been heard from and may dock a day late. This vessel carries the 115th Infantry complete, 91 officers and 2,986 enlisted men. This is a New Jersey organization but has very few local men on its rolls.

Two of the men of the 312th Infantry came back with decorations. One was Private Lawrence W. Doyle of 486 Bramhall Avenue, and the other was Sergt. James J. Donovan of 11 West Fifteenth Street, Bayonne. Donovan, attached to the medical detachment, got the D. S. C. for volunteering to establish a first aid dressing station at Grand Pre. He established the station under heavy fire.

#### 310TH MEN ON PANAMAN.

The transport Panaman, with 2,181 officers and men, docked at Pier 6, Bush Terminal, yesterday afternoon. This ship had on board seven officers and 923 men of the Third Battalion of the 310th Infantry, Companies I to M inclusive; the machine gun company of the regiment, a detachment of the 410th Telegraph Battalion, a detachment of the 415th Telegraph Battalion, and five officers and seven men of the headquarters of the 78th Division.

The transports are, as a rule, a day or two late, but the Panaman came into port one day ahead of time, absolutely unexpected. As a result there was no welcome home for her.

Two decorated men were with the outfit. Private Frank J. Semple of Binghamton, N. Y., won the Croix de Guerre and the Distinguished Service Cross. He was on duty at Grand Pre when a battalion got away ahead of the main advance. Two runners sent to Major Ward to order a halt were killed. Semple volunteered, got through and saved the battalion from great loss if not annihilation. Sergeant James Adams of Arlington won the D. S. C. when in a night raid at St. Mihiel on Sept. 23 he went out on the battlefield and brought back Lieut. P. W. Sherman of Glens Falls, N. Y., who had been wounded.

The 310th Infantry was quartered at Dijon, sixty kilometres from Bordeaux, and did not expect to get home until June. On two days' notice it was told to rush for Bordeaux. Motor trucks were commandeered and the regiment reached the Panaman just in time to come aboard. The unit went overseas May 18, 1918, and fought at St. Mihiel and in the Argonne. Officers say that the Third Battalion got this early convoy home because it bears the reputation of being the crack battalion of the regiment.

New York, May 24.—Of 1,870 troops on the steamship Santa Teresa, from St. Nazaire, which came in yesterday, 34 officers and 1,386 men came home convalescing from illness or wounds. Base Hospitals Nos. 80 and 116 and small detachments of the 104th Engineers (29th Division), 106th Sanitary Train (31st Division) and 644th Aero Squadron were on this ship.

#### 311TH ON THE MEXICAN.

The transport Mexican docked at Brooklyn yesterday with more than half the 311th Infantry. The ship car-

ried the field, staff and supply companies of the Second and Third Battalions, medical detachments of the Second and Third Battalions, Ordnance Detachment, Machine Gun Company and Companies D to M inclusive. Among the local men on board were:

Alex Eschuk, 64 Railroad Avenue, Jersey City; Frederick W. Hoops, 326 Ocean Avenue, Jersey City; J. J. Lieberich, 283 Union Street, Jersey City; J. Novakowski, 161 Morgan Street, Jersey City; L. M. Oholsky, 282 Grant Avenue, Jersey City; J. O'Rourke, 274 Loth Road, Jersey City; Edward J. Sparring, 12 Broom Street, David Tippitt, 72 Zabriskie Street, Jersey City; John J. Jackson, 802 Park Avenue, Hoboken; F. E. Tueller, 337 Palisade Avenue, Jersey City; Walter Schuyler, 121 Webster Avenue, Jersey City; P. C. Gallagher, 204 Grant Avenue, Jersey City; Joseph W. Lynch, 722 Bergen Avenue, Jersey City; A. J. Maguire, 74 York Street, Jersey City; David H. Mercer, 205 Belvidere Avenue, Jersey City.

George H. Meyer, 5 Hampton Court, Jersey City; J. H. Post, 345 Summit Avenue, Jersey City; W. Rapp, 578 Twenty-first Street, West New York; C. J. Reardon, 46 Van Wagenen Avenue, Jersey City; John P. Ryan, 101 Morris Street, Jersey City; R. J. Taylor, 97 Jewett Avenue, Jersey City; G. O. Thune, 87 Clifton Avenue, Jersey City; Frank Buttitta, 212 Madison Street, Hoboken; John G. Kitson, 275 Thirteenth Street, Jersey City; Wm. Dieters, 1002 Bloomfield Street, Hoboken; William E. Collins, 86 Dey Street, Jersey City; C. Dullegar, 368 Bergen Avenue, Jersey City; Walter E. Jackson, 215 Avenue E, Bayonne; A. J. Lush, 145 Eighth Street, Jersey City.

Thomas Alba, 513 Monmouth Street, Jersey City; Harry L. Bolton, 282 Armstrong Avenue, Jersey City; M. Brennar, 226 Fifth Street, Jersey City; John Dato, 420 Grand Street, Hoboken; J. J. Farrelly, 388 Woodlawn Avenue, Jersey City; Joseph Gentile, 145 Seventh Street, Jersey City; P. J. Haley, 455 Grove Street, Jersey City; Raymond E. Hennessy, 54 Willow Terrace, Hoboken; J. E. Kenny, 180 First Street, Jersey City; Joseph E. Kelly, 176 Third Street, Jersey City; B. Mahon, 159 Wilkinson Avenue, Jersey City; J. W. Mostrolia, 147 Beacon Avenue, Jersey City; Harold E. Powers, 201 Stegman Street, Jersey City; V. Ulvrick, 141 Garfield Avenue, Jersey City; Felix Boriski, 51 Morris Street, Jersey City.



OCTOBER 17, 1919.

# 5,000 TROOPS LEAVE HOBOKEN FOR SILESIA

### Will Do Police Duty There Until Dispute Over Province is Settled.

About 5,000 soldiers of the regular U. S. Army sailed from Hoboken on the transport President Grant at noon today on their way to Silesia, where they will do police duty. They will be there until the question is settled whether the province will go to Poland or Germany. Colonel Francis J. McConnell is in command of the contingent, which is made up principally of five-year men who have but a few months to serve. It is the intention of most of the men to re-enlist at the end of this time and they considered military service in Europe as desirable.

# BAKER AND PARTY LAND AT HOBOKEN

### War Secretary Hurries Wife Off Dock to Warmer Spot on Frigid Day.

Secretary of War Newton D. Baker, Mrs. Baker, Gen. Peyton C. March and General Chamberlain arrived yesterday morning in Hoboken on the steamship Northern Pacific, after a visit to Porto Rico and the Canal Zone.

The party was greeted by General Shanks and his staff, and the men of the Thirteenth Infantry stood at attention as the vessel was left at the port of debarkation. All members of the party had suffered from cold during the last few days, and Secretary Baker was in a hurry to get Mrs. Baker off the dock to a warmer spot, so he did not spend much time making known his views of his trip.

"Porto Rico has advanced beyond description," he said. "Gigantic improvements are being made in the Canal Zone. It would take hours to express all I could say about these places."

The party left for Washington at 1:08 from Pennsylvania station, New York City.

*J.C. Journal Dec 15/19*

NOVEMBER 15, 1919.

# TRANSPORT HERE AS "BRIDAL SHIP" BRINGS 15 BABES

### German Brides Keep Away From French and Belgian Newly-Weds Aboard.

With 161 French and Belgian brides of soldiers and 21 brides of naval men aboard, the transport President Grant docked at Pier 1, Hoboken, about 6 o'clock this morning. There were also on board three German brides, but they kept to themselves during the trip over, not mixing with the other passengers. The transport was styled the "bridal ship" because of the record number of newlyweds aboard.

So eager were the women, most of them young, to reach the United States that they did not retire following a dance given Thursday night. Several of the French brides were seasick during the trip, rough seas being encountered, and expressed the wish at times that they were back home. Most of the French women were comely, a few of the Belgians being pretty.

The President Grant was brought to the dock early this morning because its passengers were so eager to get ashore. She arrived last night, but was held down the bay as the Hoboken pier authorities did not wish to risk taking the brides and the children off in the dark.

There were 19 children aboard, 15 of them babies in arms. The ship also carried a number of sick and convalescent soldiers, 10 U. S. Army field clerks, 2 Army nurses, 3 Y. W. C. A. workers and 219 civilians, including one member of the National Liquidation Commission.

*Dispatch Jan 3/19*

*Dispatch Jan 2/19*

# GEORGE WASHINGTON GETS AN EARLY START

### Held in Hoboken by Fog, Big Transport Pulls Out While Passengers Sleep.

The passengers aboard the U. S. Navy transport, George Washington, were all asleep when the vessel, held at the dock in Hoboken overnight because of a low tide and a heavy fog, slipped from the piers yesterday morning ten minutes after 7 and nosed her way into the Atlantic ocean on her trip to Brest, France.

Many distinguished passengers are on the George Washington, who will go to the Peace Conference, war work abroad and other government activities in Europe.

The George Washington may lay up in Brest to await the return of President Wilson to this country, and it may be loaded up with troops and make the return trip direct.

# HUGE TRANSPORT IS HELD UP BY WEATHER

### George Washington With Notable Passenger List, Held in Hoboken.

The U. S. Navy transport George Washington, with a number of prominent passengers, including the Chinese delegation to the Peace conference and the Mexican delegation to the Peace conference, B. M. Baruch of the War Industries Board, Walter Camp of the Navy Department, F. D. Roosevelt assistant Secretary of the Navy, Vance McCormack of the State Department Mrs. E. N. Hurley, wife of the president of the Shipping Board, Charles M. Schwab, was to have sailed from the Army piers, Hoboken, yesterday afternoon, but did not.

Captain McCauley stated that the vessel was being held up because of the heavy fog and also because of the low tide. He did not expect to sail before this morning. Among the passengers were those who had booked by the Leviathan but who were prevented from sailing on the big ship when trouble developed with the turbines.

*Dispatch Jan 3/19*

# TWO TRANSPORTS ARRIVE TODAY WITH 6,571 MEN

### Matsonia Due This Morning and Siboney Will Arrive About Noon.

### MANY WOUNDED AMONG THOSE TO ARRIVE

Two U. S. transports carrying 6,471 officers and men, including a large number of wounded, will dock in Hoboken this morning according to Captain Murphy's Army information office at the Hoboken piers. The vessels are the Matsonia and the Siboney.

The Matsonia is scheduled to dock at 8:30 and the Siboney at noon.

With a passenger list of 3,207 officers and men of whom 148 are wounded and

39 of those cases bedridden, the U. S. transport Matsonia will dock in Hoboken at 8:30 this morning according to the information at the Army piers in Hoboken.

Among the units aboard is the 144th Field Artillery with 58 officers and 1,440 men; 691 men of the 143d Field Artillery, including the Headquarters, Supply, and Companies C, D, E and F and seven men of the Ordnance Department and 11 of the medical detachment.

There are also six casual companies aboard comprising 18 officers and 749 men. Of the 143d Field Artillery, 55 per cent. is California National Guard and will go to that State, 25 per cent. will go to Fort Douglas and 20 per cent. to Camp Lewis, Washington.

On the U. S. transport Siboney is Brigade Headquarters of the 161st Field Artillery comprising eight officers and 64 men; 333d Field Artillery with 63 officers and 1,364 men; Eighth Division cadre of 15 officers and 38 men; six casual companies of 11 officers and 874 men and 137 casual officers of whom 45 are in the air service. The wounded number 625 of whom 25 are bedridden. The total passengers on the Siboney is 3,264. She will probably dock in Hoboken at noon.



Hudson Dispatch  
Jan 3/19

Dispatch Jan 4/19

# BOATS CAPSIZED THROWING WOMEN AND MEN IN SEA

**Rescues From Stranded Troop-  
ship Northern Pacific Attend-  
ed With Greatest Danger—  
Two Hundred Brought Ashore  
Safely—Ship Rests in Bad Po-  
sition on Two Sand Bars and  
May Break in Two.**

## MANY SHIPS STAND BY TO RENDER ALL AID

Fire Island, N. Y., Jan. 2.—More than 200 soldiers and Red Cross workers had been rescued from the stranded troopship Northern Pacific at 8 o'clock tonight. The rescue work was attended with extreme difficulty, owing to a heavy sea.

Three of the lifeboats were capsized as they neared the shore, throwing their occupants into the pounding breakers. In each of the capsized boats were a Red Cross woman worker and five soldiers besides the coast guard crew.

Persons on the shore, including Red Cross nurses, rushed almost shoulder deep in the water to drag to safety those catapulted from the overturned life boats.

Rescue work was halted at night. It had been discovered that the troopship's bow rests on the sandbar and her stern on another. A dispatch was sent to Brigadier-General George H. McManus at Hoboken to the effect that the Northern Pacific's back might break, as the sea was running high. All on board were cheerful, the message declared.

Of the 2,925 persons aboard the transport, 1,671 were sick or wounded, and of these 269 were stretcher cases. No effort has been made so far to remove any of the stretcher cases, although some of the slightly wounded men were among those taken ashore. If the danger of the ship's back breaking becomes acute the hazardous task of removing the seriously wounded will be inaugurated without delay.

### Ships Await Call.

A large fleet of destroyers, the hospital ship Solace and other craft have been in the offing for many hours, to be

of service if occasion arises.

The rescues were attended by great difficulties owing to the turbulence of the seas, the men could not leave the transport on ladders. They first entered one of the ship's lifeboats, which was then swung outboard on its davits and lowered beside the waiting coast guard boat from the shore. The transfer from one cockleshell to the other followed. Then came the struggle through the breakers to the shore, some 150 yards distant.

### Big Fires Built.

Roaring beach fires of driftwood greeted the men and women rescued from the Northern Pacific as they stepped or were dragged ashore.

Summer houses and the shooting lodge of Morgan Belmont were opened to afford temporary shelter for the rescued. Hot food and coffee were served them in those buildings as they sat before roaring open fires.

Many of the rescued soldiers walked over the sandy strip called Fire Island and were taken to the mainland of Long Island on small boats. They immediately repaired to the Naval Aero Base at Bayshore. There they are to remain until all have been landed or supplemental orders have been issued, for later transfer to Camp Mills.

### Englewood Girl Ashore.

Among those rescued from the transport follows:

Fred Warner, 3027 Third avenue, N. Y.; Miss Mary L. Elderkin, 516 Washington avenue, Brooklyn; Edward Caulfield, 376 Pearl street, Brooklyn; Miss Mary Tait, Englewood, N. J.

### At Hoboken.

Information given out at the Navy building in Hoboken yesterday in connection with the stranded transport Northern Pacific at Fire Island was to the effect that a start was made in taking the troops off the ship to the shore in lifeboats at 5 o'clock yesterday afternoon.

It was stated that no wounded would be transferred in the meantime, as the vessel was in no danger, being stuck fast in the sand, but that all would be taken from the stranded vessel as soon as the weather conditions made it possible for the Hospital Ships lying close by to get alongside and transfer the soldiers.

## SOLDIER JUMPS FROM TRANSPORT, DROWNS

**Siboney Arrives in Hoboken  
Late Yesterday Afternoon  
With 3,200 Troops.**

A sad tragedy was recorded on the homeward journey of the U. S. transport Siboney, which reached her dock at the Army piers, Hoboken, late yesterday afternoon with 3,200 troops aboard. The tragedy occurred three days after the ship sailed from Bordeaux. A young soldier took it into his head to drown himself.

After dark he was seen to launch himself into the ocean. Man overboard was sounded, and an effort was made to recover the body without result.

He took his pack with him and left no identification, and it was not until the transport officer checked up the troops aboard that it was discovered the missing man was William Balinsky, of 2641 Ontario avenue, Philadelphia.

The main body of the troops aboard the Siboney was the 333rd Field Artillery, from Illinois.

Among the casual officers was Captain A. H. Ward of the Medical Corps, attached to the Second Division. He was a practicing surgeon in Paterson before he went into the Army, saw thirteen months active service, and was in the hottest of the fighting at Chateau Thierry and the Champagne.

It was while dressing wounded in the field during battle that he was wounded by shrapnel.

Hudson County men aboard the Siboney were:

Private Edward Price, 310 Avenue E, Bayonne.

Captain George Kiltos, 541 Henderson street, Jersey City.

Sergeant Leonard Dawson, 156 Van Riepen avenue, Jersey City.

Private John Senec, 476 Broadway, Bayonne.

Corporal James J. Corrigan, 149 Baldwin avenue, Jersey City.

Private Carlo Marisielo, 301 Second street, Jersey City.

Private James Hannigan, 605 West-side avenue, Jersey City.

Private Frank C. Brucato, 221 Old Bergen Road, Jersey City.

Private Harold W. Clark, 111 Magnolia avenue, Jersey City.

Private Sigmont Zimonock, 14 Cooper street, Bayonne.

Private George Edward Nolan, 555 Grove street, Jersey City.

Private Joseph F. Darling, 2444 York street, Jersey City.

Dispatch  
Jan 4/19

## NORTHERN PACIFIC ASHORE ON FIRE ISLAND





Dispatch from 6/19

# HUDSON COUNTY MEN COME HOME WITH THE 345TH INFANTRY AND MARCH THRU HOBOKEN STREETS

Men Who Trained at Camp Dix to Be Mustered Out of the Army Service—Hoboken Looked Good to Them As They Marched Thru On Way to Take Train at the West End of City—Names of Those Who Came—All Sections of Country Are Represented in the Roster Given.

## MEN DID NOT GET TO THE ACTUAL FIGHTING FRONT, BUT WERE ON WAY

Hoboken saw a number of its own and Hudson county's native sons return from the war and march down historic First street yesterday afternoon when the 345th Infantry under the command of Colonel John Shea of Trenton, numbering 40 officers and 2,205 men got under way after disembarking from the U. S. Navy Transport Agememnon at the Army piers in Hoboken.

The regiment which was originally made up of Western officers and men and was attached to the Eighty-seventh Division, including troops from Alabama, Tennessee, Texas and middle west cities, was on its homeward journey, composed for the major part of New York, New Jersey and Delaware drafted men trained at Camp Dix.

New Jersey was strongly represented in the regiment which marched through First street, yesterday, to take train for Camp Merritt, whither they were bound for before being transferred to Camp Dix to be mustered out.

sey City; John F. Wneffholm, 196 York street, Jersey City; James Mor'ey, 139 Clinton street, Hoboken; John W. Detzen, 77 Drescott street, Jersey City; Peter J. Gallagher, 335 Monmouth street, Jersey City; John C. Thompson, 2200 Boulevard, Jersey City; Charles M. Fitzpatrick, 411 Grand street, Hoboken; Philip A. Dorfer, 821 Dubois street, West Hoboken; John Schaefer, 78 West Twenty-fifth street, Bayonne; Harry H. Tomkins, 419 Hoboken avenue, Jersey City; Frederick A. Schwartling, 938 Willow avenue, Hoboken; Leo T. Horning, 692 Bergen avenue, Jersey City; Thomas F. McKeon, 235 Randolph avenue, Jersey City; Otto Beck, 600 Monroe street, Hoboken; Meryin J. Shannon, 554 Ferry street, Hoboken; George Heine, 443 Ogden avenue, Jersey City; Dominick Dicieco, 92 West Twenty-second street, Bayonne; Peter McGurr, 118 Highland avenue, Jersey City; C. Pollic, 213 Sip avenue, Jersey City; Charles J. Wilson, 214 Pavonia avenue, Jersey City; Thomas F. Griffin, 274 Ninth street, Jersey City; Alexander A. Forsythe, 256 Randolph avenue, Jersey City; Frank Verbist, 228 Madison street, Hoboken; Marx Malinosky, 209 Washington street Jersey City; Charles A. Lillis, 289 Ninth street, Jersey City; Michael J. Hatusch, 501 Twelfth street, West New York; Paul F. Franco, 429 Tenth street, West New York; Leo J. Galley, 29 Hopkins avenue, Jersey City; Antonio Girlio, 278 First street, Jersey City; Silvio Infante, 196 Wayne street, Jersey City; John Jobst, 324 Tenth street, West New York; Thomas F. Martin, 334 Monmouth street, Jersey City; Guiseppe Napolitano, Neptun avenue, Jersey City; John A. Rudd, 414 York street, Jersey City; Gaetano Vog'ino, 364 Sixth street, Hoboken; Frank Higgins, 70 Green street, Jersey City; Timothy F. Curtis, 37 Wales avenue, Jersey City; Charles Dunbar, 64 Arlington avenue, Jersey City; Eugene K. Weste, Edgewater.

Despite the bitter cold day, which the boys when they came into New York harbor experienced, as the coldest weather they have had since leaving America this last summer, there was a big crowd all the way down First street to greet the troops.

They were just all of one opinion and that was nothing has looked as good to them since they left the States as the port of New York and the streets of Hoboken. They were marched from Pier three and lined up on Pier five, from whence they were marched through the docks into First street.

### Second Big Unit.

It was the second big contingent of troops to pass through Hoboken yesterday, 1,400 men and officers of the 145th Artillery, attached to the Sunset Division and all western men having gone by on their way to California in the early forenoon. They were headed by the entire Port of Embarkation band and were cheered on their way.

The crowds in the afternoon were not very demonstrative, but the boys when they reached the railroad tracks were given a big ovation, where the downtown crowds assembled to look for friends and relatives.

"Oh boy," shouted Charles M. Fitzpatrick, "Hoboken boy," it's good to be back in the old burg. Me for Hoboken. Many of his friends greeted him along the line.

It was the busiest day in troop movements Hoboken has witnessed in a long time. Along the river front at the pier gates where casual officers were getting through the routine before being freed to go to their relatives, were besieged by crowds of boys waiting for the opportunity of carrying the baggage to the station or whatever the immediate destination of the officers might be.

The following Hudson county boys were with the 345th Infantry, which arrived at the Army piers, Hoboken, yesterday on the Agememnon: Privates: John J. Murray, 177 Mercer street, Jer-



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# TROOPSHIPS LAND MORE SOLDIERS AND NURSES

**Secretary Baker "Drops In On"  
One Ship and Her Quota Just  
to See How Things Were Go-  
ing—Stories of Men Who  
Were Wounded—One Medical  
Man Has Four Citation to His  
Credit.**

## SOME MEN FROM DIX AMONG THOSE BACK

Four troopships with 320 officers and 5,237 enlisted men arrived in Hoboken yesterday. It was a busy day at the port and the people of the city saw some 3,000 of the men march through the streets on their way to board trains which were to take them to the demobilization camps.

The complete units which arrived had not seen action in France, but there were a big number of wounded cases on the four ships, many of them having been through the series of battles that the American armies participated in.

Secretary of War Newton K. Baker was a visitor at the debarkation piers in Hoboken yesterday, and boarded the U. S. Navy transport Agamemnon where he had a short conversation with the commander of the vessel and inspected the troopship.

The War Secretary stated that his visit to the transport had no significance. He was on his way from Buffalo and looked in to see the boys come home and find out if they had a good journey across. Further than that Mr. Baker stated that his visit had no special significance.

He stayed on board the transport for over an hour and had a chat with Samuel Blythe, the war correspondent who was one of the passengers from France. Mr. Blythe declared that it was necessary to see what the American army had done in France both behind and in front of the lines to realize the huge job which had been carried through and carried through to a successful conclusion.

The troopships docking in Hoboken yesterday were the Santa Teresa with a passenger list of 1682 officers and men. They included the 145th Field Artillery of the Sunset Division of 49 officers and 1,400 men; 24 casual officers and 172 men; and 7 medical men. There were 30 wounded all together.

The S. S. Henderson which docked shortly after the Santa Teresa, had a total of 844 troops aboard of whom 814 were wounded men, including Marines, infantry and artillery from many different regiments, while there were 25 casual officers aboard.

The S. S. Heredia which sailed from St. Nazaire on Dec. 16, had 74 casual officers as passengers and no enlisted men.

### The Agamemnon's Big Load.

On the Agamemnon which docked at 1 o'clock were 175 officers, 2,711 enlisted men and 31 civilians. There was one complete unit aboard, the majority of which were New York, New Jersey and Delaware drafted men trained at Camp Dix. This was the 345th Infantry with

40 officers and 2,205 men. They were with the 87th Division. There was also the 313th trench mortar battery of 5 officers and 181 men, 118 casual officers, 21 civilians and 11 officers and 319 wounded men.

A big reception was given to the troops aboard this former German liner which came into her slip as the port of Embarkation band played a good welcome to the men who crowded the decks notwithstanding the intense cold weather. The sides of the vessel were covered with icicles and all the men on deck were wearing as heavy covering as they could get.

Nothing seemed so good to them they said as the hot coffee which was dis-

tributed by the Canteen Service of the Red Cross Society, the members of which went on board with chocolate for the boys, and later served them with hot coffee when they were lined up on the pier preparatory to the march down First street to the railroad tracks at Jackson street, where they boarded trains for the camp.

The Mayor's Reception committee on board the Patrol also gave the troops on the Agamemnon a fine send-off. The Patrol slipped into the docks and came alongside the transport and the band withstood the cold long enough to play several lively tunes, which got enthusiastic cheers from the soldiers lining the rail's of the ship.

Colonel John Shea of Pike, Arkansas, commander of the 345th Infantry said they were of the Eighty-seventh Division, which when first started was composed of troops from Alabama, Minnesota, Arkansas and Texas, and was afterwards composed of men from the middle west cities. The troops of the 345th regiment he said were not mostly New Jersey, New York and Delaware troops trained at Camp Dix.

### Nurses On Board.

Ten navy nurses who were with the Second Division at Chateau Thierry were returning passengers on the Agamemnon. Among them was Miss F. V. Delaney of 129 Berkeley place, Brooklyn. Her detachment she said was from the navy but they took care of the Marines and also the army. They were stationed for a time at Brest and were detailed with the Second Division at Chateau Thierry, at Evacuation station No. 7.

While they were not in the front line trenches the navy nurses, said Miss Delaney, they were near enough to the front to see the horrible results of war. "Our boys are simply wonderful," she said. "Even with their bodies badly mangled they managed to smile or smoke a cigarette and, oh it was just wonderful, but oh, so sad."

### Yeowoman Arrives.

Perhaps the only Yeowoman to go to France was Miss Winifred Gibbons of 272 Sackett street, Brooklyn. She was with the contingent of navy nurses landing at Hoboken yesterday. She was detailed with the Sixth Marines at Naval Base Hospital No. 1.

The other navy nurses aboard the Agamemnon were the Misses Rouselle, Grubb, Martin, Weiss, Karr, Rose, McCarthy and McClellan.

Lying in the stowaway of the transport was Captain A. W. Goodwin of Oak Park, Chicago, of Company F of the 129th Infantry, who was shot through the shoulder several hours after the armistice was signed on Nov. 11.

"We were at Arras on Nov. 11 and did not know that the armistice had been signed. It was 11 o'clock and our advance on the enemy was ordered as no news had been received of the signing of the armistice. In the advance I was shot through the shoulder and taken prisoner by the Germans.

"I was taken to the German Hospital where I remained a prisoner for ten days, when I was turned over with French prisoners of war to the French. We were treated very well in fact got the same treatment as the German wounded. In fact I got a little better treatment than most as there was a young doctor there, a Lieutenant in the German army, who at one time lived at St. Paul, Minn. He spoke English not very well, but he went out of his way to attend to my wants.

"I cannot say that I heard of any prisoners who were ill-treated, but I only heard of the hospital cases, and was never off my back."

### A Medical Hero.

One of the heroes of the war returned in the person of Lieutenant David R. Morgan of the Eighteenth Infantry, who was with the First Division. Lieutenant Morgan was a practicing surgeon at Edwardsville, Pa., and at the outbreak of war enlisted in the Medical Department as a private, and he went to France as a private.

He is now a lieutenant, wears the Croix de Guerre, with the palm leaf and three stars, covering four citations which he received for heroism and bravery on the field.

It was at the Second battle of the Marne that he was awarded the Croix de Guerre when between July 18 to 22, when he remained on duty on the field of action dressing the wounded, although he himself was severely wounded. A testimony to his supreme courage and bravery is held in the citation orders of Major General Sumrall, while he was later cited in orders by Major General Bullard for courageous devotion to duty in face of extreme danger.

When a private on February 2 in a

sector where the enemy was placing a fusillade of machine gun bullets on the trenches and they had to be evacuated, Dr. Morgan carried a wounded man along the parapet at the risk of his life to a place of safety. For gallantry and bravery he was awarded stars at Montdidier and Soissons.

Lieutenant Morgan would not talk of his experiences, but said that the bravery of the Eighteenth Infantry was wonderful. Too high praise could not be showered upon that regiment he said.

He is a graduate of the Jefferson Medical College.

### Has the Cross.

Lieutenant H. B. Taylor of Rochester, N. Y., who is in the aviation service was awarded the distinguished service cross for gallantry in action. He was a passenger on the Agamemnon.

Three enemy planes had Private G. Robinson of the Bombing Squadron to his credit, while he also had seventeen wounds. He was in a naval flying squadron of the Marines and stated that he had been in flight's over Ostend and Zeebrugge, where he had secured several direct hits.

He was three times shot down, he said, but always managed to land outside the enemy lines. While he wore no decorations Private Robinson, whose home is in Wayne, Mich., stated that he understood he had been recommended for the D. S. G.

He said that the 38th Infantry were the first to enter Luxembourg and the Sixth Engineers second with the Third Division. He was at Metz when he was sent back with a wounded soldier to Nancy.

"The Germans were still in charge of the railroads and the conductor was very surly and was not going to let me and the wounded man aboard the train. I just cocked my revolver at him and went aboard. Individually the Germans were very sour about our going into their country."

Private Shaw's home is at 214 Riverside drive, New York.

### Testament Saved Life.

Private Hugh Foulke of the Sixth Marines of Sioux City, Iowa, attributes the fact that he has two sound legs to his new treatment. "It was in my pocket," said Foulke, "when a magazine gun bullet ripped through it into my leg, where it did not do much damage, but had it not been for the testament it might have proved a nasty wound, necessitating amputation. That happened in the Champagne fighting."

Herman Whittaker, a war correspondent, who has been in France for eighteen months claims to have seen more action than any of the other correspondents. He was sick aboard the Henderson, but stated that he had seen both the Navy and the Army end of the fighting and witnessed the entry of the French into Metz, to which he was specially invited and took a 100 mile auto trip to witness.

He had been on a seven-day trip in a submarine, was cruising with the destroyers, and had two air flights over the German lines. He went over the top with the 314th Infantry at Welville and was unscathed. While at Metz he was told by a German officer that the Germans were looking to the United States this winter for food.

### Was With The Big Guns.

There were 450 men of the U. S. Navy Railway Batteries, the only big guns of the Americans that go within striking distance of the enemy. Lee Young of Ohio, one of the members of one of the batteries from Ohio said that they sure were big guns, and they did a lot of damage.

The S. S. Henderson, which docked at Pier No. 3 had on board mostly wounded men, having 844 passengers all told, including 25 casual officers and 803 wounded enlisted men. Among them were the first Marine that got to Chateau Thierry and the first American back in America from captured German territory.

They were New York boys both, the one being Private Dayton B. Skadden of the Sixth Marines who intends to live in New York and has an uncle at Westwood, N. J., who was the first Marine to get up to Chateau Thierry when the Germans were on their way to Paris; and Private Kingsley C. Shaw of the Sixth Engineers attached to the Medical corps, who was through Luxembourg, Didenhoffer and Metz with the Army of Occupation and the first of the Third Army to arrive in America.

### Got There a Day Ahead.

Private Skadden who was wounded at Chateau Thierry on June 12 and gassed and wounded in the Argonne forest on October 6, saw a lot of fighting in France.

How he believed he was an American at Chateau Thierry when the Germans were advancing he said in this manner.

"We were on the long hill at Chateau Thierry and I dropped out. I did not want to be left behind, so I boarded a French truck, and the lines as the French were moving I knew the Marines were to stop the German waves we were such a lot about.

"I got there a day ahead of the Marines and lived like a hermit in an abandoned chateau until my regiment arrived. It was at St. Mihiel that I captured 60 German Red Cross parcels after feeding them we sent them to the German lines. No sir, take them prisoners. The Champagne was bitter when I left the regiment just 40 left out of the 250.

### Had Been In Germany.

Private Shaw who was "buddy" on board the Henderson back from the occupied Germany on December 3.

At Soissons they fired on the Germans which weighed 1,400 pounds. We learned that one of the German soldiers and wounded German soldiers and wounded

Captain W. R. Saylas, was in command of the Henderson, attache at Paris for four months before taking command of the Henderson.



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campaign of bombing our camp from the air. "When I was a Battalion Observer at Verdun, on an exposed hillside, the Germans were attempting to use old Russian ammunition and I watched hundreds of duds fall.

**Fog Aided Raid**

"I was sent to the fight at Bellay Woods on June 1 where we were flung in to hold the road to Paris before the advancing German hosts. I was with the Second Battalion holding the Paris-Metz road and we held that position until June 10.

"At the zero hour that morning after an intense barrage from American and French artillery we leaped out of our trenches and made for our objectives. Assisted materially by a thick fog which settled over the fields and woods we were within twenty yards of the Germans before they suspected our approach. We captured 300 prisoners.

**Sent With Call For Aid**

"A jagged piece of forest on our left flank which had not been captured on the morning advance was infested with machine gun nests, and after our ranks had been filled up again with replacement sections we were bobbed from German Gothas and some of our men killed. It took us just one hour to clear out the woods but Captain Wiss was sure they were reforming for counter-attack and I was sent to Battalion Headquarters to hurry machine guns and ammunition to our support.

"As I hurried along with the runner we were caught in the midst of a German shrapnel barrage which was laid down to prevent us reaching Headquarters and preventing support coming to us.

**Bombed in Hospital**

"A piece of shrapnel got me in the thigh but I picked up a heavy piece of wood for a crutch and with the aid of the runner was able to deliver my message to Colonel Wise. Although I was out of the fighting the Germans were not done with Gothas came over during the night and bombed the hospital and surrounding buildings. Thanks to the San Francisco Medical Unit I lived through that."

Other Marine officers on board the armored cruiser were Lieutenant C. W. Legette of Latta, S. C.; Lieutenant J. H. Fellows of Washington D. C., and Captain Shaler Ladd of Washington D. C.

Private William Anson of the First Marines, whose home is at Westfield, N. J., was wounded at Verdun and gassed at Chateau Thierry.

Corporal Joseph Marrone of the Fifth Marines, whose home is at Worcester, Mass., was shot at from the trees at Soissons on July 18. The bullet hit his helmet and knocked it off. With another Marine they looked up and saw two Germans in the trees and picked them off.

Out of his pack said Corporal Marrone "I got his dress helmet which he displayed on board the cruiser yesterday. The 113th Ammunition train in charge of Lieutenant Colonel Sharnock was composed of 19 officers and 494 men, mostly from Indiana and Kentucky. They had finished their training before the armistice was signed but never got into the fighting.

**Jerseymen On Board**

Of the 498 Aero Squadron aboard the North Carolina were Private Patrick Glennon of 328 North Main street, Boonton, N. J., Sergeant D. F. Lafferty, of 364 Newark avenue, Jersey City, and Private William Shanhnessy of 137 Parker street, Newark.

As the Marines made ready to leave the North Carolina the officers of the ship including Captain MacDougall gave them a rib roaring hurrah, and the fighting Marines showed they could cheer as well as they could fight. They left Hoboken yester for Quantico.

The 113th Trench Motor Battery boarded a river boat and went to New York en route for Camp Mills, L. I.

"The hospital healed me up and I was ready for another chance at the Boche so they sent me to St. Mihiel, just in time for the big advance there. We entered the trenches at Lime after a 30 mile hike through mud and in a terrible rainstorm. We went over the top at 4 a. m. and stopped at 4 p. m. having gained possession of Thiercourt, a village the Germans had held since the early days of the war. The French populace gave us a magnificent welcome.

**Were Easy Targets**

"Our position was then on a rise in the ground on the far side of the village and our exposed position made us easy targets for the enemy and our casualties were piling up so we shifted our location. Four Hun aeroplanes circled over us as we changed positions and from 300 feet dropped bombs in our ranks.

"It was raining hard and we dug in the best we could. I was sent on an outpost and at 4 p. m. was relieved. The Marine who relieved me was shot through the head. The Germans caught our range and we were under a terrific bombardment from the guns as well as from the air.

"In the afternoon of that day I was again sent to the outpost to warn tanks. Five men had already been killed on duty at that post and I believed my time had arrived. I took off my pack and rifle and huddled into a nearby dugout. Two minutes later a high explosive shattered my pack and rifle and a splinter entered my chest. It was then I decided I was the luckiest man in the world. The hospital I was sent to could not mend me well enough for further duty and that is why I am back on the North Carolina."

**Entered Fight Early**

Another wearer of the D. S. C. from the Sixth Marines was Private John B. Flocken, of the Seventy-ninth Company, who enlisted at St. Louis on July 1, 1917. His home is at Olney, Ill. He went over on the U. S. Henderson for St. Nazaire, last March and the North Carolina was on the convoy.

"We had just thirty days trench practice at Verdun, when we were ordered by General Pershing to take an eight-day manoeuvre hike in the Champagne, but that manoeuvre hike never materialized. Eighteen miles from Paris we were packed in American motor trucks and instead of being carried to the quiet sector at Mont'ier, we were thrown right into the fiercest of the fighting. We climbed off our trucks and began digging in and were cited for the speed we got into action.

"On June sixth my company was assigned to part of the attack on Blermes. We got nicely started on the run, but just as my leg was up in a long stride I got two bullets through the right knee which went right down my leg. My company went on. I was bleeding profusely and did not know whether to go ahead or try to get back to a dressing station.

**Fought the Wounded**

"A nest of machine guns on the flank so hidden from our advancing troops that they could pour a gruelling fire on them as they pushed forward decided me. I had watched them spray the leaden bullets on our troops when I shouldered my French automatic rifle, crawled to within fifty yards of the nest, and placing the two races of my gun let her go full tilt against the Huns. That nest did not do any more work.

"I dropped back flat on the ground when I knew that was over. They picked me up at eleven o'clock that night and sent me to hospital and I was later transferred to Brest. It was for the silencing of that nest mentioned in the citation that won for me the Cross."

Marine Gunner Richard McCarty, of the Fifth Regiment Marines, whose home is at 2821 Albermarle road, Brooklyn, N. Y., after going through a German barrage with a message to headquarters while wounded was in a hospital which was bombed by the Hun airmen.

**The First to Arrive**

Gunner McCarty said he was lucky enough to be one of the first contingent of American troops to be sent to France, leaving on June 13, 1917 on the U. S. S. Henderson. The transport was loaded with eager Marines, all veterans of the campaigns in South and Latin America. "We were commanded by the late Colonel Doyen," said Gunner McCarty, "and France gave us a wild reception, calling us 'Saviours of France' as we marched through the streets. Marines, 4,000 of us, were sent back of the lines by thirty miles to train with the Blue Devils of France in the Bar le duc region. Evidently the Boche soon discovered us as they began a systematic

time for warship travel. She sailed from Brest on December 26, was not scheduled to arrive until tomorrow.

**All Deserve D. S. C.**

"I don't know what I can say for those boys of the Marines arriving home today," said Captain R. O. Sanderson of the Marines, whose home is in Washington D. C. "Some of them have the D. S. C. All of them deserve it. Some who were recommended it did not receive it. They have all been through hell, but during a big war with lots of action one man's conduct will be noticed where another's will not be seen. Such is war."

Within three months after his arrival in France with the 55th Company of the Fifth Regiment, U. S. M. C., Corporal John Doody of 1116 Clay avenue, Bronx, N. Y., had been through the fighting at Chateau-Thierry, Belleau Wood and Soissons, and is now the holder of the Distinguished Service Cross and the Croix de Guerre.

He arrived in France in the middle of April and was through various camps before being sent to the replacement

camp for the Fifth Regiment at Verdun. "On the night of July 18" he related, "1800 of us were called out and told that at last we were to go up to the front. We rode on motor trucks until the next day, when we got out and hiked. We passed many evidences on the road of the hard shelling that the locality had undergone.

"At the zero hour the following morning we went over the top, our objective being the first line trench. I learned for the first time that we were at Soissons and driving on the German flanks to force them to the Marne.

**Drove Huns Twelve Miles**

"We took the German trench and drove the enemy back twelve miles and then we were sent back to the valley to rest. We had hardly made ourselves at home when a runner appeared with the news that the ground we had gained was lost, and that we would have to go over again. We sent them back again and went right up almost to their artillery, and in face of their pointblank range had to take shelter in the German trenches.

"We lay down in the trench all that night under the fire of the German barrage and at some times under our own fire, a French aviator believing we were Germans, having given our range. Directly in front of us was a wheat field where the Germans had established several machine gun nests in shell craters.

**Huns Give In**

"It was up to us to get the machine guns, and with two other men I was detailed to the job. We crawled forward inch by inch fearing that our movements would bring down on us the concentrated fire of the Germans. We got within twenty yards of the three German guns that were manned by six Germans. After a short rest I ordered the charge on the guns. They fired for a while but seeing us coming on they cried out their favorite 'Kamerad.'

"This nest had been holding up the line and as we turned the guns against the retreating Germans our men and the French came up and the German resistance was broken.

"The Fifth Marines were taken from Soissons to Chateau Thierry, but I think that Soisson was harder fighting than Chateau Thierry. I went through the Chateau Thierry and Belleau Wood engagements without a scratch, but in coming back fell into a German trench and broke my right ankle. I was carried five miles to a first aid station and was in the hospital from July 20 to September 30. It was while in the Hospital that I was notified that I had been recommended for the D. S. C. and the Croix de Guerre which were later presented to me."

Corporal Doody is now unfit for further service and will be discharged as he was a period of war man. In fact everyone of the Marines returning on the North Carolina yesterday are Class B and C men, unfit for further active service.

**His Narrow Escape**

Corporal H. S. Le Fevre of the Sixth Regiment Marines, who enlisted on February 25, 1918, and makes his home at 10 Clyde street, Jamaica, L. I., considers himself the luckiest man in the world. At an outpost he discarded his pack and gun and got into a dugout. A high explosive shell shattered his pack and gun.

"I arrived at the front early in June," he said, "in the midst of the battling around Chateau Thierry. I managed to get through that fight and the Belleau Wood engagement without a scratch but in the Soisson advance was wounded in the left arm with a shell fragment from a high explosive.

# WOUNDED MARINES ARRIVE IN HOBOKEN

Many Had Honor Crosses on the Field of Battle and Every Man Deserved One—Tales of the Fighting They Spun As They Waited to Be Shipped By Train to Quantico, Virginia to Be Mustered Out of Service

## NORTH CAROLINA HOME WITH MANY FIGHTERS

The fighting Marines, those boys of the Fifth and Sixth Regiments who blocked the German advance on Paris at Chateau Thierry and drove them back at Soissons, the Champagne, St. Mihiel, and the Argonne, almost 600 of them, including seven officers, arrived in the port of New York yesterday on the armored cruiser North Carolina which docked at Army pier No. 3, Hoboken, yesterday forenoon.

Every single man of the Marines present on the warship had either been wounded or gassed, many of them were wounded several times, and wound stripes were common on board the North Carolina. A number of them wore the French war crosses, while two of their number displayed the coveted American D. S. C.

Piled on top of the big guns of the war ship and on the gun turrets, and lining the rails of the ship their salvos of cheering in response to the welcome given by the women of the Canteen Service of the Red Cross Society, who lined the bulkhead of the pier with their waving banners, bracing the bitter cold weather and the swirling snows which covered the Piers with a mantle of white was perhaps the most enthusiastic which has been heard on board any returning troopship docking at Hoboken. As the Port of Embarkation band burst into its glad and joyous songs the Marines shouted their greetings and were given a big ovation as the vessel was warped into her slip.

The North Carolina with Captain V. D. MacDougall, U. S. N., commanding had exactly 1,388 troops aboard, composed of four Brest casual companies of the Marines including seven officers and 593 men; the 113th Ammunition train of nine officers and 414 men with one medical officer and 22 men; headquarters company of seven officers and 26 men; horse battalion of one officer and 17 men; ordnance personnel of one officer and 16 men; 24 casual officers; four Navy officers; one Army officer; one Y. M. C. A. secretary and eight officers and 145 men of the 498 Aero Squadron.

**Ship the Van Guard**

The North Carolina is one of the cruiser and transport force under Vice-Admiral Albert Gleaves, U. S. N., who recently was promoted in recognition of his work during the war in command of these forces and is the vanguard of 24 cruisers and battleships carrying the troops. The warship under the command of Captain MacDougall recently won

high praise from Admiral Gleaves for effective service in the war.

She made nine round trips in convoy service covering over 60,000 miles and escorting a total of 61 ships carrying more than 150,000 troops aboard. The North Carolina has seen more other famous service in her career. She was the warship that towed the old Maine to her final resting place at sea; carried former President Taft and his party to Panama; intercepted Castro of Venezuela when he was engineering trouble there; and carried gold to stranded Americans at the outbreak of the European war.

On the trip from Brest exceptionally fine weather was experienced until the last two days when the usual heavy North Atlantic winter weather was encountered. The trip was made in record



Dispatch Jan 13/19

# MORE TROOPS REACH HOBOKEN TO GO TO MUSTER OUT CAMPS

## Many Units On Cruiser Seattle, Which Docked In Port of Embarkation Yesterday — Some Experiences Chasing Subs From Aloft and On the Surface of the Sea.

### MEN WILL LEAVE THE SHIP TODAY FOR CAMP

With her big guns and barbets ice-caked and icicles hanging from the superstructure, the United States cruiser Seattle, the second warship to arrive in the port of New York with returning troops from France, docked at arry 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 warship 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 warship'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, who stood braving the elements at the pier head as the warship came into view.

On board the Seattle the ship's band lined up on the aft deck and played "It's a Long, Long Trail," followed by "They Do Come Back."

There were four complete units aboard the Seattle, but only one of them had been in action on the French front, the other units not having been in France long enough to get into action.

The Fourth Anti-Aircraft 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 15 officers and 384 men, being comprised of headquarters supply, 30th, 37th, 38th and 40th anti-aircraft batteries, and medical and ordnance detachments. The majority were regular army men and the remainder, 32 per cent, from San Diego and Los Angeles National Guard.

There was also the Fourth Anti-Aircraft Battalion, all drafted men who had not been in action. There were 21 officers and 668 men in the battalion of whom 84 per cent were from Camp Dodge, 5 per cent from Camp Upton and 10 per cent miscellaneous.

#### Was at the Front.

Another organization was the 147th Trench Mortar Battery of five officers and 177 men, 85 per cent of whom were from Camp Taylor and 14 per cent miscellaneous. They were mostly from Indiana, with Captain Jesse Grimm of South Bend, Ind., in charge.

It was the Eighth Anti-Aircraft sector of 12 officers and 227 men with headquarters and 1st, 2d, 3d and 4th batteries and supply detachment, 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 and came from the west coast, and 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.

The Seattle left France on December 31 and was one day over due, caused by a heavy gale which struck them the third and fourth days out. On Friday night they were in the Gulf stream and men were on deck without overcoats, and some in their shirtsleeves.

The next morning the vessel was caked in ice and the cold was intense.

Lieutenant M. P. Dellano, U. S. N. R. submarine patrol service for eight months of Boston, Mass., who returned on the Cruiser Seattle, was commander of the dirigible Captain Gauss which had an envelope of 370,000 cubic feet, had been cruising off the coast of France for

fourteen months in the submarine patrol.

#### Work Was Monotonous.

Airship cruising the lieutenant said was perfectly safe, and after a while it became more or less monotonous with the exception of the times when a submarine was sighted.

"We had two real good scraps with the submarines," said the lieutenant, and we dropped torpedoes on them with good effect, but we were never officially credited with getting one of the undersea 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, and there is nothing more exciting than a fight with an undersea boat from a lighter than air machine.

"In the scrap with the subs we would get low down, 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 Newport News. He was also on the dirigible. The airship was built in France and there were six or seven operated by U. S. Navy men on duty in France.

#### Were On Destroyers.

Among the returning naval men who have been in the submarine patrol in the North Sea and English channel, were the second two officers in command of the sea wasps, the 110 footers which roved such a menace to the submarines to return to America. The first one arrived aboard the U. S. S. Henderson recently.

They were Lieutenant J. P. Morse of Pittsfield, Mass., and Lieutenant C. W. Smith of 707 St. John's place, Brooklyn, both U. S. N. R. officers. Both were credited with a submarine each, which they depthbombed in the English channel.

In fair weather and foul it was mostly foul, according to those men, the sea wasps were out on patrol eternal vigilance being necessary for the preservation of their lives and the safety of the ships plying to and from England.

Lieutenant Morse was in command of the S. C. 148, and was one of the first of the 110 footers to be in service from America on the anti-submarine campaign in 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. At that time America had no base for these vessels. It was in May of last year that we were as certain as men can be of such work, that we had at last got our sub. It was dark when she showed and twin torpedoes were fixed 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 afterwards. 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. "It was mostly hard work, long vigils, in bitter weather and the strain on the men was terrific, but none of them would have changed to another work. It had that element of uncertainty in it that made it exciting."

#### Followed by Sound.

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 not a submarine operating in that section but it did not re-appear."

"It's a mighty good change to get back to the States," said Lieutenant Smith, "and we are mighty glad to be home again.

"There's one hazardous part of our work, and that was the night work. A sub-chaser in the moonlight is very like a submarine and we had the experience of being fired at by merchant ships of the Allies. It was very disconcerting, but happily we were not hit."

Of the Eighth Anti-Aircraft sector, the Second battery commanded by Captain Albert Mellen of Tampa, Florida, 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 which went up there first shot down a

Boche aeroplane," said Captain Wellcome, "which landed in 'No Man's Land'. The pilot was shot in the air and French aviators machine-gunned the observer. 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.

"A party of French were over in No Man's Land at night to look the machine over and set a high explosive charge in it when they saw a party of the Boche coming to salvage it if possible. The high explosive left very little of the plane for the Hun."

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.

Captain Wellcome had in his possession a Boche anti-tank bullet, several times the size of a machine gun bullet, of copper-covered steel. He related that the anti-tank gun was fired from the shoulder and that several Hun wounded when picked up were seen to have their shoulders broken, with the kick of the gun.

The Adjutant was in Paris during most of the air raids and when the "Big Bertha" first started its bombardment of the French capital. "I saw more action in Paris than anywhere else," he said, "and the air raids did some real damage but it was remarkable how the Parisians took it all.

"It was remarkable the way in which they took the bombardment of the Big gun. It was just a novelty for a while. I remember seeing one of the Big shells falling in the suburbs of Paris and meeting from a workman. He merely shrugged his shoulders as he exclaimed 'Bertha.' People in the cafes just laughed at the bombardment. It did very little damage."

The Seattle was in command of Captain Y. S. Blakeley and was leaving Brest when the first German submarine to be turned over to the Allies arrived in that port accompanied by a light French cruiser. The submarine had the French tricolor 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.

New York, with its boasted progress, having out-grown London in almost everything, is behind in this thing.

Our proposed tunnel will be 3,000 feet long. It will be built upon two levels, one for eastern, and one for western traffic, so that there can never occur a blockade, or a delay to the ready flow of traffic. Each level will provide for the passage of three vehicles abreast, and the upper level will be provided with a roadway for pedestrians.

Nothing more convenient, more reasonable, and in greater need, with the hardest kind of common sense, could be devised to meet our present pressing need; nor could it be produced as quickly, nor as cheaply.

Three years will be required for the completion of the work.

Shall we have it within three years? Or, shall we delay another year, or two years, or ten, debating the matter, and multiplying losses and inconveniences.

The present harbor strike will prove to be one of the greatest blessings that has come to New York and New Jersey, if it causes us sufficient suffering and loss to awaken our slumbering legislators to such quick action as will start the spades a-digging and give us the tunnel within the three years.



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### THROWS MESSAGE TO FOLKS OUT OF WINDOW

**Collins, Returning From War, Drops Papers As He Passes Home Town.**

Unheralded James Collins of 25 Depot avenue, Ridgefield park, arrived in Bergen county yesterday direct from the S. S. Belgic, which docked the day previous at Hoboken, having come across from France in good time with a bunch of soldiers on board. "Jimmie" let his folks know that he was again in the United States in a rather novel way. Knowing that he was bound for Camp Merritt, but with no time to tip his folks or friends off, he wrote a brief note and as the train went past his home town he threw the "scribbles" out of the car window. One of the taxi-cab drivers picked it up and within a half hour his family were on the way to the camp to see the boy that had not been heard from for four months.

Dispatch Jan 16/19

### INFLUENZA TOOK HEAVY TOLL OF SOLDIERS AT SEA

**Leviathan Lost One Hundred and Twenty-Seven On a Single Trip to France.**

#### PRESIDENT GRANT HAD RECORD ALMOST AS BIG

Influenza took a toll of the lives of over five hundred American soldiers bound overseas abroad American transports during the month of October, according to a report issued at the Port of Embarkation yesterday. The deaths on the Leviathan during the one trip she made across in that month totalled one hundred and twenty-seven and the President Grant reported ninety-two. The deaths were so numerous on these two vessels that it was found necessary to bury about fifty of the soldiers at sea. The policy had been to embalm the bodies of those who died while crossing the Atlantic and return their remains to the United States but the embalming fluid abroad the Leviathan and President Grant was exhausted and the sea burials were made necessary. The total of the five hundred deaths is believed to include those which occurred aboard British ships.

### CAME FROM PORTLAND TO WED ON TRANSPORT

**Brought Her Bridesmaids With Her; Marries An Ensign.**

The first wedding to be celebrated on a transport since the war began took place on Saturday afternoon on the U. S. S. Kroonland at Hoboken when Ensign H. W. Maxfield, U. S. N. R., was joined in wedlock to Miss Inez Ruth Van Blarcom, both hailing from Portland, Me. Chaplain Heckel officiated at the navy wedding and Maxfield's brother officers were the first to congratulate him after the ceremony. It was the belief of the ensign that he would be discharged from service some time ago, and after the signing of the armistice the wedding date was fixed for Saturday. However, he was not discharged, and he is likely to make one or more trips to Europe to bring back soldiers from France. Postponement of the wedding was an unthought of thing by both the fiancee and her betrothed and plans were laid to have the wedding take place on Saturday on the Kroonland. Permission was given and Miss Van Blarcom came on from Portland. She was attended by her bridesmaids and the simple ceremonies aboard the navy vessel were followed by a supper in a prominent New York hotel. The Kroonland will sail for overseas within a few days.

### CRUISER ARRIVES, FOUR MORE ARE NEARING HOBOKEN

**St. Louis Docked Yesterday With Nearly 1,300 Men From France.**

#### MONTANA AND DAKOTA NOW RACING INTO PORT

On the U. S. Cruiser St. Louis which docked in Hoboken yesterday was the 346th Field Artillery Regiment, less nine officers who are now assigned with the Army of Occupation. The St. Louis carried no other unit and the organization aboard numbered 45 officers and 1,255 men, of whom 99 per cent. were from Camp Lewis, and 1 per cent. regular army men. The majority of the troops came from the western states but there was a sprinkling from Washington, D. C., and the South. Colonel Samuel Frankenberg was the ranking officer in command but he only took charge of the regiment recently. He is a West Point man. Captain Alexander Macdonald, of Washington, D. C., the adjutant of the regiment, stated that it was trained and organized at Camp Lewis and left New York for overseas on July 14, arriving in Liverpool on July 26. They traveled through England and embarked immediately for Cherbourg, France. **Didn't Get in Fighting.** They proceeded to training quarters at Camp De Souge, near Bordeaux, where they became familiar with the famous French 75's. Training with the big French pieces was completed one month before the armistice was signed, but lack of transportation failed to get them to the front to be in the war. They reached Freville, near Neuf Chatteau, about fifty miles from the front lines on the day the armistice was signed. The regiment never saw action although, two California soldiers, Privates J. B. Kelly and H. C. Brown, carried German trench helmets as souvenirs. These they picked up on the St. Mihiel battlefield they stated. When the regiment left the United States it was commanded by Lieutenant Colonel George S. Gay, of New York but he did not return with the regiment, having been transferred to a unit in the army of occupation. Just one of the officers on the St. Louis had been in action. He was Lieutenant Robert White of Montgomery, Ala. Lieutenant White said that for two months he was assigned with the 327th Infantry at the Toul sector and had been over the top once or twice while with that regiment.

He was lucky to escape without being wounded, but did not wish to say anything about his experiences. The trench rats in the dugouts he declared to be as big as cats, and it was not an uncommon experience to have them run over one's face during the night while asleep. The regiment was marched from the Army piers to River street, Hoboken, and took the mile hike through the city to the trains on the Erie tracks on the western boundary of the city. They were preceded by the regimental band and were given a ovation along the line of march. **Four More Ships Nearing Port.** Two more battleships, a hospital ship and a transport are nearing the Port of New York with returning heroes from the battlefields of France, and are due to arrive tomorrow, Saturday and Sunday, carrying 4,669 officers and men. The battleships are the U. S. S. Montana and the U. S. S. South Dakota. On the Montana are two trench mortar battalions, the Third and Fourth, both complete. In the Third Trench Mortar Battalion are 25 officers and 622 men, divided among the following camps: Fort Crockett 6 officers, 297 enlisted men; Camp Grant 1 officer, 171 men; Fort Logan 47 men; Camp Pike 1 officer, 45 men; Camp Doniphan 31 men; scattered 17 officers and 71 men. The Fourth Trench Mortar Battalion has 29 officers and 632 men as follows: Port McArthur 2 officers, 144 men; Camp Nichols 48 men; Columbus barracks 35 men; Fort Crockett 28 men; scattered 28 officers, 116 men; regular army 261 men. There is also a detail of 17 officers from the 56th Regiment C. A. C., making the total aboard the Montana 1,365. She sailed from Brest on Jan. 5, and her probable date of arrival in Hoboken is Jan. 17. **Battleships in Race Home.** The battleship South Dakota is having a race across the Atlantic with the Montana, both leaving Brest on the same date and they are both scheduled to arrive here Friday. The South Dakota carries the 56th Regiment, C. A. C., and the 47th Aero Squadron. The 56th Regiment is complete with the exception of Battery F and 30 officers detached. There are 16 officers and 1,372 men, mainly from Fort Terry and there is one regular army officer and 460 men. In the aero squadron there are 7 officers and 137 enlisted men. The officers are from scattered camps and practical-

ly all the enlisted men are from the regular army. **Hospital Ship Comfort Coming.** The hospital ship U. S. S. Comfort from Plymouth, England, which port she left on Jan. 5, with 7 officers and 231 enlisted men, all wounded, is scheduled to arrive on Sunday at Hoboken. All of them are bedridden. There are two mental cases and two tubercular cases, five infantry officers, one machine gun officer, one quartermaster's corps officer and 227 enlisted men. **Pueblo Due Tomorrow.** From Captain Edward S. Murphy's information office at the Port of Embarkation Headquarters, Hoboken, there is also listed for arrival tomorrow the S. S. Pueblo which sailed from Brest on Jan. 7 and will dock at Hoboken. With the exception of the 53d Ammunition Train, with headquarters detachment, medical detachment and Companies A, B, C and D of 15 officers and 607 men, the troops on the Pueblo are casuals. The total on board is 1,526 and the casuals are made up of the following companies: Casual Co., No. 415, New York, 3 officers, 147 men; No. 416, Washington, 3 officers, 144 men; No. 421, Ohio, 2 officers, 154 men; No. 422, Maryland, 2 officers, 144 men; No. 426, Texas, 2 officers, 152 men, and Company No. 436, Ohio, 2 officers and 149 men.



Dispatch Feb 18/19

## SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

Dates of Departure From France, When They May Be Expected to Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled to Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
West Haven	1-26	Bordeaux	2-11	New. News	1	
Hickman	1-27	Bordeaux	2-13	New York	41	
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Madawaska	1-31	Bordeaux	2-10	New. News	2501	
Pastores	1-31	Bordeaux	2-10	New. News	1286	
Sixaola	2-2	Bordeaux	2-14	New York	47	
Cape Romaine	1-31	La Pallice	2-17	Philadelphia	2	(Casual)
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-22	New York	15	
Henderson	2-3	Bordeaux	2-15	New York	1272	
Howick Hall	2-3	Bordeaux	2-18	New. News	46	
Matsonia	2-3	Bordeaux	2-14	New York	3345	
Harrisburg	2-5	Brest	2-15	New York	2231	
Kansas	2-5	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New. News	3139	
Pocahontas	2-6	Bordeaux	2-17	New York	2934	
Kroonland	2-5	St. Nazaire	2-16	New York	2895	
Polar Bear	2-8	Bordeaux	2-18	Baltimore	4	
Maiden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	
F. J. Luckenbach	2-4	St. Nazaire	2-20	New York	4	Casuals
Canopic	2-8	Brest	2-17	S/61 N. R.	1443	
Ortega	2-7	Brest	2-17	.....	1229	
Caserta	2-6	Marseilles	2-18	.....	1607	
Northland	2-8	Brest	2-19	.....	1553	
La Touraine	2-9	Havre	2-19	57 N. R.	614	
Pueblo	2-9	Brest	2-20	.....	1526	
St. Louis	2-8	Brest	2-20	.....	1338	
President Grant	2-8	Brest	2-21	S/5 Hoboken	4761	
Montana	2-9	Brest	2-21	.....	1424	
America	2-10	Marseilles	2-23	.....	2163	
West Durfee	2-7	Brest	2-25	.....	33	
Georgia	2-7	Brest	2-20	New. News	1155	
Tiger	2-7	Havre	2-22	New. News	133	
Woonsocket	1-27	Bordeaux	2-10	N/5 Hoboken	21	Merritt
Tottori Maru	1-31	Bordeaux	2-15	.....	1	Casual
Eurania	2-2	Bordeaux	2-16	.....	1	Casual
Wilhelmina	2-11	Bordeaux	2-21	.....	1711	
Ancon	1-29	Marseilles	2-21	.....	6	Casual
Manchuria	2-12	St. Nazaire	2-22	.....	4447	
Huron	2-11	St. Nazaire	2-22	New. News	2917	
Rhode Island	2-12	Brest	2-23	New. News	1042	
Virginia	2-12	Brest	2-23	New. News	1046	

### TENTATIVE SCHEDULE OF VESSELS DEPARTING:

Vessel	Operated by	Present Location	Will Sail	Hour	Destination
Santa Oliva	U. S. S.	S. 15 Hoboken	2-16	11 A. M.	St. Nazaire
Zacapa	U. S. A. C. T.	N. 8 Hoboken	2-17		St. Nazaire
Metapan	U. S. A. T.	S. 8 Hoboken	2-17		St. Nazaire
Accomac	U. S. A. T.	N. 7 Bush	2-17		St. Nazaire
Carmania	Cunard SS. Co.	54 N. R.	2-17	12:00 Noon	Liverpool
Katrina Luckenbach	U. S. S.	S. No. 2 Bush	2-17		France
Arizona	U. S. S.	No. 6 Bush	2-18		St. Nazaire
West Hobomac	U. S. S. (n)	N. 14 Hob.	2-18		Rotterdam
K. I. Luckenbach	U. S. S.	S. 7 Bush	2-18		St. Nazaire
Alaskan	U. S. S.	Navy Yard	2-18		St. Nazaire
France	French Line	57 N. R.	2-18	12:00 Noon	Bordeaux
Charleston	U. S. S.	N. 3 Hoboken	2-19		Brest
Santa Theresa	U. S. S. (n)	N. 2 Hob.	2-20		Bordeaux
Agamemnon	U. S. S.	New. News	2-20		Brest
Finland	U. S. S.	S. 3 Hoboken	2-20		Brest
Santa Ana	U. S. A. T.	N. 4 Hoboken	2-20		Bordeaux
Liberator	U. S. S.	T. & L. DD.	2-20		France
Lancaster	U. S. S.	Morse's DD.	2-20		France
Edward Luckenbach	U. S. S.	Shewan's	2-20		France
Seattle	U. S. S.	N. 4 Hoboken	2-20		France
Black Arrow	U. S. S.	Morse's DD.	2-20		Brest
Edgar F. Luckenbach	U. S. S.	T. & L.	2-20		France
Henderson	U. S. S.	At Sea	2-21		Brest
Matsonia	U. S. S.	At Sea	2-21		Brest
Mount Vernon	U. S. S.	Boston	2-21		Brest
Duca D'Abruzzi	Italian Line	96 N. R.	2-22		Genoa
Harrisburg	U. S. S.	At Sea	2-22		Liverpool
Louisville	U. S. S.	At Sea	2-22		Liverpool
America	U. S. S.	Navy Yard	2-23		Brest
Huntington	U. S. S.	At Sea	2-23		Brest
Freedom	U. S. S.	Shewan's DD.	2-24		Brest

LEGEND: U. S. A. T.—United States Army Transport.  
 U. S. S. (n)—Naval Overseas Transportation Service.  
 U. S. S.—Operated by Cruiser and Transport Force, U. S. N.  
 U. S. A. C. T.—United States Army Chartered Transport.

S. S. Caserta. In addition to personnel reported coming over on this vessel, on "Troope Coming Mimeo, No. 251," there are two casual civilians aboard, making a total of 1,609.

S. S. America (Italian). In addition to personnel coming over on this vessel on "Troops Coming Mimeo, No. 263," there are four casual civilians aboard, making a total of 2,167.

S. S. Orizaba sailed from Bordeaux on February 12 for New York. Probable date of arrival February 21.

Casual Co., No. 466, Texas, 2 officers and 136 enlisted men; Casual Co., No. 440, Marines, 2 officers and 143 men; Casual Co., No. 497, North Carolina, 2 officers and 164 men; Casual Co., No. 498, Virginia, 2 officers and 140 men; Casual Co., No. 500, Texas, 2 officers and 138 men; Casual Co., No. 901, Tennessee, 3 officers and 147 men; Casual Co., No. 903 (colored), South Carolina, 2 officers and 140 men; Casual Co., No. 905, West Virginia, 2 officers and 139 men; Medical Detachment for Duty, 6 officers; Quartermaster Casual Co., No. 4, New York, 2 officers and 139 men; Headquarters, 162nd Field Artillery, Camp Dix, 2 officers and 38 men; 334th Field Artillery, Headquarters Co., Supply Company, Ordnance Detachment, Medical Detachment, Batteries A, B, C, D, E and F, 32 officers and 1,340 men; divided as follows:

23 officers and 773 enlisted men, Camp Dix; 3 officers and 43 men, Camp Devens; 3 officers and 293 men, Camp Funston; 1 officers and 67 men, Camp Pike; 2 officers and 136 men, Camp Dodge; 2 officers and 28 men, Regular Army. Bordeaux Convalescent Detachments, Nos. 94 and 96, 26 officers and 24 men. 8 casual officers, classified as follows: Medical, 2; Field Artillery, 1; Infantry, 2; Ordnance, 1; Engineers, 1; Marine Corps, 1. Other casuals, 4 civilians. Included in above are sick and wounded, classified as follows: bedridden, 24 enlisted men; requiring no special attention, 26 officers. Total (as personnel shown above), 2,929, and 2 naval officers. Total (given in cablegram), 2,922, and 2 naval officers.

S. S. Northland, which was originally scheduled to go to New York, has been diverted to Philadelphia.

S. S. West Point sailed from Brest on February 12 for Boston. Probable date of arrival February 27. Casual Co., No. 262, Massachusetts, 1 officer and 15 men. Total, 16.

S. S. Artemis sailed from St. Nazaire on February 12, for New York. Estimated date of arrival February 24. Has on board the following troops:

25 casual officers, classified as follows: Quartermaster, 2; Engineers, 1; Infantry, 3; Medical, 2; Field Artillery, 2; Sanitary Corps, 8; Signal Corps, 3; Supply Train, 1; Army Service Co., 1; Air Service, 2. Total, 25.

S. S. Florence Luckenbach sailed from Nantes on February 12 for New York. Probable date of arrival, March 4. Has on board the following troops:

2 casual officers, Ordnance; and 2 enlisted men. Total 4.



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## MANY SOLDIERS DUE TO ARRIVE AT ARMY PIERS

Many Units Will Be Ashore Before This Evening If Ships Arrive As Scheduled.

## MANY GOING TO CAMP MILLS FROM VESSELS

This will be a busy day at the Army piers in Hoboken as transports bearing units and casuals will arrive at short intervals and discharge their loads of humanity.

One of the ships to arrive will be the Comfort which will dock at the south side of Pier 4. She will bring the saddest cargo of the day as on her there are 238 sick and wounded. These men will be taken to St. Mary's and Debarcation Hospital No. 3.

About the same time the Comfort brings her cargo to the pier The Wilhelmina will pull into the slip at the north side of the same pier and debark 1,323 men. They are men of the Eighty-sixth division, specifically the men of the 331st and 334th Machine Gun battalions and the Sanitary train of the eighty-fourth division and those of the 334th and 336th Field hospitals.

The largest ship to arrive will be the President Grant, which will moor at the south side of Pier 5 about ten-thirty this morning. She brings 4,891 men destined for Camp Mills. On her are the Eighty-first and Sixty-first Field artillery units complete.

The South Dakota will dock at the south side of Pier 3 about 230 this afternoon. She brings 1,540 men who are scheduled for Camp Mills. On her is the Fifty-sixth regiment of Coast Artillery Corps less Battery F. Also she brings the 474th Aero Squadron.

The Montana will pull into the south side of Pier 4 between 11 and 12 o'clock. She has on board 1,363 men who will be sent to Camp Mills. They are the Third and Fourth Trench Mortar companies and seventeen officers of the Fifty-sixth regiment C. A. C.

The transport Pueblo may also dock. She is overdue and is nearing port. She has six casual companies and part of the Fifty-third brigade.

There will be a constant stream of ships docking in Hoboken next week.

## THREE NORTH HUDSON BOYS ON TRANSPORT; 36 FROM JERSEY CITY

Rosen, West New York; Schroeder, Union Hill, and Pfeiffer, Guttenberg, On President Grant—One Bayonne Lad On Ship.

## DAVE HAMILTON MEETS HIS SON ON THE PIER

Forty Hudson county boys, including three from North Hudson, were on the President Grant on Saturday when that giant transport docked in Hoboken.

Among those from North Hudson were:

Private J. H. Schroeder, of 408 Humboldt street, Union Hill.

Private B. A. Rosen, of 439 Twelfth street, West New York.

Private J. Pfeiffer, of 127 Twenty-seventh street, Guttenberg.

They were members of Company H of the 347th Infantry, but had not been in the fighting in France. They were all draft men and had been trained at Camp Dix. There were no Hoboken men in the company.

Dave Hamilton, Jr., Home.

Also on the President Grant was Dave Hamilton, Jr., of Hoboken. He was in Battery C, of the 81st Field Artillery, which got to France only a few days before the armistice was signed. Young Hamilton was a student at the Hoboken High School and did not wait for graduation. He made several attempts to get into the Navy but was turned down because he was not tall enough. Finally he enlisted in the artillery at Fort Slocum, and went through a severe training in the South.

When the President Grant was first listed to return, the 81st was listed as being among the units aboard. Later this was changed and it was officially stated the 65th Field Artillery and not the 81st would be aboard the Grant.

Hamilton, Sr., collector of personal taxes in Hoboken and dean of the newspaper profession in the city, was very much disappointed when he learned of the change. That disappointment was turned to delight when he ran into his

boy on the big former German passenger liner. It was a great meeting between father and son.

Many Jersey City Boys.

The Jersey City boys in the 347th Infantry who returned on the President Grant and went to Camp Merritt are as follows:

Corp. Patrick J. Roach, 42 Fleet street  
Corp. J. Czakowski, 338 Henderson street.

Corp. A. J. Deehan, 242 Cole street.  
Corp. Wm. J. Anderson, 63 Grand street.

Pvt. Ed. Grady, 201 Pavonia avenue.  
Pvt. Arthur C. Couillard, 252 Manhattan avenue.

Pvt. Roy F. Smith, 42 Central avenue.  
Pvt. John Cahill, 77 Terrace avenue.  
Pvt. H. Calacke, 318 Washington street.

Pvt. Arthur A. Greenberg, 619 Summit avenue.

Pvt. A. Cordes, 54 Garrison avenue.  
Pvt. Fred Korittke, 30 Bright street.  
Pvt. Wm. Dooling, 195 Railroad avenue.

Pvt. L. L. Hatcher, 304 Sixth street.  
Pvt. Pinkus Imhoff, 10 Wayne street.  
Pvt. L. F. Maloney, 331 Montgomery street.

Pvt. J. W. Easten, 528 Tunnelle avenue.  
Pvt. Victor M. Correlli, 127 Poplar street.

Pvt. J. Jazenski, 16 Bright street.  
Pvt. J. J. Chapnacki, 212 Second street.  
Pvt. A. F. McCulloch, 233 Fifteenth street.

Pvt. H. Jacobsen, 115 Myrtle avenue.  
Pvt. Wm. J. Sullivan, 262 Varrack street.

Pvt. Rene G. Pommier, 295 Wagonen avenue.

Pvt. F. L. Laughlin, 299 Barrow street.  
Pvt. Thomas Degnan, 122 Bright street.  
Pvt. I. Pawloski, 1 Herbert place.  
Pvt. Chas. Audibert, 220 Terrace avenue.

Pvt. A. Lader, 185 Bay street.  
Pvt. T. Grady 214 Twelfth street.  
Pvt. A. Rahn 72 Wright avenue.  
Pvt. D. J. Kanaly 16 Skillman avenue.  
Pvt. J. J. Ward, 465 Henderson street.

Pvt. N. Viggiano 415 Second street.  
Pvt. T. G. Jones, 485 Hudson avenue.  
Pvt. G. Truscott, 137 Hopkins avenue.  
There was also a Bayonne boy, Private J. Delapa, of 84 West Twenty-fourth street.



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# SIXTEEN THOUSAND TROOPS REACH PORT; BATTLESHIPS AND TRANSPORTS ARRIVING; VIVID STORIES FROM MANY BATTLEFIELDS

## SOLDIERS OF MANY DIVISIONS REACH HOBOKEN ENROUTE FOR CAMPS AND HOSPITALS AT HOME

Wounded Men and Others Who Escaped Injury Tell Vivid Yarns of Fighting On Land, Upon the Ocean and in the Air During the Time America Participated In the Great War—One Wee-hawken Youth Returns—Many New Yorkers Are Among Those Arriving—Skeleton Units Arrive to Prepare Camps For the Men—Ships Have Stormy Voyages On Way From Brest and England—Comfort Brings Entire Cargo of Wounded Men From English Hospitals.

### GERMANS BOILED HUMAN BODIES FOR THE FATS AND FERTILIZERS NEEDED SO BADLY IN THEIR COUNTRY DURING THE WORST OF WAR

With 1,041 officers and men, of whom 177 were wounded, the S. S. Wilhelmina from Bordeaux, France, reached New York yesterday and docked at Army piers, Hoboken, about 2 o'clock. A Skeleton cadres of the 86th Division and the 84th Division, 109th Sanitary Train of the Thirty-fourth Division, and the 311th Sanitary Train of the 86th Division from Camp Taylor and Camp Grant, were on board, in addition to forty-four casual officers.

A number of New York boys were among the wounded, several regiments being represented, including the old Sixty-Ninth of the National Guard. Several of the officers were said to have been cited for decorations, while there were one or two who had actually been awarded the decorations.

While there were no medals on the breast of Lieutenant Fred Seifer of Passaic, N. J., a birdman with the First Army Observation group, he has had a world of experience during the few short months he spent in France, and in actual flight over the German lines for ninety hours in the air.

He just missed being an ace, bringing down five machines, for four of which he has had official recognition. On November 4th, at Mouzy, he shot down three Fokkers and on October 9, downed a Fokz scout at 4,800 metres.

**A Passaic Air Lieutenant's Story**  
Lieutenant Seifer exhibited an official copy from Colonel Milling, commandant of the First Army Air Service, in which the work of the command was cited for its excellent work and its fine record. It reads in part:

"The First Army Air Service group, composed of the 9th, 24th and 51st squadrons, operating over St. Mihiel, Argonne-Meuse sector:—Valuable results were obtained from the photographs of this group. Excellent photographs were taken every day and regularly. The unusual depth to which the machines of the group penetrated the enemy lines forced the enemy many times to reorganize his lines and enabled the artillery to work upon accurate information. Over forty hostile airplanes were driven down, making an unexcelled record in the history of aerial observation."

Describing his personal experiences in flying over the German lines, Lieutenant Seifer explains his success to the fact that he flew at high altitudes. To a New York Herald representative aboard the Wilhelmina yesterday, he said:

"We went in for many long distance reconnaissances flights and took photographs of large areas every time, and nearly every time we got into a scrap. During the four months I was flying in the air over the enemy lines for ninety hours.

"We made a trip one day from St. Mihiel. I remember it because it was Friday, the thirteenth, and believing all sorts of things, was disappointed that I should come back without even a fight. On another trip between the lines we were 800 metres out when we were shot down. We managed to drift into the American lines although we were riddled with shrapnel all the way down. We hit the ground with an awful smash, the fusilage crashed in and the machine was wrecked. We escaped with slight bruises.

**In Last Days of War**  
"On November 4th Lieutenant Dickman was pilot and I was observer. We went up over Stenay and there were three planes in our group. Just as we were going to take some photographs, fifteen Fokkers bore down on us in attack. They went right at us, so we turned around and flew back to the American lines. They got over us, but we climbed higher still and got off of their machines.

"It broke into flames and went crashing to the ground. Two of the others got good work into another Boche and he went down to the earth. After circling around at a high altitude for a while we headed toward the Meuse and five Fokkers were sighted and then a sixth. Evidently they were on their way home. They immediately attacked, and the bullets which passed between us went whistling through the air.

Many bullets passed through our plane but none struck a vital part. One of the Fokkers then tried to climb above our machine. As he passed us Lieu-

tenant Dickman pumped some lead into him, and as he turned overhead I got him with the machine gun from the rear and he tumbled over and went crashing down to the ground. There were fifteen bullet holes in our plane when we returned and I called it a day.

"On November 9 we downed a Fokz scout when he tried to climb over us. The bullet which caused his disaster

It was a busy day over the week-end for the officers of the port of embarkation on Saturday, two battleships, the South Dakota and Montana, with 2,500 troops and the S. S. President Grant with nearly 5,000 on board, docked at the army piers.

The hospital ship Comfort arrived yesterday with 375 wounded men, most of them stretcher cases, and the patients being from mostly the fighting with the British army which broke the Hindenburg line at Mt. Kemmel. Many thrilling, weird and gruesome stories were told by the patients on the Comfort.

Hoboken turned out in force yesterday to see the men who arrived on the S. S. Wilhelmina march down First street on their way to the trains on the Erie railroad, which were to take them to Camp Merritt.

There were included in those troops skeleton cadres of the Thirty-fourth, Eighty-fourth and Eighty-sixth divisions, preparing the way for the coming overseas of those divisions. First street was lined with thousands of people, who gave the troops a rousing reception. The army seems to have lifted the bar one against civilians walking on the west side of River street in front of the army piers, as thousands crowded the railings at the army piers to speak with the soldiers lined up there before getting marching orders after they had been taken off the ships.

Lieutenant Seifer of Passaic had a wonderful story of air fighting to tell when he arrived on the Wilhelmina yesterday afternoon. He has five Boche machines to his credit.

Gruesome tales of the fighting in France at the breaking of the Hindenburg line, thrilling stories of the valor of America's fighting men in the Flanders battles, and descriptions of fight-

with submarines in the Bay of Biscay and in the Mediterranean were told the returning maimed heroes who arrived in Hoboken yesterday on the hospital ship Comfort, while two navy men aboard were back from far off Archangel with tales of how they found conditions after they drove the Bolsheviki from that section of devastated Russia.

#### Comfort's Second Trip.

It was the second trip of the Comfort from France to this country wounded, her first trip finishing at Hoboken during the early part of December. With 375 men and navy nurses aboard the Comfort left Plymouth, England, on January 5. They arrived at the Azores on January 10 after a stormy passage, and the captain ordered the vessel to heave to in order to lessen the effect of the heavy seas on the patients. For the remainder of the voyage there was smooth seas. There were seven officers and 231 men of the army, three officers and three nurses of the navy and 128 men and four Marines, all wounded.

The port of embarkation band played the vessel into its dock at the army piers and those men on the Comfort were able to get about returned greetings. Alongside the Comfort came the mayor of New York's welcome committee on the Patrol, and paid their respects to the wounded heroes.

A gruesome tale of how the Germans boiled down the dead bodies of their soldiers in order to utilize the human fats and the bones as fertilizer was told by Captain Robert Hudgens of Laurens, S. C. He was with the 118th Infantry, attached to the Thirtieth Division. He was in a guard regiment when the war broke out and received his commission at a military school.

"The Thirtieth Division, mostly of Southern troops, and the Twenty-seventh Division, the New York division," said Captain Hudgens were brigaded with the British in Flanders and took part in the breaking of the famous Hindenburg line.

"It was at Bellecourt some time after the drive started that I witnessed one of the most gruesome sight of the war. There was a canal tunnel in the city and alongside the canal was a huge cauldron. Right beside it were stacked-up tiers of human bodies of dead German soldiers, piled up just like railroad ties. Alongside the vault was a chopping block and in the cauldron was to be seen several human arms, legs and other parts of human bodies. On the block was lying the arm of what once had been a man.

"I had been told of other such vats near Bellecourt, but that was the only one I saw. A French civilian told me that the candle he was using was made from human fats extracted from the vat, and we were given to understand that the finer fats were used for the guns, the coarser for soap and candles, while the bones were utilized for fertilizer. The bodies were brought down in barge in the canal to the boiling vats."

#### Wounded Nineteen Times.

Captain Hudgens was wounded in nineteen places, shrapnel and machine gun bullets taking effect in nearly every part of his body.

Many of his wounds were healed in a hospital in England, but he is still on crutches. He was put out of the fighting on Oct. 14 after the Hindenburg line had been crossed.



First Lieutenant Arthur Morgenstern of Grand Rapids, Mich., who was with the 119th Infantry had been six months in the fighting lines, and attached with the British during the fighting around St. Quentin. Near Souplet, crossing the St. Quentin, Lieutenant Morgenstern was wounded in the right leg. He said he never saw anything like the bar age which was put over by the Germans at this point.

#### Casey's Experience.

Buried alive with 26 Australians and American soldiers in a barn near Mt. Kemmel, and surviving the experience only to be hit by a high explosive shell the next day, was the experience of Private Charles Casey, Company E of the 107th Regiment, of 23 Jefferson street, Yonkers.

Private Casey's story as he told it from his bunk in the medical ward of the Comfort yesterday, is as follows:

"I was with headquarters company and we were with the British and Australians at Mt. Kemmel. On Oct. 16, I went into a barn to rest for the night. There were a number of Australians in the barn. After I had laid down in my blanket, another American soldier came in and lay down at my feet. I told him to come and share my blanket. It's a good thing he did that or he would have been killed as a high explosive hit the side of the barn, burying 26 of us, and a nine foot beam fell directly on the spot where the Yank had been lying before he came to share my blanket.

"Two Australians and the American and myself managed to crawl out, but the others were buried in. We got started to work and dug those fellows out. It was a hard job, but we got through with it. One American was killed when the shell hit the building.

"Jerry was determined to get me, as next day a high explosive got me and I was put out of action."

#### Wounded Nurse Returns.

Perhaps the first wounded navy nurse to return to the United States, who had been wounded in action, was Miss Mary Smith, whose home is in Berkeley, California. She was one of the three navy nurses of a California unit attached to the big naval gun crews at Chateau Thierry, and was hit by shrapnel while dressing wounded marines from the front. She was struck in the right leg, and according to her friends, continued to dress her patients.

Miss Smith was on crutches when the comfort arrived yesterday, but she was so modest and bashful that she positively refused to say anything about herself.

Private William L. Reese, formerly of Squadron A of the New York Cavalry, but who went to France with the 105th Machine Gun Battalion, in the Twenty-seventh Division, took part in the breaking of the Hindenburg line. The drive started on September 27 as far as he was implicated, he said, and he was two weeks in the drive before he was wounded, and he considered himself lucky to get along so long without a wound.

"When it did come," he narrated on board the Comfort yesterday, "it got me good. There was a high explosive shell which landed just under me and blew me into the air. It seems like that, and my left foot was shattered. Private Reese's home is at 195 Claremont avenue, New York City.

#### The Old Seventy-first.

Private A. L. Ferri of 750 East 178th street, Bronx, of the old 71st Regiment, was in the 105th Infantry at Ypres and Mt. Kemmel with the 27th Division. He was seven months in France, two months in the trenches and wounded in the right knee with shrapnel on August 23.

Private William E. Allen, headquarters company of the 107th Infantry, whose home is at 234 East Fifty-fifth street, New York, took part in the Ypres battles, and was at the taking of Mt. Kemmel. It was there he was gassed on September 29, two days after the big drive started.

Private Alfred F. Criaao, a member of the old Seventh Regiment, and now of the machine gun company of the 107th Infantry, his home being at 616 West 116th street, New York City, was lost in a smoke screen on September 29 during the Hindenburg drive, and with a shell wound on the left side, lay inside a shell hole for sixteen hours while "Jerry" was trying to get him with machine gun fire.

"We went over the top on September 29 and I was wounded in the left side. A number of us were lost in the smoke screen and we went groping about to try and get in touch with our company. While in a shell hole something struck me and knocked my rifle out of my hand. There was another lad in the shell hole and I got him to bandage my wound, which was serious. All through the night "Jerry" kept throwing up flares to try and keep us under observation but at 3 o'clock in the morning we

crawled away and was challenged by a Tommy when I reached the British lines. I was passed through and sent to the hospital at Rouen."

#### In German Hospital.

The unspeakable conditions prevailing at the German hospitals back of the lines was told by Private John F. Perry of 1264 Portland avenue, Woodhaven, L. I. He was a member of the old Fourteenth regiment of New York and went to France as a member of Company H of the 106th Infantry in the Twenty-seventh Division, and fought at Ypres, Pipringer, and Mt. Kemmel.

"We were in the reserve when 'Jerry' was retreating at Mt. Kemmel," said Private Perry and we were detailed to take up the advance at St. Quentin. We had gone over the top when I was hit in both legs and I lay in a shell hole.

"I lay in that shell hole for two days, part of the time unconscious, and blood poisoning set in on my legs and then the Germans came and took me prisoner. The first thing they did was take off my right leg and I was sent to a hospital. Three weeks later my left foot was amputated. The conditions in that hospital was horrible. I was there two months and was not washed during that time nor did I have a change of linen. There were thirty other American soldiers in that terrible place.

The British captured the town two weeks before the armistice was signed and I was transferred to a hospital in England. And say you cannot give too much praise to the English and French hospitals. They were wonderfully good to me.

#### Felt No Pain.

One of the queerest stories that has come back with wounded soldiers from France was told on the Comfort yesterday by Private Joseph A. Ashi of Phoebus, Va. He was a member of the Third New York National Guard and was at Niagara when he enlisted. He went overseas as a member of Company A of the 108th Infantry with the Twenty-seventh Division, and was in action at Bellecourt. He lost his right leg, had his left foot shattered, lost the fingers of his left hand, but felt no pain when he got those injuries and believe they were caused by a powerful liquid acid, as his clothes were perforated with small holes, after he fell.

"The drive started at 5:50 in the morning of September 29," Private Ashi related. "Twenty minutes later we went over the top. Men were falling all around me but my only thought was to go ahead. I, too, suddenly dropped, and looking down to see the cause, found my right foot was off, and then I discovered that my left foot was shattered.

"My left hand was ripped right open, and I felt practically no pain. I am certain that it was not a shell and I believe it was some kind of acid as my uniform was perforated with small holes. My watch had stopped at 6:10 a. m., so I came to the conclusion it was that hour I was put out of action. I think I laid in No. Man's Land for four or five hours before I was carried away and taken to a hospital. The fingers of my hand were all amputated later.

"Actually I only was in action for twenty minutes and got all this. I would not have minded it so much if it had come after I had been through to the end of the war. I could not have had better treatment than that received at the hands of the English at Hospital No. 3, Oxford. Had I been at home I could not have been better treated."

#### Navy Told Tales Too.

Not all of the tales of war told aboard the Comfort came from the army; the navy being well represented in thrilling episodes. When A. J. Tobin, who holds a boilermaker's rating aboard the U. S. S. Olympia, goes back to his home in Austin, Texas, he has many thrilling stories to tell of the landing of American troops at Archangel.

"We started for Archangel about April first, and our job was to protect the American Ambassador," said Tobin, "but we did not know what we were up against. We had a lot of fighting with the Bolsheviks after we landed on June 5. Twenty-one of our men were wounded during the fighting but none killed. The Bolsheviks had played hell with that town. They had bust into all the banks and got away with all the money. Every place they looted.

"There is a population of about 50,000 people in the city and the Bolsheviks started a strike. It hit the street cars first and we then ran the cars. My lieutenant asked me if I could run a car. Sure I could, and I started in and turned her control only two notches and off the rails she went. The darned car was so light, six of us lifted her back on the rails. Then they put me on as a conductor, and collecting car

fares is like collecting stamps. They have nothing but paper money and the one most in currency is the kopek, of which it takes 100 to make a dime.

"One thing strikes you very forcibly in Archangel and it is the fact that most of the young girls have their hair cut short. The Bolsheviks, not content with robbing the banks, cut the hair of the young girls' heads and sold it. They have very beautiful hair and very long, so it is very valuable.

"The Russians were quite willing to allow the Americans to make a search and in several raids we discovered much ammunition, machine-guns and rifles stored in cellars."

#### Wounded In Fight.

With Tobin there returned from Russia on the Comfort, Charles Ringenberg of Oklahoma. He was shot in the arm with a rifle bullet during street fighting in Archangel. Everything was quiet in the city when the two men left to return home they said.

A survivor of the U. S. S. Jacob Jones which was torpedoed and sunk off Queenstown on Dec. 6, with the loss of 67 of a crew out of 110, was on board the Comfort in the person of Boyd M. Hamp, and electrician from Des Moines, Iowa. In telling of the disaster to the Jacob Jones, Hamp said:

"I don't remember the date we left Queenstown, but we were conveying troops from there to Brest, France. We left Brest at 8 o'clock on the morning of Dec. 6, and after carrying out target practice were cruising around. About 4 o'clock in the afternoon we sighted a torpedo at 600 yards, but we never saw the periscope of the submarine. The torpedo struck us just aft of midships and blew up all the life boats, with the exception of the motor Jerry.

"A number of the crew were killed and we threw overboard the rafts and jumping into the sea swam after them and climbed into them. The Jacob Jones went down within our sight, just six minutes after she was hit, and there were only 43 survivors out of the crew of 110.

"Two members of the crew, a cook by the name of Murphy, and a seaman by the name of De Marrill, were swimming about in the water, and the submarine appeared and threw them a life-line, taking them aboard as prisoners. We were on the rafts in the open sea for 16 hours in bitter cold weather before we were picked up by H. N. S. Camillo, and taken to Queenstown."



Dispatch Jan 22/19

# SHIPS LAND 5,000 MORE MEN DURING SINGLE DAY

**George Washington and DeKalb Arrive—Most of the Soldiers Were Western Men—Noted Aviators Home—Tell Thrilling Tales of War—One Flier to Try North Pole Trip.**

## HOBOKEN BOYS, DUFFY AND MAGGIANO, ON BOARD

The George Washington with nearly 4,000 troops aboard, arrived in Hoboken yesterday and was followed by the De Kalb with almost 1,000 army and navy men. Two generals, two colonels and several staff and field officers were on the George Washington. Among the units was a battalion of the Forty-ninth Infantry which had seen much service in France, and the casual officers included many distinguished aviators who have been many times decorated by the French, Belgian and American governments.

### Two Hoboken Boys on Board

The greater part of the Forty-ninth Infantry, part of the 83rd Division, which arrived on the George Washington yesterday, were New York men.

There were two Hoboken boys in the outfit, Sergeant Bernard J. Duffy, of 911 Clinton street, and Michael Maggiano, of 130 Jefferson street.

There were also two Jersey City boys, Henry Buckhardt, of 15 Floyd street, and Corporal W. E. Davis of 214 Twelfth street.

Sergeant Duffy was with the machine gun company, and while nearly 60 per cent. of that outfit was wiped out in the Argonne, Duffy was kept behind in the training school, training machine gunners for action at the front. He therefore did not get an opportunity to see much action.

Big crowds lined First street yesterday when the Forty-ninth Regiment was marched from the piers to the Erie tracks where they boarded trains for Camp Merritt. Many of the relatives of the men from New York having heard that part of the regiment would be on the Washington, were at the piers to meet the boys.

That is, they blocked River street, the entrance to the piers and the military police and local police department had their work cut out to open up a lane for the returning heroes. It was such a fine mild day that the biggest crowd which has yet lined First street to greet the troops was on hand and there was more enthusiasm in their welcome than has been evident in some of the more recent welcomes given to the troops passing through Hoboken.

### Promoted To General

William Chamberlains 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, was at the Coast Artillery school for two years and attended the U. S. Naval War College in 1910.

He was called from the command of the artillery of the Second Division, which made a name for itself in the war, 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.

### Was On Russian Commission.

Captain Hilton C. Curl, Medical Corps, U. S. N., a member of the Root Commission to Russia, was another passenger. He has been twenty years in the Navy. His mission in Russia was to investigate Hospitals in Petrograd. Returning across Siberia two

bridges were burned just ahead of the train and a large warehouse next to the tracks on which the train was standing was destroyed by fire. He was in the former Emperor's coach and occupied that deposed monarch's berth. 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.

### With Pershing In Mexico.

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 world war he was placed in command of the 168th Brigade of the 83d Division and was assigned to the 166th Brigade shortly after the armistice was signed, and took command in the homeward trip.

Captain T. B. Wood of Philadelphia, 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, Chateau Thierry and the other engagements in which the Marines distinguished themselves.

### Distinguished Aviators.

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

He was First Lieutenant W. P. Erwin, of Chicago, 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 planes and has a record for courage and aring which it would be hard to believe but for the fact that they are officially demonstrated in the American records of the deeds of the American army in France.

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 with the First American Aero Squadron. While he has been flying over the entire front, his best work was at Chateau Thierry and the Argonne forest.

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

### Other Aviators.

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 H. H. 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 Belgian war crosses. He was at the Chateau Thierry, Argonne and St. Mihiel fighting.

Major Melvin A. Hall was on his way to his home at 1008 Fifth avenue, New York City, 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 has the distinction of having gone furthest north in an automobile and said yesterday as he was leaving Hoboken that he intends to make an attempt to fly to the North Pole.

"That all depends on how long I remain in the Army," the Major said.

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.

He was in the battle of Hooge, the first flame attack was in the defence of Ypres salient in the 1916 battle of Messines Ridge, and was mentioned in dispatches three times in commander-in-chief's dispatches for gallant and distinguished service.

In December, 1918, he was transferred to the United States air service acting as operations officer to General Mitchell.

His breast is a mass of decorations, having received the croix de guerre with palm, for work at Chateau 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.

### Shot Down at the Marne.

Lieutenant R. F. Raymond of the 27th Aero Squadron, first army of Newton, Mass., squads the D. S. C. and the choic-

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."

### Those on the DeKalb.

Four hundred and four sick and wounded men arrived on the DeKalb, former North German Lloyd liner Prinz Frederick Eitel, 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 104 men of the headquarters company army artillery attached to the Second army and six casual officers.

Of 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 from some 200 miles south of that northern part of Russia.

The officers referred to are Lieutenant Lindsay Bradford, who gave his address as the New York Aero club; Lieutenant J. G. Sherridan, of Chicago; Ensign J. S. Rogers, New York City; Lieutenant J. G. Williamson of Collingswood, N. J.; and Ensign W. L. G. Gilson, of Pittsburg, Pa.

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

### On A Mine-Layer.

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, 70,000 mines being laid at three different depths. He only saw one submarine during his work. He is a Spanish War veteran.

Made a German prisoner when his machine was shot down, Lieutenant L. O. Dudley of 123 Joraleman 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.

Private John Yaccarine of 961 Hancock street, Brooklyn, a member of the Old Fourteenth, was with the 106th Infantry and fighting alongside 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 300, 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 bayonets and at one time it came to hand to hand fighting and we were using the butt end 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.

"That we should soon be free again was our fondest hope but the Germans bundled us into wagons, taking us from the Hospitals and sent us in front of the army. Three weeks later we got to Colonge. The Americans who were wounded got only the scantiest of food, a small piece of black bread and soup made from carrot and cabbage. Americans who were not wounded were unceremoniously awakened in the morning with a whack over the head with a night stick.

"We were at Colonge when the Armistice was signed and the revolution followed. The civilians took charge from the military and we were better treated. We were sent down the Rhine on an excursion boat and later turned over to Holland."

Conforming this story of the bad treatment given to American wounded prisoners by the Germans was the recital of Private Edward Schmidt, of 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.



Dispatch Jan 2/19

# M. FAGAN'S COUSIN BACK FROM FIGHT IN ARGONNE

**John Bulat, of Hoboken, Also  
Home On Cruiser Pueblo—  
Some From "Fighting Sixty-  
Ninth" Among Those Arriving  
—O'Neill Tells of Rescuing  
Two American Prisoners.**

## OTHER TRANSPORTS DUE YESTERDAY NOT IN YET

Back from the battlefields of Europe aboard the U. S. Cruiser Pueblo, docking in Hoboken yesterday afternoon, were James Fagan, of 212 Palisade avenue, Jersey City, a third cousin of former Mayor Mark M. Fagan, and John Bulat, of 328 Adams street, Hoboken.

There were also some from the "Fighting Sixty-Ninth," of New York.

Altogether there were 1,526 men aboard the transport, the only transport to reach her dock, although one or two others were scheduled to arrive in the port yesterday.

The Fifty-third Ammunition Train, including a headquarters detachment, medical detachment and Companies A, B, C, and D, numbering 15 officers and 608 men were in the unit which was in command of Major Charles Hines of Salt Lake City. The train was engaged in hauling ammunition to the First Army and had been in action since June 10 last year. They were organized at Fort McArthur and are mostly from lower California and Texas.

### Fagan Was In Argonne.

Young Fagan of Jersey City, was in the Argonne fighting, and told how the artillery was placed "for the purpose of never coming back." He said:

"We were over there about seven months altogether and were in the St. Mihiel drive and in the Argonne forest fighting. Our job was to take ammunition up to the First Army and the way those boys got away with the shells meant hell for the Boche. At the Argonne forest we were right up in the front lines as the guns there were set five yards apart and were there for the purpose of never coming back. They did not come back, but went forward all the time. We sure are glad to get back home again and give my regards to all the Jersey City folks."

### Bulat Lucky To Get Over.

A Hoboken boy who got sandwiched into this unit was John Bulat of 328 Adams street. He, too, had seen much of the fighting though on the job of supplying the boys with the shells and ammunition.

"Jerry was busy most of the time trying to get our ammunition trains before they got up to the front and their high explosive shells certainly played havoc with one of our wagons, but we did not mind a little thing like falling shells when the boys at the front were depending on us to keep them supplied with ammunition," said Bulat.

He volunteered in the Coast Defense artillery unit which was organized in Hoboken when war broke out, and was with the unit at Fort Mott. When volunteers were asked for overseas service Bulat immediately put his hat in the ring and was overjoyed that he was getting an opportunity. He went over in a replacement company and was sent to the Fifty-third Ammunition Train with which unit he saw service.

### Recaptured American Prisoners.

Captain Edward O'Neill, of Boston, commander of Company F, of the Twenty-third Infantry, was carrying a croix de guerre in his pocket, but the ribbon of the distinguished decoration with a star was pinned to his breast. Captain O'Neill was wounded twice, at Chateau Thierry and Soissons.

"The Boche organized a trench raid," he said, "which was successful enough to result in two of my company being taken to the German trenches as prisoners. We could not allow those boys to

take a trip into the German prison camps if it could be avoided, and we determined to get them back to our lines as soon as possible.

"I asked for volunteers and some of the boys were disappointed because they could not all go in the raiding party. Ten men were selected and I went with them over no man's land and executed a raid on the German trenches, which resulted in our bringing back our two boys who had been taken prisoners. Incidentally, many Germans who had taken part in making them prisoners never lived to tell the tale. The squad sure did raise hell in that German trench when they got to work."

### Buried Eddie Grant, Ball Player.

Sergeant John F. Burns, Company I of the 307th Infantry of Riverdale, N. Y. was in charge of the detail which buried Eddie Grant the ball player. He was

also in the liaison service and succeeded in getting a message through to Major Wesslesley's lost Battalion in the Argonne woods.

"Yes, it was on October seventh, that we buried Eddie Grant. It was during the day that he was laid to rest. He was killed during the previous evening. We buried him in a little cemetery in those parts known as Straf Man's Hill, or Dead Man's Hill."

A member of the old Ninth Coast Defence, was in the 57th C. A. C. and on the Pueblo as a casual. He was Sergeant Henry Hughes, of 483 Thirteenth street, Brooklyn. He took part in the St. Mihiel drive and in the Argonne forest campaign. Sergeant Hughes was gassed at the Argonne fighting, when the Germans sent over some tear gas shells.

Three navy passengers on the Pueblo were men from the Northern Bombing Squadron, attached to the British expeditionary forces. They were John M. Connell of Parsons, Pa.; T. E. Burke of Elmira, N. Y.; and C. M. Pace of Kansas City, Mo.

Though of the navy, they had never been on a vessel until they went to France and had never been on the sea again until they returned on the Pueblo. Their work was in aeroplanes and they took part in many air raids with the British, bombing Ostend, Zeebrugge, and behind Cambrai.

### Praises Father Duffy.

"I guess we have seen pretty near everything there was to see and we had some tough fights. No regiment ever had a sky pilot with them like the Rev. Father Duffy. He is a major now, yes, and he got the D. S. C. God knows he deserved it. He was one of us and you should have seen him there in the Champagne with a rifle and bayonet just like the rest of us over the top after the Boche. He kept the men in spirits and I guess whenever the Sixty-ninth is spoken of you will hear of Father Duffy. The regiment and he are synonymous.

"Yes, I was in one or two escapades, sufficient in themselves to direct attention to me. I was recommended for the D. S. C. once or twice, but it never came my way, so what's the good of talking about that. The Major said it was in the line of duty, and I guess it was, so that's all there was to it."

Sergeant Haab was wounded twice, through the leg during the Champagne and at the Argonne forest fighting.

"I was a sniper during the St. Mihiel drive," said Sergeant Haab and was gassed while observing on Hill No. 024 in the Argonne. One company of the 165th was set to take the town of St. Georg on October 15. He went in with 240 men and came out of the scrap with but 56. It was one of the worst battles of the fights we got into. It was not until November 2 that we captured that town and it took the entire 165th Regiment to complete the job. I was wounded on October 16, the second day of the drive."

Sergeant Haab has a twin brother in Company C of the Seventh Regiment of New York, and said he had not heard from him since June 19 and does not know whether he is alive or not.

### Others Who Arrived.

Among some of the New York lads aboard the Pueblo were Lieutenant Leonard S. Morvay. He was in the Third Ammunition Train of the Seventh Infantry attached to the Third Division. Lieutenant Morvay is a dentist and lives at 26 Lenox avenue, New York City. He saw fighting at Chateau Thierry, Verdun and St. Mihiel.

Private Samuel Jaffee of Company L of the 316th Infantry, of 12 Union avenue, Brooklyn, was in several battles before he was thrown into the discard as a fighting man. Private Jaffee in the Verdun battle got trench feet and was sent to the hospital.

Private C. Beverage of 821 Avenue Q, King's Highway, Brooklyn, was a member of the 314th Infantry attached to the 79th Division, and had been in the service fighting since last July. The worst engagements he participated in, he said, was at the Argonne forest. He was gassed twice, the last time on October 5, which put him out of the fighting forces.

Sergeant William A. Gannon, one of the old Sixty-ninth, was with the 165th regiment through most of the hard fighting which the regiment took part on, and was wounded with a machine gun bullet in the right knee at Chateau Thierry. He rejoined the regiment later and was in the Argonne forest fighting. His home is at Whitestone, L. I.

Dispatch Jan 25/19

# FOUR TRANSPORTS REACH PORT, TWO AT HOBOKEN PIER

**Leviathan Swings Out In River  
As Others Are Com-  
ing In.**

## ANDERSON, WEST NEW YORKER, ON MERCY SHIP

A deluge of transports arrived in the port of New York yesterday, four docking in Hoboken, including the battleships Louisiana and New Hampshire, the General Goethals, the Calamares, Suriname, while the Accomac anchored in Gravesend Bay.

The hospital ship Mercy docked at pier 45 on the New York side, while the Goethals also docked at a New York City pier. On the battleships arriving at Hoboken were the 59th Coast Artillery Corps, composed for the most part of the old Thirteenth Coast Defence National Guard regiment of Brooklyn.

There was a big ovation for the Brooklyn contingent, the home folks from Brooklyn being at Quarantine on the river boat Highlander to welcome the boys. In addition, the police patrol escorted the battleships up the river and the unusual sight was witnessed off Hoboken of the giant transport Leviathan leaving her dock and swinging round in the river, practically stopping all traffic. The two battleships steamed up into the berth which had been vacated by the Leviathan, while another transport, the Calamares, also hove into view in the general scheme.

### West New Yorkers on Mercy.

For some reason or another none of the newspaper men were allowed aboard the hospital ship Mercy, and there were a few local wounded men on this ship. They included Private Charles Anderson, Company L, of the Twenty-first Engineers, of 104 Tenth street, West New York. He was a walking case. Others were Corporal George Reubold of 2729 Boulevard, Jersey City; Private John J. Logrant, Jersey City, shot through both legs, and Private Young C. Beaves of Englewood, N. J.

The 59th C. A. C. had been in the severe fighting at the Argonne forest, their big guns tore huge holes in the forest and accounting for thousands of Germans. It was the hardest and hottest fighting that the Guardsmen had been in, although they also took a prominent part in the St. Mihiel drive.

The Calamares carried 1,500 naval men who had been in coast patrol duty off France, while there were also 36 army officers from different branches of the service. None of the army men were from New Jersey.



Dispatch Jan 27/19

# TRANSPORTS AT SEA AND THOSE ARRIVING, COMMANDS ON THEM; OTHER SHIPPING INFORMATION

Announcement Made By Captain Murphy In Charge of the Information Bureau at the Port of Embarkation—Details of the Ships Shortly to Reach Port Are Given Out—Many Ships For New York and Others For Newport News.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
Orizaba	1-14	Brest	1-23	S-2 Hob.	2568	_____
Felix Taussig	1-11	St. Nazaire	1-23	Philadelphia	2	_____
Caronia	1-17	Brest	1-24	54 N. R.	3987	Mills
Maui	1-15	Bordeaux	1-25	New York	3051	_____
La Lorraine	1-19	Bordeaux	1-26	New York	429	_____
West Galeta	1-8	Bordeaux	1-26	New York	13	(French)
Zealandia	1-16	Bordeaux	1-26	New. News	1672	_____
Federal	1-12	Bordeaux	1-26	New. News	55	_____
Nebraska	1-15	Brest	1-27	New. News	1029	_____
New Jersey	1-15	Brest	1-27	New. News	1005	_____
Monticello	1-12	St. Nazaire	1-27	New. News	62	_____
Martha Washington	1-19	Brest	1-28	New. News	2294	_____
Frederick	1-17	Brest	1-29	New York	1547	_____
Francis L. Skinner	1-12	Bordeaux	1-30	New York	62	_____
Haverford	1-15	Brest	1-30	Philadelphia	2073	_____
Susquehanna	1-17	St. Nazaire	1-30	New. News	2157	_____
Lake Yelverton	1-11	Rochefort	1-31	New York	3	_____
Seranton	1-18	St. Nazaire	2-1	New York	3	_____
Absecon	1-17	St. Nazaire	2-3	New York	23	_____
Easterner	1-18	Bordeaux	2-4	New York	5	_____
Henry R. Mallory	1-20	Bordeaux	1-31	New York	1755	_____
Connecticut	1-20	Brest	2-1	New York	955	_____
Bremerton	1-20	Bordeaux	2-3	New York	22	_____
El Sol	1-20	Bordeaux	2-3	New. News	65	_____
Mongolia	1-20	St. Nazaire	1-30	New York	4918	_____
Samarinda	1-20	St. Nazaire	1-31	New York	278	_____
Connecticut	1-20	Brest	2-1	New York	955	_____
<b>OVERDUE</b>						
Suffolk	1-5	St. Nazaire	1-20	New York	1	_____
Hampden	1-7	Bordeaux	1-21	New York	21	Merritt
Galesburg	1-9	Nantes	1-24	New York	25	_____
Minnesota (USAT)	12-23	Marseilles	1-24	New York	8	_____
Ice King	1-7	St. Nazaire	1-24	New York	2	_____

Dispatch Jan 30/19

## OVER 6,000 TROOPS EXPECTED IN TODAY

### Cruiser Frederick and Transport Magnolia Due to Arrive at Hoboken.

Two troopships carrying over 6,000 soldiers will arrive at the Army pier in Hoboken today. The U. S. Cruiser Frederick, with 1,547 aboard is due to dock at 9 a. m. There are two aero squadrons on the cruiser and 24 officers and 1,202 men of the 330th Infantry and ten casual officers.

On the transport Mongolia which is due to dock at Hoboken at 5 p. m., there is a total of 4,929 troops and six naval officers. For the main part the troops are made up of "casual" companies which, by the way, many readers apparently believe mean men who have been wounded and are listed because of their being on the casualty list. "Casuals" are men who have been separated from their regular outfit and are banded into "casual" companies.

In addition to the "casual" companies there are fifteen "casual" officers and 958 sick and wounded enlisted men and forty officers.

From the queries that are being received at the Army information office, at the Debarkation headquarters in Hoboken many people believe that when a unit is listed for early return that must mean that they are on their way to this country. "Early return" only means that the unit referred to has been ordered to get ready for return home.

Dispatch Feb 3/19

## TWO D. C. S. HEROES BACK ON BATTLESHIP

### Connecticut Arrives With Nine Hundred and Fifty-Five Warriors From Europe.

The Battleship Connecticut docked in Hoboken yesterday after bringing home 955 warriors from France. One "casual" company which was composed entirely of marines, had in it two soldiers who had been decorated with the D. S. C. Private Red McCarter, of South Wilmington, Ill., got his cross for one with a party of twenty-four who volunteered to wipe out machine gun nests in the town of Bouresches, on June 6, near Belleau Woods.

According to one of Carter's pals, because he would not tell the story himself, he led the platoon after his lieutenant was downed, and of the twenty-four who started out, only twelve of them entered the town and captured it. Carter bayoneted six huns and captured and brought back two machine guns, but was shot to pieces and was in a hospital in France ever since, and will be lame for life.

Another D. S. C. man was Sergeant John Ingalls, of Iowa, who led his platoon though himself wounded and held them together for twelve hours, fighting off the Boche.

Most of the troops on the battleship were in two aero squadrons, that had been engaged in construction work in France and had not seen action at the front.

There was also a company of colored troops among which were twelve of the old Fifteenth regiment of New York City.

Dispatch Jan 31/19

## TRANSPORT CAPTAIN IS ON TRIAL IN HOBOKEN

Captain Louis J. Connell, U. S. N., who was in command of the transport Northern Pacific when she went aground off Fire Island before daylight New Year's morning, while bringing home hundreds of wounded and convalescent soldiers, was on trial before a naval court martial at the naval headquarters in Hoboken yesterday.

The navigating officer of the ship was also before the court martial, whose findings will not be made public until they have been dispatched to Washington. The navigation officer's name was not revealed.

It was reported that Capt. Connell retired at 10 o'clock the night of December 31st, leaving instructions that he was to be awakened if the weather thickened, but that he was not called until the Northern Pacific went aground.

Captain Connell has been in the navy for thirty years and rose from a seaman. He wears four gold service stripes, a rarity in the navy. Never before had a ship grounded while under his command, it was said, although he had navigated vessels to all parts of the world.



*Dispatch Feb 6/19*

*Dispatch Feb 3/19*

S. S. Princess Matoika sailed from St. Nazaire on Jan. 30 for Newport News; probable date of arrival Feb. 11. Casual Company No. 140, 2 officers, 126 enlisted men (Marines); Casual Co. No. 142, Illinois, 3 officers, 157 enlisted men; Casual Co. No. 143, Minnesota, 3 officers, 143 enlisted men; Casual Co. No. 444, Missouri, 3 officers, 152 enlisted men; Casual Co. No. 145, New York, 3 officers, 150 enlisted men; Casual Co. No. 146, Ohio, 2 officers, 142 enlisted men; Casual Co. No. 477, Maryland, 3 officers, 150 enlisted men; Base Hospital No. 66, Vermont, 4 officers, 134 enlisted men; Casual Co. No. 478, Montana, 2 officers, 147 enlisted men; Casual Co. No. 479, Regular Army, 2 officers, 148 enlisted men; Casual Co. No. 480, New York, 2 officers, 143 enlisted men; Casual Co. No. 481, 2 officers (white), 135 enlisted men (colored), divided as follows: Camp Meade, 2 officers, 41 enlisted men; Camp Grant, 2 officers, 35 enlisted men; Camp Travis, 2 officers, 25 enlisted men; Camp Funston, 2 officers, 34 enlisted men. Casual Co. No. 482, California, 3 officers, 151 enlisted men; St. Nazaire Convalescent Detachments, Nos. 35 to 39, inclusive, 5 officers, 727 enlisted men. 82 Casual Officers, classified as follows: Pioneer Infantry 1, Air Service 48, Ordnance 4, Medical Corps 3, Infantry 14, Engineers 2, Quartermaster Corps 5, Coast Artillery Corps 1, Motor Transport Corps 1, Field Artillery 2, Tank Corps 1. Other casuals, 5 civilians. Medical Detachment for Duty, 5 officers, 30 enlisted men. Included in the above are sick and wounded classified as follows: Bedridden, 29 enlisted men; Mental, 110 enlisted men; Tubercular and isolated, 40 enlisted men; requiring no special attention, 5 officers and 543 enlisted men. Total, 2,766; also 60 Navy personnel.

S. S. Dante Alighieri sailed from Marseille on Jan. 30 for New York; probable date of arrival Feb. 14. 61st Regiment C. A. C. (complete), 32 officers, 1,556 enlisted men. Total, 1,588.

S. S. Duca D'Abruzzi sailed from Marseille on Jan. 28 for New York; probable date of arrival Feb. 8. Extract of cablegram from General Harbord, dated Feb. 1 (SOS 923) correcting cablegram on S. S. Duca D'Abruzzi (SOS 903) as follows: 4th Regiment CAC (complete), 49 officers, 1,372 enlisted men; 46th Regiment CAC, 49 officers, 1,372 enlisted men; 164th Field Artillery detachment, Ohio, 1 officer, 55 enlisted men; 164th Field Hospital Detachment, 1 officer, 55 enlisted men.

S. S. El Oriente sailed from Bordeaux for Newport News on Jan. 30; probable date of arrival, Feb. 9. Has the following on board: 1 Casual Officer, Infantry; other casuals, 57 civilians. Total, 58.

S. S. Santa Teresa sailed from Bordeaux on Jan. 30, for New York; probable date of arrival Feb. 9. Bordeaux Convalescent Detachments, Nos. 1 to 7, inclusive, 684 enlisted men; Nos. 11 to 14, inclusive, 597 enlisted men; Nos. 17 and 18, 16 officers, 12 enlisted men; No. 65, 31 officers. Casual Co. No. 81, Virginia, 1 officer, 73 enlisted men; Detachment Medical Casuals for Duty, Virginia, 1 officer, 4 enlisted men; Detachment Medical Casuals for Duty, Georgia, 6 officers, 30 enlisted men; other casuals, 1 civilian. Sick and wounded, included in above, classified as follows: Bedridden, 10 officers, 12 enlisted men; Mental, 1 officer, 14 enlisted men; requiring no special attention, 36 officers, 1,267 enlisted men. Total, 1,456; also 1 Naval officer.

S. S. Ancon sailed from Marseille on Jan. 29 for New York; probable date of arrival, Feb. 11. Casual Officers, classified as follows: Engineers 1, Infantry 1, Field Artillery 1, Motor Transport Corps 1, Quartermaster 2. Total, 6.

## SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

Dates of Departure From France, When They May Be Expected to Arrive and Where, With Number of Troops They Are Carrying —Other Details of Those On Various Ships As Cabled to Port of Embarkation From American Expeditionary Forces.

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Francis L. Skinner	1-12	Bordeaux	1-30	New York	82	
H. R. Mallory	1-20	Bordeaux	1-31	New York	1755	
Samarinda	1-20	St. Nazaire	1-31	New York	278	
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Connecticut	1-20	Brest	2-1	New York	955	
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Bremerton	1-20	Bordeaux	2-3	New York	22	
El Sol	1-20	Bordeaux	2-3	New. News	85	
Easterner	1-18	Bordeaux	2-4	New York	5	
Zacapa	1-22	Bordeaux	2-5	New York	121	
Bristol	1-23	La Pallice	2-6	New York	21	
Arakan	1-22	Bordeaux	2-6	New York	21	
Tivives	1-22	Bordeaux	2-6	New York	55	
Pasadena	1-23	Bordeaux	2-12	New York	34	
Coronado	1-21	Brest	2-14	New York	1	
Celtic	1-25	Brest	2-2	New York	3114	
Vermont	1-24	Brest	2-5	New. News	1040	
Corontolo	1-23	Bordeaux	2-5	New. News	37	
Maartensdijk	1-23	St. Nazaire	2-9	Boston	1	
Coastwise	1-24	St. Nazaire	2-10	New York	17	
Alloway	1-25	St. Nazaire	2-13	New York	1	
Agamemnon	1-26	Brest	2-3	S/4 Hob.	2914	
Cedric	1-26	Brest	2-4	N/59 N. R.	3507	
Duca Doosta	1-20	Marseilles	2-5	New York	1776	
Rijndam	1-27	St. Nazaire	2-7	New. News	3042	
Duca D'Abruzzi	1-28	Marseilles	2-8	New York	1648	
Espagne	1-27	Bordeaux	2-8	New York	422	
Santa Barbara	1-27	St. Nazaire	2-9	New York	2	
Woonsocket	1-27	Bordeaux	2-10	New York	21	
Peerless	1-26	Bordeaux	2-11	New. News	157	
West Haven	1-26	Bordeaux	2-11	New. News	1	
Metapan	1-28	Brest	2-12	New York	119	
Hickman	1-27	Bordeaux	2-13	New York	41	

**OVERDUE**

Hampden	1-7	Bordeaux	1-21	New York	21	Merritt
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*Dispatch Feb 6/19*

## SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

Dates of Departure From France, When They May Be Expected to Arrive and Where, With Number of Troops They Are Carrying —Other Details of Those On Various Ships As Cabled to Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
Bremerton	1-20	Bordeaux	2-3	New York	22	
Easterner	1-18	Bordeaux	2-4	New York	5	
Zacapa	1-22	Bordeaux	2-5	New York	121	
Bristol	1-23	La Pallice	2-6	New York	21	
Arakan	1-22	Bordeaux	2-6	New York	21	
Tivives	1-22	Bordeaux	2-6	New York	55	
Pasadena	1-23	Bordeaux	2-12	New York	34	
Coronado	1-21	Brest	2-14	New York	1	
Vermont	1-24	Brest	2-5	New. News	1040	
Corontolo	1-23	Bordeaux	2-5	New. News	37	
Maartensdijk	1-23	St. Nazaire	2-9	Boston	1	
Coastwise	1-24	St. Nazaire	2-10	New York	17	
Alloway	1-25	St. Nazaire	2-13	New York	1	
Rijndam	1-27	St. Nazaire	2-7	New. News	3042	
Duca D'Abruzzi	1-28	Marseilles	2-8	New York	1648	
Espagne	1-27	Bordeaux	2-8	New York	422	
Santa Barbara	1-27	St. Nazaire	2-9	New York	2	
Woonsocket	1-27	Bordeaux	2-10	New York	21	
Peerless	1-26	Bordeaux	2-11	New. News	157	
West Haven	1-26	Bordeaux	2-11	New. News	1	
Metapan	1-28	Brest	2-12	New York	119	
Hickman	1-27	Bordeaux	2-13	New York	41	
Western Ocean	1-22	La Pallice	2-3	New. News	1	
Baltic	1-29	Liverpool	2-7	S/59 N. R.	3	Casualty
Saxonia	1-28	Brest	2-8	New York	1432	
North Carolina	1-28	Brest	2-8	New York	1428	
Santa Teresa	1-30	Bordeaux	2-9	New York	1457	
El Oriente	1-30	Bordeaux	2-9	New. News	58	
Ancon	1-29	Marseilles	2-11	New York	6	
Princess Matoika	1-30	St. Nazaire	2-11	New. News	2826	
Dante Alighieri	1-30	Marseilles	2-14	New York	1588	
Norfolk	1-28	Nantes	2-15	New York	22	Civilians

**OVERDUE**

Hampden	1-7	Bordeaux	1-21	New York	21	Merritt
South Pole	1-20	Bordeaux	2-3	New York	1	Casual



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Dispatch Feb 10/19

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Bremerton	1-30	Bordeaux	2-8	New York	22	-----
Bristol	1-23	La Pallice	2-6	New York	31	-----
Pasadena	1-23	Bordeaux	2-12	New York	34	-----
Coronade	1-21	Brest	2-14	New York	1	-----
Vermont	1-24	Brest	2-5	New. News	1040	-----
Corontolo	1-23	Bordeaux	2-5	New. News	37	-----
Maartensdijk	1-23	St. Nazaire	2-9	Boston	1	-----
Coastwise	1-24	St. Nazaire	2-10	New York	17	-----
Alloway	1-25	St. Nazaire	2-13	New York	1	-----
Rijnendam	1-27	St. Nazaire	2-7	New. News	3042	-----
Duca D'Abruzzi	1-28	Marseilles	2-8	New York	1648	-----
Santa Barbara	1-27	St. Nazaire	2-9	New York	3	-----
Woonsocket	1-27	Bordeaux	2-10	New York	21	-----
Peerless	1-26	Bordeaux	2-11	New. News	157	-----
West Haven	1-26	Bordeaux	2-11	New. News	1	-----
Metapan	1-28	Brest	2-12	New York	119	-----
Hickman	1-27	Bordeaux	2-13	New York	41	-----
Western Ocean	1-22	La Pallice	2-3	New. News	1	-----
Baltic	1-29	Liverpool	2-7	S/59 N. R.	3	Casually
North Carolina	1-28	Brest	2-8	New York	1428	-----
Santa Teresa	1-30	Bordeaux	2-9	New York	1457	-----
El Oriente	1-30	Bordeaux	2-9	New. News	58	-----
Ancon	1-29	Marseilles	2-11	New York	6	-----
Princess Matoika	1-30	St. Nazaire	2-11	New. News	2826	-----
Dante Aleghieri	1-30	Marseilles	2-14	New York	1588	-----
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Charleston	1-31	Brest	2-10	New York	1271	-----
Madawaska	1-31	Bordeaux	2-10	New. News	2501	-----
Pastores	1-31	Bordeaux	2-10	New. News	1286	-----
France	2-2	Brest	2-10	New York	4729	-----
Finland	1-1	St. Nazaire	2-12	New York	3353	-----
Stockholm	2-2	Brest	2-12	New York	2084	-----
Antigone	2-2	Bordeaux	2-13	New. News	2899	-----
Seattle	2-1	Brest	2-13	New York	1561	-----
Sixaola	2-2	Bordeaux	2-14	New York	47	-----
Tottori Maru	1-31	Bordeaux	2-15	New York	1	(Casual)
Cape Romaine	1-31	La Pallice	2-17	Philadelphia	2	(Casual)
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-22	New York	15	-----
Leviathan	2-3	Brest	2-11	S/4 Hoboken	9446	-----
Henderson	2-3	Bordeaux	2-15	New York	1272	-----
Howick Hall	2-3	Bordeaux	2-18	New. News	46	-----

### OVERDUE

South Pole	1-20	Bordeaux	2-3	New York	1	Casually
Arakan	1-22	Bordeaux	2-6	New York	21	-----

### Arrivals.

Agememnon reported as arriving at Norfolk, 2-5-19—10:30 a. m., should read 2-6-19—1:45 p. m.  
 Easternor arrived at Newport News, 2-6-19—7:55 a. m.  
 Espagne docked at Pier 57, North River, 2-7-19—10:30 a. m.  
 Shinsei Maru, docked on the north side of Pier 1, Hoboken, 2-7-19—12:10 a. m.  
 West Hobomac on the north side of Pier 14, Hoboken, 2-7-19—12:05 p. m.  
 Saxonia on the south side of Pier 56, North River, 2-7-19—2:04 p. m.  
 Tivives on the south side of Pier 8, Hoboken, 2-7-19—2:55 p. m.  
 Craster Hall at Sandy Hook, 2-7-19—10:20 p. m.  
 S. S. El Oriente—Troop coming mimeo No. 217-a, stating that this vessel will go to Newport News, is hereby cancelled. Will proceed to New York.  
 S. S. Howick Hall sailed from Bordeaux February 3 for Newport News; probable date of arrival February 18.  
 Detachment as follows: Company No. 31, Alabama, 1 officer, 30 men. Casual officers classified as follows: Air Service, 1; Infantry, 2; Medical, 1; Ordnance, 1. Total, 46.  
 S. S. El Oriente, originally scheduled to come to New York, has been diverted to Newport News.  
 S. S. Henderson, sailed from Bordeaux February 3 for New York; probable date of arrival February 15.  
 Bordeaux convalescent detachment No. 15, 151 enlisted men; No. 19, 151 men; No. 43, 149 men; Nos. 45 and 46, 146; No. 54, 6; No. 58, 49; No. 68, 10 officers; No. 86, 7 officers; detachments Nos. 77 to 84, inclusive, 20 officers, 474 men; Casual Company No. 33, detachment A (Camp Grant), 2 officers, 56 men; medical detachment for duty, 6 officers, 40 men; casuals, 2 nurses, 3 civilians. Sick and wounded (included in above): Bed ridden, 5 officers, 12 men; tubercular and isolated, 16 men and 2 nurses; others requiring no special attention, 34 officers, 1,095 men.

Other casuals, 17 enlisted men; 2 nurses, 23 civilians, 5 general prisoners. Included in above are sick and wounded classified as follows: Bedridden, 106 enlisted men; Tubercular and others requiring isolation, 88 enlisted men; Mental, 47 enlisted men; Requiring no special attention, 1,941 enlisted men. Total (as stated in cable), 9,443; also 3 French officers. Note: Total in checking up personnel given adds up to 9,295.

S. S. Matsonia sailed from Bordeaux on Feb. 3 for New York. Probable date of arrival Feb. 14. Sixty-eighth Regiment CAC complete, coast defense of L. I. Sound, 37 officers, 1,792 enlisted men; 151st Field Artillery Brigade Headquarters, Camp Devens, 3 officers, 10 men; Medical Detachment for Duty, 2 officers, 7 men; Medical Detachment for Duty, 2 officers, 4 men; Bordeaux Convalescent Dept. N. 85, 18 men; Bordeaux Convalescent Det. No. 60, 1 officer; Casual Co. No. 355, Camp Dix, 2 officers, 145 men; Casual Co. No. 356, Camp Sherman, 2 officers, 139 men; Casual Co. No. 357, Camp Upton, 2 officers, 162 men; Casual Co. No. 358, Camp Dodge, 2 officers, 103 men; Casual Co. No. 360, Camp Devens, 2 officers, 145 men; Casual Co. No. 361, Camp Lewis, 2 officers, 116 men; Casual Co. No. 363, Camp Upton, 2 officers, 146 men; Casual Co. No. 364, Camp Dodge, 2 officers, 102 men; Casual Co. No. 365, Camp Dix, 2 officers, 130 men; Casual Co. No. 367, Camp McClellan, 2 officers, 111 men; Casual Co. No. 27, Camp Grant, 2 officers, 137 men. Casual civilians, 6. Included in above are 18 tubercular cases, of whom 2 are bedridden. Total 3,345.

S. S. Leviathan sailed from Brest on Feb. 3 for New York. Probable date of arrival, Feb. 11. 371st Infantry, complete, 104 officers, 2,660 (Colored) Men, divided as follows: Camp Jackson, 60 officers, 1,466 men; Camp Meade, 20 officers, 774 men; Camp Lee, 7 officers, 45 men; Camp Gordon, 14 officers, 264 men;

Camp Pike, 3 officers, 111 men, 372d Infantry, complete, 77 officers, 2,605 (Colored) men, divided as follows: Camp Custer, 173 men; Camp Gordon, 1 officer, 251 men; Camp Lee, 244 men; Camp Sherman, 8 officers, 500 men; Camp Devens, 170 men; Columbus Barracks, 482 men; Camp Meade, 68 officers, 785 men. 163d Infantry, Field and Staff, Headquarters Co., Camp Dix, 41 officers, 252 men; 368th Infantry, Headquarters Det. Medical Detach. Companies H, I, K, L and M, Camp Meade, 35 officers, 1,118 (Colored) men; 41st Division Headquarters, Camp Dix, 32 officers, 68 men, 1 field clerk; Casual Co. No. 232, Texas, 1 officer, 38 men; Officers commanding convalescent Detachments Medical Corps, 17 officers; Brest Convalescent Detachments Numbers, 24 to 34 inclusive, 1,550 men; 37 to 39 inclusive, 351 men; 41 to 43, 281 men. Casual Officers, classified as follows: Air service, 12, C A C 3, Field Artillery 4, Cavalry 1, Chemical Warfare Serv 1, Engineers 8, Infantry 19, Medical 7, Motor Transport Corps 1, Ordnance 2, Quartermaster 5, Signal Corps 1, Adjutant General's Dept. 1, General Staff 1, Veterinarian 1, Embarkation Service 1, Unknown 2.

Casual Co. No. 485, colored, 3 officers (white), 127 enlisted men, divided as follows: Camp Funston, 2 officers and 40 enlisted men; Camp Grant, 1 officer, and 28 enlisted men; Camp Meade, 32 enlisted men; Camp Pike, 27 enlisted men; Casual Co. No. 486, Missouri, 3 officers, and 151 enlisted men; Casual Co. No. 487, Connecticut, 2 officers, and 145 enlisted men; Casual Co. No. 488, Illinois, 2 officers, and 149 enlisted men; Casual Co. No. 489, Massachusetts, 2 officers, and 146 enlisted men; Casual Co. No. 490, New Jersey, 3 officers, and 151 enlisted men; Casual Co. No. 491, Ohio, 2 officers, and 157 enlisted men; Casual Co. No. 492, Oklahoma, 2 officers, and 155 enlisted men; Casual Co. No. 493, Pennsylvania, 3 officers, and 148 enlisted men; Casual Co. No. 494, Kentucky, 2 officers, and 150 enlisted men; Casual Co. No. 495, New York, 2 officers, and 149 enlisted men; Casual Co. No. 496, Minnesota, 2 officers, and 144 enlisted men. Thirty Casual Officers classified as follows: Air Service 24, engineers 2, infantry 1,

quartermaster 2, field artillery 1. Other casuals, 6 civilians. Medical Detachment for duty, 6 officers and 59 enlisted men. St. Navaire Convalescent Detachments 30 and 33, 1 officer, and 203 enlisted men. Numbers 40 to 44 inclusive, 54 officers and 665 enlisted men. Included in the above are sick and wounded classified as follows: Bedridden 20, mental 31 tubercular and isolated 39 enlisted men; others requiring no special attention, 55 officers and 800 enlisted men. Total, 3,853; also 1 naval enlisted man.

Note: Included in the above is Brigadier-General Daniel W. Ketcham in command of troops.

S. S. Hampden, originally scheduled to dock in New York, has been diverted to Norfolk.

S. S. Coastwise, originally scheduled to dock in New York, has been diverted to Newport News.

S. S. France sailed from Brest on Feb. 2 for New York; probable date of arrival Feb. 10. 370th Infantry, complete, 114 officers, 2,843 (colored) enlisted men, divided as follows: Camp Grant, 69 officers, 1,229 enlisted men; Camp Dix, 1 officer, 497 enlisted men; Camp Gordon, 394 enlisted men; Camp Lee, 353 enlisted men; Camp Funston, 195 enlisted men; Camp Logan, 1 officer, 146 enlisted men; San Antonio, 29 enlisted men; Camp Meade, 43 officers, 369th Infantry Machine Gun Company, Medical Detachment, 3d Battalion, 30 officers, 952 (colored) enlisted men, divided as follows: Camp Upton, 13 officers, 119 enlisted men; Camp Taylor, 2 officers, 119 enlisted men; Camp Lee, 1 officer, 119 enlisted men; Camp Gordon, 1 officer, 119 enlisted men; Camp Travis, 1 officer, 119 enlisted men; Camp Funston, 1 officer, 41 enlisted men; Camp Meade, 5 officers, 41 enlisted men; Camp Pike, 7 officers, 6 enlisted men. 151st Infantry Machine Gun Company, 143 (colored) enlisted men. Medical Detachment for duty, 6 officers, 36 enlisted men; Transport Personnel, 1 officer, 12 enlisted men; Casual Officers, Classified as follows: 282 officers; Air Service 149. C. 9, Field Artillery 7, Chemical Warfare Service 3, Engineers 8, Infantry 25, Marine Corps 1, Medical 17, Motor Transport Corps 6, Ordnance 41, Quartermaster 3, Signal Corps 8, Army Corps 3, Chaplains 1, Veterinarian 1. Other casuals, 5 ex-officers, 1 Field Clerk, 16 Nurses, 16 Civilians. Brest Convalescent Detachment No. 23, 96 enlisted men; Brest Convalescent Detachment No. 35, 138 enlisted men, 1 Field Clerk; Brest Convalescent Detachment No. 36, 18 enlisted men. Included in above are sick and wounded classified as follows: Mental 249 enlisted men, 1 Field Clerk. Total, 4,729.



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Pasadena	1-23	Bordeaux	2-12	New York	34	—
Corontolo	1-23	Bordeaux	2-5	New News	37	—
Coastwise	1-24	St. Nazaire	2-10	New York	17	—
Alloway	1-25	St. Nazaire	2-13	New York	1	—
Peerless	1-26	Bordeaux	2-11	New News	157	—
West Haven	1-26	Bordeaux	2-11	New News	1	—
Metapan	1-28	Brest	2-12	New York	119	—
Hickman	1-27	Bordeaux	2-13	New York	41	—
Santa Teresa	1-30	Bordeaux	2-9	New York	1457	—
Ancon	1-29	Marseilles	2-11	New York	6	—
Princess Matoika	1-30	St. Nazaire	2-11	New News	2826	—
Dante Aleghieri	1-30	Marseilles	2-14	New York	1588	—
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Madawaska	1-31	Bordeaux	2-10	New News	2501	—
Pastores	1-31	Bordeaux	2-10	New News	1286	—
Finland	1-31	St. Nazaire	2-12	New York	3353	—
Stockholm	2-2	Brest	2-12	New York	2084	—
Antigone	2-2	Bordeaux	2-13	New News	2899	—
Seattle	2-1	Brest	2-13	New York	1561	—
Sixzoala	2-2	Bordeaux	2-14	New York	47	—
Tottori Maru	1-31	Bordeaux	2-15	New York	1	(Casual)
Cape Romaine	1-31	La Pallice	2-17	Philadelphia	2	(Casual)
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-22	New York	15	—
Leviathan	2-3	Brest	2-11	S/4 Hoboken	9446	—
Henderson	2-3	Bordeaux	2-15	New York	1272	—
Howick Hall	2-3	Bordeaux	2-18	New News	46	—
Regina	2-3	Brest	2-12	N/59 N. R.	2037	—
Matsonia	2-3	Bordeaux	2-14	New York	3345	—
Harrisburg	2-5	Brest	2-15	New York	2231	—
Louisville	2-5	Brest	2-15	New York	2074	—
Huntington	2-4	Brest	2-16	New York	1983	—
Kansas	2-5	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New News	3139	—
Eurana	2-2	Bordeaux	2-16	New News	1	—
Pocahontas	2-6	Bordeaux	2-17	New York	2934	—
Kroonland	2-5	St. Nazaire	2-16	New York	2895	—
Caserta	2-6	Marseilles	2-18	New York	1607	—
Polar Bear	2-3	Bordeaux	2-18	Baltimore	4	—
Malden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	—
F. J. Luckenbach	2-4	St. Nazaire	2-20	New York	4	Casuals

### OVERDUE

Duca D'Abruzzi	1-28	Marseilles	2-8	New York	1648	—
El Oriente	1-30	Bordeaux	2-9	New News	58	—
Woonsocket	1-27	Bordeaux	2-10	New York	21	—
Charleston	1-31	Brest	2-10	New York	1271	—

S. S. America (Italian) sailed from Marseilles on Feb. 10 for New York; probable date of arrival Feb. 22. Headquarters 35th Brigade, C. A. C., Regular Army, 9 officers, 63 enlisted men; Headquarters 36th Brigade, C. A. C., Regular Army, 12 officers, 54 enlisted men; 87th Regiment, C. A. C., 43 officers, 1,767 enlisted men. Divided as follows: 36 officers and 1,531 enlisted men, Regular Army. 1 officer and 32 enlisted men, Camp Upton. 2 officers and 85 enlisted men, Camp Dodge. 2 officers and 92 enlisted men, Camp Grant. 1 officer and 27 enlisted men, Camp Pike. Provisional Detachment, 63d Regiment, C. A. C., Camp Taylor, 3 officers, 160 enlisted men, 107 casual officers, classified as follows: Air Service 79, Ordnance 12, Medical 4, Quartermaster 4, Engineers 3, Field Artillery 2, Chemical War. Service 1, Infantry 1, Tank Corps 1. Total, 2,163.

S. S. Ortega sailed from Brest on Feb. 7 for New York; probable date of arrival Feb. 17. 161st Infantry Supply Company, Medical Detachment, Detachment Machine Gun Co., Companies K and L, Camp Dix, 17 officers, 725 enlisted men. Casual Detachment, Marines, Pennsylvania, 1 officer, 8 enlisted men. Casual Co. No. 227, Louisiana, 1 officer, 47 enlisted men (colored). Casual Co. No. 238, New York, 1 officer, 23 enlisted men. Casual Co. No. 244, South Carolina (colored), 2 officers, 128 enlisted men. Casual Co. No. 245, New York, 3 officers, 45 enlisted men. Casual Co. No. 246, New York, 1 officer, 92 enlisted men. Casual Co. No. 247, New York, 1 officer, 67 enlisted men. Casual Co. No. 248, Virginia, 1 officer, 21 enlisted men. 45 Casual Officers classified as follows: Air Service 27, Field Artillery 1, Infantry 2, Medical 8, Motor Transport Corps 1, Quartermaster 6, other casuals, 1 civilian. Total, 1,229.

S. S. Kroonland originally scheduled to go to New York, has been diverted to Newport News.

S. S. Meraukee originally scheduled to go to Philadelphia, has been diverted to New York.

S. S. Cape Romaine originally scheduled to go to Philadelphia, has been diverted to New York.

S. S. Polar Bear originally scheduled to go to Baltimore, has been diverted to New York.

S. S. Howick Hall, originally scheduled to go to Newport News, has been diverted to Baltimore.

Information concerning return of New York divisions: An extract of cablegram from General Harbord is quoted as follows:

"Estimate that 27th Division can begin embarking on February 20."

S. S. Furana, which was originally scheduled to go to Newport News, has been diverted to New York.

S. S. Canopic sailed from Brest February 8 for New York; probable date of arrival February 17.

One hundred and Sixty-second field and staff, headquarters and machine gun company, medical detachment, Companies A, B and C, and detachment of Company D, Camp Dix, 34 officers and 1,201 men; casual officers, classified as follows: 173. Air Service, 99; C. A. C., 1; Chemical Warfare Service, 2; Engineers, 4; Infantry, 9; Medical, 14; Military Police, 1; Motor Transport Corps, 2; Ordnance, 9; Quartermaster, 10; Signal Corps, 15; Army Service Corps, 1; Chaplains, 2; Judge Advocate, 1; Adjutant general, 2; unknown, 1. Other casuals, civilians 8; enlisted men, 3; army field clerk, 1. Total, 1,419; also 22 naval officers and 2 civilian navy employees.

Battleship Georgia sailed from Brest February 7 for Newport News; probable date of arrival February 20.

One hundred and Sixty-first Infantry, field and staff, headquarters and machine gun companies, medical detachment,

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Alloway	1-25	St. Nazaire	2-13	New York	1	—
West Haven	1-26	Bordeaux	2-11	New News	1	—
Hickman	1-27	Bordeaux	2-13	New York	41	—
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
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Sixzoala	2-2	Bordeaux	2-14	New York	47	—
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Henderson	2-3	Bordeaux	2-15	New York	1272	—
Howick Hall	2-3	Bordeaux	2-18	New News	46	—
Matsonia	2-3	Bordeaux	2-14	New York	3345	—
Harrisburg	2-5	Brest	2-15	New York	2231	—
Louisville	2-5	Brest	2-15	New York	2074	—
Huntington	2-4	Brest	2-16	New York	1983	—
Kansas	2-5	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New News	3139	—
Pocahontas	2-6	Bordeaux	2-17	New York	2934	—
Kroonland	2-5	St. Nazaire	2-16	New York	2895	—
Caserta	2-6	Marseilles	2-18	New York	1607	—
Polar Bear	2-3	Bordeaux	2-18	Baltimore	4	—
Malden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	—
F. J. Luckenbach	2-4	St. Nazaire	2-20	New York	4	Casuals
Rotterdam	2-7	Brest	2-16	S/7 Hoboken	2736	—
Canopic	2-8	Brest	2-17	S/61 N. R.	1443	—
Ortega	2-7	Brest	2-17	.....	1229	—
Caserta	2-6	Marseilles	2-18	.....	1607	—
Northland	2-8	Brest	2-19	.....	1553	—
La Touraine	2-9	Havre	2-19	57 N. R.	614	—
Pueblo	2-9	Brest	2-20	.....	1526	—
St. Louis	2-8	Brest	2-20	.....	1338	—
President Grant	2-8	Brest	2-21	S/5 Hoboken	4761	—
Montana	2-9	Brest	2-21	.....	1424	—
America	2-10	Marseilles	2-23	.....	2163	—
West Durfee	2-7	Brest	2-25	.....	33	—
Georgia	2-7	Brest	2-20	New News	1155	—
Tiger	2-7	Havre	2-22	New News	133	—

### OVERDUE

Woonsocket	1-27	Bordeaux	2-10	New York	21	—
Charleston	1-31	Brest	2-10	New York	1271	—

33 officers and 953 men; Casual Company No. 251, New York, 2 officers, 101 men; 6 casual officers Air Service. Total, 1,095; also 60 naval enlisted men.

S. S. West Durfee sailed from Brest February 7 for New York; probable date of arrival February 25.

Casual Company No. 148, Washington, 2 officers and 31 men. Total, 83.

S. S. Tiger sailed from Havre February 7, for Newport News; estimated date of arrival February 22.

Casual Company 994, marines, 2 officers, 150 men; 1 casual officer Motor Transport Corps. Total, 153.

S. S. Rotterdam sailed from Brest on February 7 for New York; probable date of arrival February 16.

Three hundredth and Sixty-seventh Infantry, field and staff, headquarters company, medical detachment, headquarters troop, Companies G, I, K, L and M, Camp Meade, 51 officers and 1,484 (colored); detachment of Company D, 162d Infantry, Camp Dix, 1 officer, 50 men; 92d Division headquarters, Camp Dix, 41 officers, 85 men, and 6 army field clerks; 92d Division headquarters troop, Camp Meade, 3 officers, 118 men (colored); Cement Mill Company No. 8, Camp Dix, 2 officers and 37 men; Evacuation Hospital No. 5, New York, 22 officers and 273 men; casual officers, classified as follows: 290. Air Service, 128; Field Artillery, 4; Engineers, 6; —, 2; Motor Transport Corps, 4; Quartermaster, 4; Adjutant General, 3; General Staff, 2; Transportation Corps, 1; C. A. C., 2; Mhemical Warfare Service, 5; Infantry, 12; Medical, 70; Ordnance, 21; Signal, 19; Inspector General, 2; Embarkation Service, 4; unknown, 1. Other casuals, 7 enlisted men; 2 ex-officers; 1 field clerk; 70 civilians. Brest Convalescent Detachments Nos. 44 and 45, 172 officers. Included in above are sick and wounded, classified as follows: Requiring no special attention, 172 officers. Total, 2,723; also 13 French enlisted

men. Note—Included in above are adier General Edward Burr, engineers and Brigadier General J. Erwin, commanding 92d Division.

Cruiser Pueblo sailed from Brest February 9 for New York; estimated date of arrival February 20.

One hundred and Sixty-first Infantry, Company I, Camp Dix, 6 officers and 162d Infantry, medical detachment, Detachment Company D, Companies E, F and G, 13 officers and 515 men, as follows: 1 officer and 61 enlisted men, Camp Gordon; 3 officers and 128 enlisted men, Camp Lewis; 28 men, Camp Arthur; 23 men, Camp Taylor; 1 officer and 61 men, Camp Pike; 8 officers and 228 men, Camp Lee; Casual Company 907, New York, 2 officers, 140 men; Casual Company No. 887, regular army, 2 officers, 143 men; Casual Company No. 1204, Pennsylvania, 2 officers, 206 men; Casual Company No. 1211, Illinois, 2 officers and 243 men; 2 casual officers, Transportation Corps. Total, 1,526.

Cruiser St. Louis sailed from Brest on Feb. 8 for New York. Probable date of arrival Feb. 20. 161st Infantry, Cos. E, F and G, Camp Dix, 19 officers, 968 men; Casual Co. No. 249, New York, 1 officer 25 men; Casual Co. No. 906, Pennsylvania, 3 officers, 151 men; Casual Co. No. 909, Ohio, 2 officers, 149 men. Casual officers classified as follows, twenty officers: Air Service 10, Field Artillery 1, Infantry 3, Medical 4, Ordnance 1, Unknown 1. Total 1,338.

S. S. La Touraine sailed from Le Havre on Feb. 9 for New York. Estimated date of arrival Feb. 19. Headquarters 2nd Army Corps, Camp Upton, 48 officers, 16 army field clerks; Headquarters Troops

Continued on next page



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2nd Army Corps, 10 officers, 413 enlisted men, divided as follows: 3 officers, 191 enlisted men, Camp Upton; 1 officer, 43 enlisted men, Camp Dodge; 2 officers, 73 enlisted men, Camp Dix; 1 officer, 43 enlisted men, Camp Grant; 1 officer, 43 enlisted men, Camp Sevier; 2 officers, 50 enlisted men, Camp Sherman. Advanced Detachment 27th Division, Camp Upton, 19 officers; Detachment 412 Telegraph Battalion, Camp Travis, 1 officer, 44 men; 4 Casual Officers classified as follows: Signal Corps 1, Field Artillery 1, Cavalry 1, Infantry 1. Other Casuals, 2 enlisted men and 32 civilians. Total 614.

Cruiser Montana sailed from Brest on Feb. 9 for New York. Probable date of arrival Feb. 21. 148th Machine Gun Battalion, complete, 30 officers, 593 men, divided as follows: 10 officers and 124 men, South Dakota Nat. Guard; 64 men, Camp Sholby; 5 officers and 111 men, Camp Upton; 3 officers and 89 men, Camp Dodge; 4 officers and 110 men, Camp Reauregard; 5 officers and 57 men, Camp Devens; 1 officer and 38 men, Camp Lewis; 2 officers, Camp Gordon. 116th Ammunition Train, Co. E, F and G, Camp Dix, 9 officers, 323 men; Casual Co. No. 255 Boise Barracks, 2 officers, 64 men; Casual Co. No. 1201, 2 officers, 195 men; 302d Trench Mortar Battery, 6 officers, 148 men, divided as follows: 6 officers and 100 men, Camp Upton; 48 men, Camp Dodge; 20 Casual Officers, classified as follows: Air Service 14, Field Artillery 1, Medical 1, Ordnance 1, Quartermaster 1, Signal 1, Chaplains 1. Other Casuals, 5 civilians and 4 general prisoners. Total 1,401; also 23 French army officers.

S. S. President Grant sailed from Brest on Feb. 8 for New York. Probable date of arrival Feb. 21. 184 Infantry Brigade Headquarters, Camp Meade, 6 officers, 20 men; 164th Infantry, Camp Dix, 87 officers, 3,359 men; 162d Infantry Supply Co. and Co. K, Camp Dix, 9 officers, 377 men. Casual officers, classified as follows, 76 officers: Air Service 7, Field Artillery 1, Cavalry 1, Engineers 4, Infantry 2, Medical 50, Motor Transport Corps 1, Ordnance 3, Quartermaster 4, General Staff 1, Transportation 1, Unknown 1. Other Casuals: 3 enlisted men, 1 nurse, 12 civilians. Casual Detachment, New York, 1 officer, 5 men; Medical Detachment for duty, 7 officers, 10 men; Brest Convalescent Detachment, Nos. 44 to 50, inclusive, 756 men. Included in the above are sick and wounded classified as follows: Bedridden, 38 men; tubercular and others requiring isolation, 6 men; mental, 30 men; requiring no special attention, 682 men. Total 4,729. Also 2 naval officers and 30 naval enlisted men.

Note—Included in above is General Albert H. B. Landing, commanding 184th Infantry Brigade.

S. S. Northland sailed from Brest on Feb. 8 for New York. Probable date of arrival Feb. 19. 2d Anti-aircraft Machine Gun Battalion, Camp Upton, 27 officers, 598 men; 351st Field Artillery, 3d Battalion Headquarters Detachment, Medical Detachment, Ordnance Detachment, Batteries E and F, Camp Meade, 43 officers, 440 (colored) men; Casual Co. No. 252, New York, 59 men; 162d Infantry Detachment Company D, Camp Dix, 1 officer, 99 men. Casual officers, classified as follows, 230: Air Service 132, Coast Artillery 7, Field Artillery 4, Cavalry 1, Chemical Warfare Serv. 5, Engineers 4, Infantry 14, Marine Corps 1, Medical 22, Military Police 1, Motor Transport Corps 8, Ordnance 16, Quartermaster 1, Signal 10 Unknown 4. Other Casuals: 6 ex-officers, 3 field clerks, 47 civilians. Total 2,553.

Medical, 1. Other casuals, 4 civilians. Sick and wounded, included in above, bedridden, 20 men; mental, 38 men. Others requiring special attention, 41 officers, 298 enlisted men, 1 army field clerk. Total 2898, and 1 officer and 18 men U. S. Navy.

# SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

Dates of Departure From France, When They May Be Expected to Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled to Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
West Haven	1-26	Bordeaux	2-11	New News	1	
Hickman	1-27	Bordeaux	2-13	New York	41	
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Madawaska	1-31	Bordeaux	2-10	New News	2501	
Pastores	1-31	Bordeaux	2-10	New News	1286	
Antigone	2-2	Bordeaux	2-13	New News	2899	
Sixaola	2-2	Bordeaux	2-14	New York	47	
Cape Romaine	1-31	La Pallice	2-17	Philadelphia	2	(Casual)
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-22	New York	15	
Henderson	2-3	Bordeaux	2-15	New York	1272	
Howick Hall	2-3	Bordeaux	2-18	New News	46	
Matsonia	2-3	Bordeaux	2-14	New York	3345	
Harrisburg	2-5	Brest	2-15	New York	2231	
Huntington	2-4	Brest	2-16	New York	1983	
Kansas	2-5	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New News	3139	
Pocabontas	2-6	Bordeaux	2-17	New York	2934	
Kroonland	2-5	St. Nazaire	2-16	New York	2895	
Polar Bear	2-3	Bordeaux	2-18	Baltimore	4	
Malden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	
F. J. Luckenbach	2-4	St. Nazaire	2-20	New York	4	Casuals
Rotterdam	2-7	Brest	2-16	S/7 Hoboken	2736	
Canopic	2-8	Brest	2-17	S/61 N. R.	1443	
Ortega	2-7	Brest	2-17	.....	4229	
Caserta	2-6	Marseilles	2-18	.....	1607	
Northland	2-8	Brest	2-19	.....	1553	
La Touraine	2-9	Havre	2-19	57 N. R.	614	
Pueblo	2-9	Brest	2-20	.....	1526	
St. Louis	2-8	Brest	2-20	.....	1338	
President Grant	2-8	Brest	2-21	S/5 Hoboken	4761	
Montana	2-9	Brest	2-21	.....	1424	
America	2-10	Marseilles	2-23	.....	2163	
West Durfee	2-7	Brest	2-25	.....	33	
Georgia	2-7	Brest	2-20	New News	1155	
Tiger	2-7	Havre	2-22	New News	133	
Woonsocket	1-27	Bordeaux	2-10	N/5 Hoboken	21	Merritt
Dante Aleghieri	1-30	Marseilles	2-14	Pic C	1588	Upton
Tottori Maru	1-31	Bordeaux	2-15	.....	1	Casual
Eurania	2-2	Bordeaux	2-16	.....	1	Casual
Wilhelmina	2-11	Bordeaux	2-21	.....	1711	
Ancon	1-29	Marseilles	2-21	.....	6	Casual
Manchuria	2-12	St. Nazaire	2-22	.....	4447	
Huron	2-11	St. Nazaire	2-22	New News	2917	
Rhode Island	2-12	Brest	2-23	New News	1042	
Virginia	2-12	Brest	2-23	New News	1046	

## TENTATIVE SCHEDULE OF VESSELS DEPARTING:

Vessel	Operated by	Present Location	Will Sail	Hour	Destination
Santa Oliva	U. S. S.	S. 15 Hoboken	2-16	11 A. M.	St. Nazaire
Zacapa	U. S. A. C. T.	N. 8 Hoboken	2-17		St. Nazaire
Metapan	U. S. A. T.	S. 8 Hoboken	2-17		St. Nazaire
Accomac	U. S. A. T.	N. 7 Bush	2-17		St. Nazaire
Carmania	Cunard S. S. Co.	54 N. R.	2-17	12:00 Noon	Liverpool
Katrina Luckenbach	U. S. S.	No. 2 Bush	2-17		France
Arizona	U. S. S.	No. 6 Bush	2-18		St. Nazaire
West Hobomac	U. S. S. (n)	N. 14 Hob.	2-18		Rotterdam
K. I. Luckenbach	U. S. S.	S. 7 Bush	2-18		St. Nazaire
Alaskan	U. S. S.	Navy Yard	2-18		St. Nazaire
France	French Line	57 N. R.	2-18	12:00 Noon	Bordeaux
Charleston	U. S. S.	N. 3 Hoboken	2-19		Brest
Santa Theresa	U. S. S. (n)	N. 2 Hob.	2-20		Bordeaux
Agamemnon	U. S. S.	New News	2-20		Brest
Finland	U. S. S.	S. 3 Hoboken	2-20		Brest
Santa Ana	U. S. A. T.	N. 4 Hoboken	2-20		Bordeaux
Liberator	U. S. S.	T. & L. DD.	2-20		France
Lancaster	U. S. S.	Morse's DD.	2-20		France
Edward Luckenbach	U. S. S.	Shewan's	2-20		France
Seattle	U. S. S.	N. 4 Hoboken	2-20		France
Black Arrow	U. S. S.	Morse's DD.	2-20		Brest
Edgar F. Luckenbach	U. S. S.	T. & L.	2-20		France
Henderson	U. S. S.	At Sea	2-21		Brest
Matsonia	U. S. S.	At Sea	2-21		Brest
Mount Vernon	U. S. S.	Boston	2-21		Brest
Duca D'Abruzzi	Italian Line	96 N. R.	2-22		Genoa
Harrisburg	U. S. S.	At Sea	2-22		Liverpool
Louisville	U. S. S.	At Sea	2-22		Liverpool
America	U. S. S.	Navy Yard	2-22		Brest
Huntington	U. S. S.	At Sea	2-23		Brest
Freedom	U. S. S.	Shewan's DD.	2-24		Brest

LEGEND: U. S. A. T.—United States Army Transport.  
 U. S. S. (n)—Naval Overseas Transportation Service.  
 U. S. S.—Operated by Cruiser and Transport Force, U. S. N.  
 U. S. A. C. T.—United States Army Chartered Transport.

Rhode Island (battleship) sailed from Brest on Feb. 12 for Newport News. Estimated date of arrival Feb. 23. 147th Machine Gun Battalion, complete, 23 officers, 568 men, divided as follows: Camp Devens, 11 officers, 88 men; Camp Dodge, 3 officers, 89 men; Camp Grant, 99 men; Camp Hancock, 44 men; Camp Lewis 4 officers, 100 men; Camp Sherman, 2 officers, 34 men; Camp Taylor, 29 men; Camp Upton 2 officers, 75 men.

840th Aero Squadron, 3 officers, 151 men, divided as follows: Columbus Barracks, Ohio, 117 enlisted men; Camp Lee, 3 officers, 34 men. Casual Co. No. 12072 officers, 63 men. Missouri, 2 officers, 227 men. Casual Co. No. 256, New York, 1 officer, 44 men as follows: Numbers 34, 51, 60 and 61, 9 Casual Officers, classified as follows: 41 officers, 356 men, 1 army field clerk; Air Service 9, Cavalry 1, Infantry 1, Ordnance 1, Unidentified 1. Other Casuals: 1 army field clerk and 2 civil service

aid society member. Total 1061; also 10 naval enlisted men.  
 Virginia (Battleship) sailed from Brest on Feb. 12 for Newport News. Estimated date of arrival Feb. 23. First Battalion Trench Artillery, complete, 24 officers, 700 men, divided as follows: Columbus Barracks, Ohio, 2 officers, 152 men; Camp Dix, 2 officers, 38 men; Camp Dodge, 4 officers 72 men; Camp Funston, 28 men; Camp Grant, 3 officers, 67 men; Camp Logan, 2 officers, 48 men; Camp McClellan, 2 officers, 48 men; Camp Shelby, 4 officers, 39 men; Camp Travis, 2 officers, 39 men; Camp Upton, 2 officers, 94 men; Regular Army, 1 officer, 80 men. 488th Aero Squadron, 2 officers, 130 men, divided as follows: Camp Gordon, 35 men; Presidio, 1 officer, 31 men; Camp Sherman, 24 men; Camp Taylor, 25 men; Camp Upton, 1 officer, 25 men. 305th Trench Mortar Battery, Camp Lee, 4 officers, 166 men. 8 Casual Officers classified as follows: Air Service 5, C AACC 1, Engineers 1, Infantry 1. Other Casuals, 1 ex-Officer and 1 Civil Service Aid Society member. Total 1046.

S. S. Manchuria sailed from St. Nazaire on Feb. 12 for New York; estimated date of arrival Feb. 23. 70th Regiment C. A. C., 43 officers, 1,697 enlisted men, divided as follows: Camp Upton, 23 officers and 490 enlisted men. Camp Taylor, 2 officers and 787 enlisted men. Camp Gordon, 1 officer and 47 enlisted men. Camp Dodge, 5 officers, 92 enlisted men. Camp Bowie, 1 officer, 27 enlisted men. Columbus Barracks, 3 officers and 53 enlisted men. Camp Grant, 3 officers and 54 enlisted men. Camp Meade, 5 officers and 50 enlisted men. Regular Army, 97 enlisted men. 71st Regiment C. A. C., divided as follows: Camp Devens, 21 officers and 656 enlisted men. Camp Upton, 6 officers and 211 enlisted men. Camp Dix, 6 officers and 40 enlisted men. Camp Meade, 4 officers and 48 enlisted men. Camp Bowie, 157 enlisted men. Camp Grant, 3 officers and 184 enlisted men. Camp Dodge, 2 officers and 125 enlisted men. Camp Logan, 4 officers and 73 enlisted men. Camp Custer 39 enlisted men. Ft. Constitution H. H., 6 officers and 53 enlisted men. Regular Army, 2 officers and 78 enlisted men. Casual Co. 156, New Jersey, 1 officer and 87 enlisted men. St. Nazaire Convalescent Detachments, Numbers 62 to 67, inclusive, 88 officers and 779 enlisted men. Attendants, 8 officers and 12 enlisted men. 6 Casual Officers classified as follows: Engineers 1, Infantry 1, Machine Gun 1, Field Artillery 2, Air Service 1. Other Casuals, 4 enlisted men, 3 civilians and 1 general prisoner. Sick and wounded included in above: Mental, 12 officers; Tubercular and Isolated, 2 officers; others not requiring special attention, 74 officers and 779 enlisted men. Total, 4,447.

S. S. Wilhelmina sailed from Bordeaux on Feb. 11 for New York; estimated date of arrival Feb. 21. Bordeaux Convalescent Detachments Numbers 16, 64 to 67 inclusive, 71, 73 and 74, 76, 86, 89 to 93 inclusive and 106, 83 officers, 1,378 enlisted men. Detachment Casual Co. No. 54, Pennsylvania, 1 officer, 8 enlisted men. Evacuation Ambulance Co. No. 80, New York, 1 officer, 34 enlisted men. Company M, 345th Infantry, New York, 2 officers, 192 enlisted men. Medical Detachment for duty, 5 officers. Casual Officers, C. A. C., 2 officers. Other Casuals, 3 civilians. Sick and wounded included in above, requiring no special attention, 83 officers, 1,778 enlisted men. Total, 1,709; also 2 naval officers.

The S. S. Huron sailed from St. Nazaire on February 11th., for Newport News. Estimated date of arrival, February 22nd.

Sixty-fourth Regiment C. A. C. divided as follows:

Camp Taylor, 8 officers, 445 enlisted men; Camp Sherman, 8 officers, 347 enlisted men; Camp Logan, 5 officers, 275 enlisted men; Camp Lee, 2 officers, 181 enlisted men; Camp Greenleaf, 3 officers, 62 enlisted men; Camp Gordon, 7 officers, 39 enlisted men; Ft. Lodge, Col. 3 officers, 45 enlisted men; Camp Shelby, 2 officers, 37 enlisted men; Camp Devens, 1 officer, 41 enlisted men; Camp Grant, 2 officers, 31 enlisted men; Camp Dix, 3 officers, 34 enlisted men; Camp McArthur, 2 officers, 27 enlisted men; Regular army 177 enlisted men.

Casual Co. No. 150 Michigan, 2 officers, 134 enlisted men; Casual Co. No. 154, as follows: 3 officers (white), 157 men (colored); New York, 46 enlisted men; Georgia, 3 officers, 11 enlisted men; Casual Co. No. 156, North Carolina, 3 officers, 67 men; Casual Co. No. 157, California, 2 officers, 187 men; Casual Co. No. 138, Nebraska, 1 officer, 99 men; Casual Co. No. 159, Kansas, 1 officer, 71 men; Casual Co. No.—Wisconsin, 2072 officers, 63 men. St. Nazaire Convalescent Detachments, as follows: Numbers 34, 51, 60 and 61, 9 Casual Officers, classified as follows: 41 officers, 356 men, 1 army field clerk; Air Service 9, Cavalry 1, Infantry 1, Ordnance 1, Unidentified 1. Other Casuals: 1 army field clerk and 2 civil service



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### SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

### SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

Dates of Departure From France, When They May Be Expected to Arrive and Where, With Number of Troops They Are Carrying —Other Details of Those On Various Ships As Cabled to Port of Embarkation From American Expeditionary Forces.

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Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
West Haven	1-26	Bordeaux	2-11	New. News	1	—
Hickman	1-27	Bordeaux	2-13	New York	41	—
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Cape Romaine	1-31	La Pallice	2-17	Philadelphia	2	(Casual)
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-22	New York	15	—
Henderson	2-3	Bordeaux	2-15	New York	1272	—
Howick Hall	2-3	Bordeaux	2-18	New. News	46	—
Matsonia	2-3	Bordeaux	2-14	New York	3345	—
Kansas	2-5	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New. News	3139	—
Pocahontas	2-6	Bordeaux	2-17	New York	2934	—
Kroonland	2-5	St. Nazaire	2-16	New York	2895	—
Polar Bear	2-3	Bordeaux	2-18	Baltimore	4	—
Malden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	—
Canopic	2-8	Brest	2-17	S/61 N. R.	1443	—
Ortega	2-7	Brest	2-17	.....	1229	—
Caserta	2-6	Marseilles	2-18	.....	1607	—
Northland	2-8	Brest	2-19	.....	1553	—
La Touraine	2-9	Havre	2-19	57 N. R.	614	—
Pueblo	2-9	Brest	2-20	.....	1526	—
St. Louis	2-8	Brest	2-20	.....	1338	—
President Grant	2-8	Brest	2-21	S/5 Hoboken	4761	—
Montana	2-9	Brest	2-21	.....	1424	—
America	2-10	Marseilles	2-23	.....	2163	—
West Durfee	2-7	Brest	2-25	.....	33	—
Georgia	2-7	Brest	2-20	New. News	1155	—
Tiger	2-7	Havre	2-22	New. News	133	—
Woonsocket	1-27	Bordeaux	2-10	N/5 Hoboken	31	Merritt
Eurania	2-2	Bordeaux	2-16	.....	1	Casual
Wilhelmine	2-11	Bordeaux	2-21	.....	1711	—
Ancon	1-29	Marseilles	2-21	.....	6	Casual
Manchuria	2-12	St. Nazaire	2-22	.....	4447	—
Huron	2-11	St. Nazaire	2-22	New. News	2917	—
Rhode Island	2-12	Brest	2-23	New. News	1042	—
Virginia	2-12	Brest	2-23	New. News	1046	—
Orizaba	2-12	Bordeaux	2-21	.....	2931	—
Artemis	2-12	St. Nazaire	2-12	.....	25	—
Florence Luckenbach	2-12	Nantes	3-4	.....	4	Casuals
Northland	2-8	Brest	2-19	Phila.	1553	Dix
West Point	2-12	Brest	2-27	Boston	16	—

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
West Haven	1-26	Bordeaux	2-11	New. News	1	—
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-22	New York	15	—
Henderson	2-3	Bordeaux	2-15	New York	1272	—
Howick Hall	2-3	Bordeaux	2-18	New. News	46	—
Matsonia	2-3	Bordeaux	2-14	New York	3345	—
Kansas	2-5	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New. News	3139	—
Pocahontas	2-6	Bordeaux	2-17	New York	2934	—
Kroonland	2-5	St. Nazaire	2-16	New York	2895	—
Polar Bear	2-3	Bordeaux	2-18	Baltimore	4	—
Malden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	—
Canopic	2-8	Brest	2-17	S/61 N. R.	1443	—
Ortega	2-7	Brest	2-17	.....	1229	—
Caserta	2-6	Marseilles	2-18	.....	1607	—
Northland	2-8	Brest	2-19	.....	1553	—
La Touraine	2-9	Havre	2-19	57 N. R.	614	—
Pueblo	2-9	Brest	2-20	.....	1526	—
St. Louis	2-8	Brest	2-20	.....	1338	—
President Grant	2-8	Brest	2-21	S/5 Hoboken	4761	—
Montana	2-9	Brest	2-21	.....	1424	—
America	2-10	Marseilles	2-23	.....	2163	—
West Durfee	2-7	Brest	2-25	.....	33	—
Georgia	2-7	Brest	2-20	New. News	1155	—
Tiger	2-7	Havre	2-22	New. News	133	—
Woonsocket	1-27	Bordeaux	2-10	N/5 Hoboken	31	Merritt
Eurania	2-2	Bordeaux	2-16	.....	1	Casual
Wilhelmine	2-11	Bordeaux	2-21	.....	1711	—
Ancon	1-29	Marseilles	2-21	.....	6	Casual
Manchuria	2-12	St. Nazaire	2-22	.....	4447	—
Huron	2-11	St. Nazaire	2-22	New. News	2917	—
Rhode Island	2-12	Brest	2-23	New. News	1042	—
Virginia	2-12	Brest	2-23	New. News	1046	—
Orizaba	2-12	Bordeaux	2-21	.....	2931	—
Artemis	2-12	St. Nazaire	2-12	.....	25	—
Florence Luckenbach	2-12	Nantes	3-4	.....	4	Casuals
Northland	2-8	Brest	2-19	Phila.	1553	Dix
West Point	2-12	Brest	2-27	Boston	16	—
Tottori Maru	1-31	Bordeaux	2-15	.....	1	Casual
George Washington	2-15	Brest	2-24	N/4 Hob	2356	—
New Mexico	2-15	Brest	2-24	.....	15	—
Ulua	2-15	Brest	2-25	.....	1180	—
Turrialba	2-13	La Pallice	2-25	.....	96	—
Yosemite	2-13	St. Nazaire	2-27	.....	28	—
Sewells Point	2-15	Brest	2-28	.....	25	—
Abangarez	2-14	Bordeaux	3-1	.....	97	—
Goodland	2-14	Bordeaux	3-1	New. News	2	—
West Hosokie	2-14	Bordeaux	3-3	New. News	9	—

Information Concerning Return of New York Divisions. The 27th Division will leave Brest on March 2, 3 and 4 on Leviathan, Maurerania, Harrisburg, Louisville, Agamemnon and Pannonia. Source of information: extract of

cablegram from General Harbord dated Feb. 14 (SOS 999). S. S. Huron (correction on "Troops coming Mimeo 269"). Casual Co. No. 46, Wisconsin, 2 officers and 63 enlisted men, should be Casual Co. No. 46, Wisconsin, 2 officers and 63 enlisted men.

Casual Co., No. 257, New York, colored. 1 officer, 28 men.

Casual officers, classified as follows: Air service 2; Infantry 1; Ordnance 1; Interpreters 1. Other casuals 1. 10 civil aid society members.

S. S. Carrillo sailed from Bordeaux on February 13 for New York. Probable date of arrival, February 26.

Bordeaux Convalescent Detachment No. 99, 4 officers; Detachment B. Casual Company No. 35, South Carolina, 1 officer; Casual Medical Detachment for Duty, 2 officers.

Thirty-five officers classified as follows:

Ordnance, 3 officers; Tank Corps, 1 officer; Medical, 3 officers; Engineers, 3 officers; Sanitary Corps, 1 officer; Air Service, 16 officers; Infantry, 5 officers; Cavalry, 1 officer; Motor Transp. 1 officer; Chaplains, 1 officer.

Other Casuals—Nurses 4, Civilians 6. Included in above are sick and wounded requiring no special attention, 4 officers. Total 59.

Battleship New Mexico sailed from Brest on February 15th, for New York. Probable date of arrival February 24th.

Fourteen Casual officers, classified as follows:

Air Service, 3 officers; Field Artillery, 1 officer; Engineers, 3 officers; Marines, 3 officers; Medical, 1 officer; Motor Transport, 1 officer; Ordnance, 2 officers

Presidential Party, 18 officers, 2 enlisted men. President and Peace Commission Guard Company, 3 officers, 242 enlisted men. District of Paris Casual Co. No. 1, 3 officers, 52 enlisted men. Casual Officer Embarkation Service, 1 officer. Other casuals, 1 enlisted man, 1 Civil Aid Society member, 32 civilians. Total, 2,357; also 1 Naval Officer.

S. S. West Hosokie, sailed from Bordeaux for Newport News, February 14, probable date of arrival, March 3.

Ordnance Detachment for duty, Indiana, 2 officers, 6 men casual officers, air service, 1; total 9.

S. S. Yosemite sailed from St. Nazaire for New York, February 13; probable date of arrival, February 27.

Casual Company No. 165, New York, 1 officer, 24 men; 3 casual officers classified as follows: Medical 1, Infantry 1, Forestry 1; total 25.

S. S. Ulua sailed from Brest for New York, February 15, probable date of arrival, February 25.

317th Supply Train complete, colored. 17 officers; 486 men.

Divided as follows: Camp Funston, 7 officers; 369 men; Camp Gordon, 5 officers; 37 men; Camp Sherman, 4 officers, 51 men; Camp Upton, 1 officer, 29 men. 317th Trench Mortar Battery, colored. 5 officers; 144 men.

Divided as follows: Camp Pike 2 officers, 65 men; Camp Custer, 2 officers, 43 men; Camp Taylor, 1 officer, 30 men.

325th Field Signal Battalion, complete, colored. 13 officers; 470 men.

Divided as follows: Camp Meade, 4 officers; 107 men; Camp Gordon, 46 men; Camp Devens, 1 officer, 39 men; Camp Sherman, 3 officers, 64 men; Camp Funston, 1 officer, 32 men; Camp Travers, 1 officer, 32 men; Camp Upton, 1 officer, 31 men; Camp Grant, 1 officer, 30 men; Camp Sheridan, 30 men; Camp Beauregard, 26 men; Columbus Barracks, Ohio, 1 officer, 26 men.

S. S. West Point originally scheduled to go to Boston, has been diverted to New York.

S. S. Turrialba sailed from LaPallice on Feb. 13 for New York; estimated date of arrival Feb. 25. Has on board the following troops: 96 Casual Officers classified as follows: Field Artillery 15, Interpreter Corps 1, Medical Corps 18, Ordnance 4, Infantry 19, Motor Transport 2, Quartermaster 4, Military Police, Engineers 2, Air Service 25, Chaplains 3, Veterinary 4, Signal Corps 1, C. A. C. 4, Sanitary Corps 1, Dental Corps 1, Total, 96. Include in above is Brigadier General William C. Davis, traveling as a casual.

S. S. Sewells Point sailed from Brest on Feb. 15 for New York; probable date of arrival Feb. 28. 4 Casual Officers, classified as follows: Air Service 3, Infantry 1. Other casuals, 3 enlisted men, 1 Field Clerk, 17 civil aid society members. Total, 25.

S. S. Abangarez sailed from Bordeaux on Feb. 14 for New York; probable date of arrival March 1. Has on board the following troops: 25 Casual officers classified as follows: Air Service Quartermaster 1, Sanitary Corps Medical 20, Dental Corps 1. Other casuals, 69 nurses and 3 civilians. Total, 97.

S. S. George Washington sailed from Brest on Feb. 15 for New York; probable date of arrival Feb. 24. 146th Machine Gun Battalion, complete, 16 officers, 246 enlisted men. Divided as follows: Idaho National Guard, 7 officers, 68 enlisted men. Camp Devens, 7 officers, 65 enlisted men. Camp Lee, 2 officers, 47 enlisted men. Camp Hancock, 39 enlisted men. Camp Meade, 27 enlisted men. 5th Engineers and Engineer Train, complete (returning to the United States for duty), 47 officers, 1,606 enlisted men. Casual Co. No. 259, New York, 1 officer, 84 enlisted men.

Total 14 officers; also 1 Naval officer S. S. Goodland sailed from Bordeaux on February 14th, for Newport News. Probable date of arrival March first. Has on board the following troops: Two casual officers, Medical Corps.



Dispatch Feb 25/19

Dispatch Feb 21/19

# 50 LOCAL SOLDIERS RETURN WITH 334TH ARTILLERY OUTFIT

### Tell of Five Months of Hard Work Behind the Lines in France—Arrive On Orizaba, Which Battled Wild Storm On Way Over—Four Ships Bearing Troops Reach Hoboken.

## OVER 10,000 MEN DEBARK SATURDAY

The troopships held up by the stormers, two of whom sustained broken legs. The hatches were battered in turning heroes into the Army piers, and fifteen feet of water got in the Hoboken, Saturday, when four transports with over 10,000 troops aboard among them arrived and were docked. Among them were the Henderson, the Manchuria, the Orizaba and the cruiser Pueblo.

### Local Draft Men.

About 50 Hoboken and North Hudson boys who were with the 334th Artillery arrived on the Orizaba which had the most exciting experiences during the storm of any of the transport arriving in Hoboken recently. Those local soldiers were all draft men who were trained at Camp Dix and were of the May and Fume drafts of 1918, who were placed in the Field Artillery which is a Western regiment and was completed with two sections of the Camp Dix boys when they arrived at the Eastern seaboard for transportation to France.

"Doc" Fuhrman, of 204 Bloomfield street, a well-known local boy was mighty glad to see the old town again even if he was not going to get home right away, being sent to a demobilization camp for a while.

When he saw the Dispatch reporter he called the Hoboken lads to gather 'round, and then they told of what they had been doing since they left "these here United States."

"Happy" Halligan, of 701 Willow avenue said he could tell a lot of stories about the fight in France he would be stretching his imagination because the boys never got to the front and were for the most part engaged in hard work from the time they arrived in the country of warfare and work.

Joseph Simperi, who was clerk at Meyer's Hotel at Third and Hudson street, Hoboken, became spokesman for the local men, and said that the regiment, which was officered by West ern men, and composed for the most part of troops from the Western states left New York on the Mauritania on August 27, last year, as part of the Acorn (Eighty-seventh) Division. They landed at Liverpool on September 8, and from there went on to Southampton and sailed for La Havre

### Put to Work.

"For seven or eight days we were at the artillery school at De Souges but that did not last long," he said "and I guess those who knew how things were going saw it would only be a matter of days before the entire thing would be over and we got put on to S. O. S. work.

"If you don't get the term it service of supplies. We built rail roads, six big sheds, a pier, and rail road facilities for the terminal we had constructed. For five months this was our job and while we had no kickers all the boys were a bit disappointed because they went to France as a combat regiment and the only combat they saw was when they had a scrap between themselves at times."

Most of the Hoboken boys in the regiment were in Battery E., and the North Hudson crowd was in battery

D. They had some voyage coming back, and the waves were breaking over the ship from bow to stern. Colonel Griffin of the 334th F. A., was smashed against the deck and his left ear was almost severed from his head, while four sailors were knocked out when they had completed a hazardous job of making fast the anchor which had broken loose.

### Rescue Sailors.

As they finished their work a giant wave broke over the bow of the ship and buried them. They were knocked senseless, but fortunately they were not carried overboard by the backwash. A volunteer rescue detail was formed and over the hurricane-swept deck picked their way through the terrific seas and rescued the four sailors, two of whom sustained broken legs. The hatches were battered in and fifteen feet of water got in the hold.

Among the Hoboken boys who came back on the Orizaba were:

Emil "Doc" Fuhrman, 304 Bloomfield street, Patrick "Happy" Halligan, 701 Willow avenue, Frederick Schultz, 729 Park avenue, Frank Fugazzi, 525 Park avenue, U. S. Anderson, 705 Park avenue, Charles Foster, 412 Madison street, Sydney Klein, 363 First street, street.

John Nash, 1106 Madison street, James Liza, 713 Adams street, Harry Mahnen, 315 Monroe street, John J. Shea, 73 Willow avenue, Top Sergeant William Harrigan, 75 Newark street, Robert Forte, 85 Clinton street, Joseph Simperi, Meyer's Hotel, Edgar Salisbury, 58 Eleventh street, Andrew Diele, 91 Jackson street, Harry Provero, 112 Willow avenue, Albert J. Kackenmeister, 76 Washington street, Fred Rosenberger, 562 Ferry street, Joseph Donnelly, 735 Park avenue, Otto Stender, 235 Fourth street, Rosanio Catona, 122 Jefferson street, Marco Zaccario, 518 Grand street, Charles L. Ernst, 1205 Willow avenue, Corporal Peter Garrity, 729 Washington street, Edward J. Butler, 109 Munroe street, John Picco, 527 Adams street, Arthur Bockman, 84 Washington street, North Hudson and Jersey City returning soldiers included: Charles Goerse, 825 Eighth street, West New York.

William Donnelly, 67 Twenty-fourth street, Guttenburg, Peter F. Reinell, 289 Front street, Seaucus, Harry H. Mahrtens, 311 Twenty-first street, West New York, John A. Monico, 5009 Boulevard, North Bergen, Joe Olnt, 908 Bergenline avenue, North Bergen, James Mullivan, 227 Twenty-eighth street, Woodcliff, Robert Horton, 688 Bergenline avenue, West New York, L. Vogts, 117 Thirteenth street, West New York, Giacomo Giancacco, Shadyside, Edgewater, John Wash, 1900 Park avenue, Weehawken, George Wende, Newkirk street, North Bergen.

Jack Blaskowitz, Seventeenth and Adams street, West New York, Otto Fleishman, 103 Twenty-eighth street, Woodcliff, Ernest Temple, 806 Ocean avenue, Jersey City, Harry Travers, 140 Wilkinson avenue, Jersey City, John E. Madden, 117 Palisade avenue, Jersey City, Charles Behrend, 30 Bevan street, Jersey City, Corporal J. Foley, Communipaw avenue, Jersey City.

John E. Madden, 117 Palisade avenue, Jersey City.

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## SHIP MOVEMENTS CONCERNING THE TRANSFER OF TROOPS ACROSS THE ATLANTIC FROM FRENCH PORTS

Dates of Departure From France, When They May Be Expected to Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled to Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
West Haven	1-26	Bordeaux	2-11	New News	1	
Norfolk	1-28	Nantes	2-15	New York	22	Civilians
Meraukee	1-30	St. Nazaire	2-19	Philadelphia	6	(Casual)
West Eagle	1-31	Bordeaux	2-23	New York	15	
Henderson	2-3	Bordeaux	2-15	New York	1272	
Howick Hall	2-3	Bordeaux	2-18	New News	46	
Matsonia	2-3	Bordeaux	2-14	New York	3345	
Kansas	2-6	Brest	2-16	New York	1930	Dix
Mercury	2-4	Bordeaux	2-16	New News	3189	
Pecahontas	2-6	Bordeaux	2-17	New York	2934	
Polar Bear	2-8	Bordeaux	2-18	Baltimore	4	
Malden	2-5	St. Nazaire	2-19	New York	21	Casuals
Heredia	2-4	St. Nazaire	2-20	New York	91	
Caserta	2-6	Marseilles	2-18	.....	1607	
Northland	2-8	Brest	2-19	.....	1558	
Pueblo	2-9	Brest	2-20	.....	1526	
St. Louis	2-8	Brest	2-20	.....	1333	
President Grant	2-8	Brest	2-21	S/5 Hoboken	4761	
Montana	2-9	Brest	2-21	.....	1424	
America	2-10	Marseilles	2-22	.....	2163	
West Durfee	2-7	Brest	2-25	.....	33	
Georgia	2-7	Brest	2-20	New News	1155	
Tiger	2-7	Havre	2-22	New News	133	
Woonsocket	1-27	Bordeaux	2-10	N/5 Hoboken	21	Merritt Casual
Eurania	2-2	Bordeaux	2-16	.....	1	
Wilhelmina	2-11	Bordeaux	2-21	.....	1711	
Ancon	1-29	Marseilles	2-21	.....	6	Casual
Manchuria	2-12	St. Nazaire	2-22	.....	4447	
Huron	2-11	St. Nazaire	2-22	New News	2917	
Rhode Island	2-12	Brest	2-23	New News	1042	
Virginia	2-12	Brest	2-23	New News	1046	
Orizaba	2-12	Bordeaux	2-21	.....	2931	
Artemis	2-12	St. Nazaire	2-12	.....	25	
Florence Luckenback	2-12	Nantes	3-4	.....	4	Casuals
Northland	2-8	Brest	2-19	Phila.	1553	Dix
West Point	2-12	Brest	2-27	Boston	16	
Tottori Maru	1-31	Bordeaux	2-15	.....	1	Casual
George Washington	2-15	Brest	2-24	N/4 Hob.	2858	
New Mexico	2-15	Brest	2-24	.....	15	
Ulua	2-15	Brest	2-25	.....	1180	
Turrialba	2-13	La Pallice	2-25	.....	96	
Yosemite	2-13	St. Nazaire	2-27	.....	28	
Sewells Point	2-15	Brest	2-28	.....	25	
Abangarez	2-14	Bordeaux	3-1	.....	97	
Gootland	2-14	Bordeaux	3-1	New News	2	
West Hosokie	2-14	Bordeaux	3-2	New News	9	

Correction. S. S. Orizaba sailed from Bordeaux on Feb. 12 for New York; probable date of arrival Feb. 21. The following corrections have been received on above vessel: Casual Co. No. 166, 2 officers, 136 enlisted men, should read Casual Co. No. 366, 2 officers, 136 enlisted men. Casual Co. No. 497, N. Carolina, 3 officers, 164 enlisted men, should read Casual Co. No. 497, N. Carolina, 3 officers, 145 enlisted men.



Dispatch Feb 24/19

Dispatch Feb 27/19

# SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To
Tottori Maru	1-31	Bordeaux	2-15	.....	1	Camp
Eurana	2-22	Bordeaux	2-16	.....	1	Casual
Caserta	2-6	Marseilles	2-18	96 N. R.	1607	Mills
Heredia	2-4	St. Nazaire	2-20	.....	91	Casuals
Wilhelmina	2-11	Bordeaux	2-21	S-3 Hob.	1711	Upton
America (Ital.)	2-10	Marseilles	2-22	.....	2162	Mills
West Eagle	1-31	Bordeaux	2-22	.....	15	Merritt
Polar Bear	2-3	Bordeaux	(xx)	.....	4	Casuals
New Mexico	2-15	Brest	2-24	.....	15	Casuals
President Grant	2-3	Brest	2-25	S-5 Hob.	4761	Dix
George Washington	2-15	Brest	2-25	N-4 Hob.	2358	.....
Ulua	2-15	Brest	2-25	N-71 N. R.	1180	.....
Turrialba	2-13	La Pallice	2-25	.....	96	Casuals
Carrillo	2-13	Bordeaux	2-26	.....	59	.....
Sobral	2-16	Brest	2-27	.....	2655	.....
Rochester	2-17	Brest	2-27	.....	370	.....
Yosemite	2-12	St. Nazaire	2-27	.....	23	.....
Maui	2-16	Brest	2-28	S-3 Hob.	3491	.....
Niagara	2-17	Bordeaux	2-28	.....	354	.....
Sewells Point	2-15	Brest	2-28	.....	25	Casuals
Malden	2-5	St. Nazaire	2-28	.....	21	Casuals
Frederick	2-19	Brest	3-1	.....	1547	.....
Sierra	2-19	Bordeaux	3-1	.....	1469	.....
Rochambeau	2-18	Havre	3-1	.....	1360	.....
Abangarez	2-14	Bordeaux	3-1	.....	97	Casuals
Powhatan	2-19	Bordeaux	3-3	.....	2568	.....
Flor Luckenbach	2-12	Nantes	3-4	.....	4	Casuals
Montclair	2-16	St. Nazaire	3-4	.....	4	Casuals
Cartago	2-19	St. Nazaire	3-5	.....	607	.....
Santa Maria	2-17	Bordeaux	3-5	.....	98	.....
Tiger	2-7	Havre	2-22	New News	133	.....
Howick Hall	2-3	Bordeaux	2-23	New News	46	.....
Virginia	2-12	Brest	2-25	New News	1046	.....
Rhode Island	2-12	Brest	2-25	New News	1041	.....
West Point	2-12	Brest	2-27	New News	16	.....
West Haven	1-26	Bordeaux	2-28	New News	1	.....
Gooiland	2-14	Bordeaux	3-1	New News	1	.....
Michigan	2-13	Brest	3-3	New News	1039	.....
West Hosokie	2-14	Bordeaux	3-3	New News	9	.....
Buford	2-17	Bordeaux	3-4	New News	1220	.....
West Port	2-16	Bordeaux	3-4	New News	1	.....
West Coast	2-16	Bordeaux	3-8	New News	1	.....

# PRESIDENT GRANT DISCHARGES 5,000 MEN IN HOBOKEN

## Received 15 S. O. S. Calls From Other Ships On the Way Over.

### LIEUTENANT FALLON FIRST OFFICER OFF

The U. S. President Grant arrived in Hoboken yesterday morning with nearly 5,000 troops aboard. She battled gales for fifteen days and received 15 S. O. S. calls. Last Wednesday she went to the assistance of the Polar Bear which was in distress, having smashed her rudder. The seas were so high that each time the officers from the Grant got a line to the smaller ship the lurching of the heavy transport snapped it. A lull in the storm enabled the engineers of the Polar Bear, which is a cargo transport, and carried a few casual officers, to repair her rudder while the President Grant stood by.

#### Two Operations.

Two surgical operations were performed aboard the President Grant on the trip to America, a Marine having his leg amputated and a sailor was operated on for appendicitis. Among the passengers were Brigadier General Blanding, who was in command of a brigade of the Twenty-seventh Division, the New York National Guard division, commanded by Major General O'Ryan. General Blanding is from Florida, but was with the Twenty-seventh for two months

of its real fighting, and he said that the New York boys carried what seemed to be impossible obstacles, and broke the Hindenberg line. The people of New York, he declared, should lift their hats off to their boys when they march on Fifth avenue next month as they were the greatest soldiers seen in France.

#### Fallon Home.

Lieutenant John J. Fallon, Jr., son of Corporation Attorney Fallon, of Hoboken, arrived home on the President Grant. He was made a lieutenant in the old Fourth Regiment of New Jersey, when the regiment was at the Mexican border and went with his outfit to Anniston, Alabama, when it was Federalized at the outbreak of the war.

He got a transfer into a flying outfit, and went to France last year where he was assigned to headquarters. He saw many hard battles, and was transferred to the headquarters company and then to Company G, of the 164th Infantry, a Western outfit for the journey home. Lieutenant Fallon was one of the first to leave the vessel yesterday and awaiting him at the foot of the gangplank was his mother, Mrs. Margaret Fallon, who has been a member of the Red Cross unit, canteen service, since that service has been in operation at the Hoboken piers. Day and night she has seen the boys go to France and since last November she has ministered to those returning. It was a happy meeting between mother and son yesterday. Lieutenant Fallon later went to Camp Dix with his regiment but will probably be home for a few days' furlough soon.

Dispatch Feb 24/19

# 5,000 MEN WILL LAND TODAY OFF S. S. GRANT

## President Grant Will Dock With 164th Infantry and 75 Casual Officers—Fallon's Son Is Aboard.

### GEO. WASHINGTON ARRIVES IN PORT

The U. S. S. President Grant will dock in Hoboken today with nearly 5,000 troops. She is several days overdue and while on her way across the Atlantic has received calls from ten different steamships in distress for assistance. She towed into Bermuda, the army cargo transport Polar Bear, which had one casual officer aboard, the vessel having been buffeted about by the waves and was out of coal. Among the troops on board is the 164th Infantry, which is going to Camp Dix with eighty-seven officers

and 3,300 men to be demobilized. There are also seventy-five casual officers aboard, and Corporation Attorney John J. Fallon, of Hoboken, yesterday received a wireless message from his son, Lieutenant John J. Fallon that he was aboard the President Grant and would arrive in Hoboken on Wednesday morning. The S. S. George Washington, which brought the President and his party back from France and landed that party at Boston on Monday, reached Hoboken yesterday with over 2,000 troops. They included the Fifth Engineers, a regular army outfit returned to this country for duty, and a New York casual company, and the 146th Machine Gun Company, part of the Forty-first Division, and composed of the Iowa National Guard. President and Mrs. Wilson attended the nightly movie shows on the George Washington and in one of the pictures saw pictures of himself on his trip to France and in and about Paris. At a show given by forty-seven "gobs" on the ship in the Old Sait Theatre, a sailor boy doll was presented to Mrs. Wilson, at which she remarked, "Isn't it cunning." The President frequently chatted with the Marine guards on the vessel and Mrs. Wilson inquired if the same Marines will be the guard when the ship takes the President back to France. There was also on board the President's Guard of Honor while in France. It was composed of 242 men who had completed courses in France at the various Officer Candidates Schools, but who were not commissioned as the armistice was signed. They represented every division in the A. E. F. and are being returned for demobilization.



*Ship Patch Feb 25/19*

# SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

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Eurana	2-22	Bordeaux	2-16	.....	1	Casual
Caserta	2-6	Marseilles	2-18	96 N. R.	1607	Mills
Heredia	2-4	St. Nazaire	2-20	.....	91	Casuals
Wilhelmina	2-11	Bordeaux	2-21	S-3 Hob.	1711	Upton
America (Ital.)	2-10	Marseilles	2-22	.....	2162	Mills
West Eagle	1-31	Bordeaux	2-22	.....	15	Merritt
Polar Bear	2-3	Bordeaux	(xx)	.....	4	Casuals
New Mexico	2-15	Brest	2-24	.....	15	Casuals
Olympic	2-18	Brest	2-24	59 N. R.	5846	.....
President Grant	2-3	Brest	2-25	S-5 Hob.	4761	Dix
George Washington	2-15	Brest	2-25	N-4 Hob.	2358	.....
Ulua	2-15	Brest	2-25	N-71 N. R.	1180	.....
Turrialba	2-13	La Pallice	2-25	.....	96	Casuals
Carrillo	2-13	Bordeaux	2-26	.....	59	.....
Sobral	2-16	Brest	2-27	.....	2655	.....
Rochester	2-17	Brest	2-27	.....	370	.....
Yosemite	2-12	St. Nazaire	2-27	.....	28	.....
Mau	2-16	Brest	2-28	S-3 Hob.	3491	.....
Niagara	2-17	Bordeaux	2-28	.....	354	.....
Sewells Point	2-15	Brest	2-28	.....	25	Casuals
Malden	2-5	St. Nazaire	2-28	.....	21	Casuals
Frederick	2-19	Brest	3-1	.....	1547	.....
Sierra	2-19	Bordeaux	3-1	.....	1469	.....
Rochambeau	2-18	Havre	3-1	.....	1360	.....
.....	2-14	Bordeaux	3-1	.....	97	Casuals
.....	2-19	Bordeaux	3-3	.....	2568	.....
.....	2-12	Nantes	3-4	.....	4	Casuals
.....	2-16	St. Nazaire	3-4	.....	4	Casuals
.....	2-19	St. Nazaire	3-5	.....	607	.....
.....	2-17	Bordeaux	3-5	.....	98	.....

..... whstan sailed from France (Bordeaux) on February 19 (instead of February 17, as reported on Troop Coming Mimeo. No. 296). Probable date of arrival, March 3. The above vessel, originally scheduled to go to Newport News, has been diverted to New York.

S. S. Olympic, (Addition on Troops Coming). The destination of Base Hospital Unit No. 29, which was not shown in previous mimeo, is Colorado. The destination of Base Hospital units Nos. 33 and 37, which was not shown in previous mimeo, is New York.

S. S. Cartago sailed from St. Nazaire on February 19 for Newport News. Estimated date of arrival, March 5th. Organizations: Detachment Base Hospital No. 42 (Georgia), 1 officer, 538 nurses, 3 female civilians; Detachment Base Hospital No. 41, 1 officer, 60 nurses, 2 female civilian clerks; Casual officers as follows: infantry, 1; intelligence, 1. Total 607.

S. S. Sierra sailed from Bordeaux on February 19 for New York. Probable date of arrival, March 1. Organizations: Bordeaux Convalescent Detachments Nos. 72, 109, 110, 111, 123, 124, consisting of 11 officers, 221 enlisted men. Medical detachment for duty, 2 officers and 12 enlisted men. 312th Ammunition Train, complete, 37 officers and 1,187 enlisted men, divided as follows: Camp Dix, 33 officers, 992 men; Camp Upton, 1 officer, 78 men; Camp Dodge, 1 officer, 55 men; Camp Pike, 2 officers, 12 men. Detachment E, Casual Co. No. 34 (New York), 1 officer, 28 men. Casual officers classified as follows: 17 officers, 8 Medical, 1 Sanitary Corps, 1 Ordnance, 1 C. W. S., 1 Air service, 1 Field artillery, 4 Infantry. Other casualties: Sick and wounded (included in above): Bedridden, 19 men, mental, 7 men. Requiring no special attention: 11 officers and 195 men. Also 3 civilians. Total, 1,469; also 3 naval officers.

Frederick (Cruiser) sailed from Brest on February 19, for New York. Probable date of arrival, March 2. Organizations: 162d Infantry, 3d Battalion headquarters, Companies L and D, consisting of 10 officers and 288 enlisted men. Divided as follows: Camp Pike, 1 officer and 36 enlisted men; Camp Lee, 1 officer and 54 enlisted men; Camp Lewis, 4 officers and 53 enlisted men; Camp Dix, 4 officers and 150 enlisted men. 5th Aero Squadron, 5 officers and 165 enlisted men; 108d Aero Squadron, 6 officers and 174 men; 165th Aero Squadron, 3 officers, 126 men; 235th Aero Squadron, 2 officers, 145 men; 1099th Aero Squadron, 4 officers, 126 men; Casual Co. No. 271,

Tennessee, 1 officer, 34 men; Casual Co. No. 273, scattering, 29 enlisted men; Casual Co. No. 908, Indiana, 2 officers, 148 men; Casual Co. No. 1203, Massachusetts, 2 officers, 212 men; Mobile Hospital No. 104, Camp Custer, 2 officers, 57 men; Detachment 81st Infantry, Brigade headquarters, Camp Dix, 3 officers and 9 men. Total, as added up, 1562; as given in cable, 1,547.

S. S. West Point, originally scheduled to go to Boston and later diverted to New York (Troop Coming Mimeo. No. 270a), has now been diverted to Newport News.

S. S. Niagara sailed from Bordeaux on February 17 for New York. Estimated date of arrival, February 28. Organizations: Detachment D, Casual Co. No. 35 (Georgia), consisting of 1 officer and 15 enlisted men; Medical detachment for duty, 2 officers; Casual Co. No. 499 (Washington), 2 officers, 151 men; Casual Co. No. 913 (California), 2 officers, 147 men; Casual Co. No. 915 (Maine), 2 officers, 146 men; Casual Co. No. 916 (Michigan), 2 officers, 149 men; 11th Brigade Field Artillery (Advance School detachment) Camp Upton, 2 officers, 56 men; 312th Trench Mortar Battery, detachment Camp Dodge, 2 officers, 111 men; 312th Trench Mortar Battery, detachment Camp Merritt, 1 officer, 37 men. Casual officers, classified as follows: 25: 1 Coast Artillery, 1 Motor Transport, 3 Medical, 2 Signal, 2 Dental, 11 Air service, 2 Infantry, 1 Transportation, 1 Field Artillery, 1 Chaplain; other casualties, 1 civilian. Total, 854.

S. S. Monclair sailed from St. Nazaire on February 16 for New York. Probable date of arrival, March 4th. Following army personnel aboard: Casual officers: 1 Engineer, 1 Quartermaster, 1 Infantry, 1 Tank Corps. Total, 4.

S. S. Sobral sailed from Brest on February 16th for New York. Probable date of arrival, February 27th. Organizations: 367th Infantry, 1st and 2d Battalion Headquarters, Sanitary and Ordnance detachments, Supply and Machine Gun Companies, Cos. A, B, C, D, E, and F colored, consisting of 43 officers and 1693 enlisted men. Divided as follows: Camp Upton, 32 officers, 591 men; Camp Lee, 378 men; Camp Devens, 225 men; Camp Travis, 121 men; Camp Pike, 108 men; Camp Custer, 97 men; Camp Lewis, 40 men; Camp Sherman, 3 officers, 33 men; Camp Meade, 3 officers, 149 men; 849th Machine Gun Battalion, complete (with exception of 2 officers detached) colored, 10 officers, 355 enlisted men, divided as follows: Camp Funston, 9 officers, 291 enlisted men; Camp Sherman, 1 officer, 26 men; Camp Travis,

34 men; Regular Army, 5 men. Casual Co. No. 250, New York, 1 officer, 94 men; Casual Co. No. 260, Illinois, 1 officer, 56 men; Casual Co. No. 1202, New York, 2 officers, 154 men; Casual Co. No. 1208, Ohio, 2 officers, 238 men. Casual officers, classified as follows: 3: 1 Medical, 1 Quartermaster, 1 Transportation. Other casualties, 2 civilians. Total, 2,655.

S. S. West Coast sailed from Bordeaux on February 16th for Newport News. Probable date of arrival, March 8th; 1 Casual officer, Air service was aboard.

S. S. Maui sailed from Brest on Feb. 16 for New York. Probable date of arrival, Feb. 28. Organizations: 350th Field Artillery (complete) with exception of 43 officers detached, colored; 39 officers, 1448 enlisted men, divided as follows: Camp Custer, 2 officers, 96 enlisted men; Camp Dix, 19 officers, 765 men; Camp Gordon, 40 men; Camp Jackson, 1 officer, 70 men; Camp Lee, 3 officers, 83 men; Camp Pike, 7 officers, 187 men; Camp Taylor, 3 officers, 50 men; Camp Meade, 2 officers, 55 men; Ft. Sheridan, 83 men; Regular Army, 2 officers, 19 men. Casual Co. No. 258, New York, 1 officer, 25 men; Casual Co. No. 263, Texas (colored), 63 men; Casual Co. No. 1209, Illinois, 2 officers, 235 men; Casual Co. No. 1210, Michigan, 2 officers, 243 men; Casual Co. No. 1212, Iowa and Kansas, 2 officers, 236 men. Thirteen Casual officers, classified as follows: 10 Air service, 1 Medical, 1 Ordnance, 1 Transportation. Other casualties, 7 enlisted men and 12 civilians. Medical detachment for duty, 10 officers, 18 men; Brest convalescent detachments, Nos. 51 to 58 inclusive, 1042 men. Included in the above are sick and wounded classified as follows: Mental, 143 enlisted men; requiring no special attention, 999 enlisted men. Total (as above), 3,391. Total (given in cable-gram), 3,491.

S. S. West Port sailed from Bordeaux on Feb. 16th for Newport News. Probable date of arrival, March 4th. One Casual officer, Air service was aboard.

S. S. Rochambeau sailed from Le Havre on Feb. 18 for New York. Estimated date of arrival, March 1. Organizations: Advance Detachment 27th Division (Camp Upton), 69 officers; 102d Engineers—Field and Staff, Headquarters Band, Cos. A, B, C, and D, Ordnance Detachment, Sanitary detachment, and Engineer Train (Camp Upton), 29 officers, 913 men, 2 civilians. 102d Engineers (in addition to above), Camp Dix detachment, 1 officer, 45 men; Camp Devens detachment, 1 officer, 112 men; Camp Logan detachment, 1 officer, 44 men; Camp Grant detachment, 1 officer, 41 men; Camp Gordon detachment, 1 officer, 33 men. Casual officers classified as follows: 1 Marine, 1 Signal Corps, 1 Judge Advocate. Other casualties, 1 enlisted man, 65 civilians. Total, 1362.

S. S. Powhatan sailed from Bordeaux on Feb. 17 for Newport News. Probable date of arrival, March 2d. Organizations: 66th Regiment, C A C complete with 48 officers and 1679 enlisted men, divided as follows: Camp Devens, 36 officers, 1052 enlisted men; Regular Army, 2 officers, 152 men; Camp Sherman, 2 officers, 91 men; Camp Grant, 1 officer, 26 men; Camp Meade, 1 officer, 47 men; Camp Dix, 1 officer, 54 men; Camp Lee, 1 officer, 30 men; Camp Taylor, 1 officer, 71 men; Camp Dodge, 1 officer, 56 men; Camp Custer, 1 officer, 47 men; Camp Upton, 1 officer, 43 men. 47th Regiment, C A C, consisting of 5 officers and 159 enlisted men, divided as follows: Camp Dodge, 1 officer, 44 men; Columbus Barracks, Ohio, 1 officer, 40 men; Camp Wadsworth, 1 officer, 36 men; Camp Upton, 1 officer, 30 men; Regular Army 1 officer, 9 men. 335th Field Artillery, consisting of 3 officers and 382 enlisted men, divided as follows: Camp Dodge, 1 officer, 92 men; Camp Funston, 2 officers, 234 men; Camp Dix, 45 men. 336th Field Artillery, consisting of 6 officers and 234 enlisted men, divided as follows: Camp Dodge, 3 officers, 158 men; Camp Funston, 1 officer, 24 men; Camp Pike, 1 officer, 37 men; Regular Army, 1 officer, 15 men. Bordeaux convalescent detachments Nos. 107, 117, and 118, consisting of 23 officers and 12 enlisted men. Other casualties, 4 civilians. Included in above are sick and wounded, classified as follows: Tubercular, 12 enlisted men; requiring no special attention, 23 officers. Total, 2,555. Also 1 naval officer and 12 naval enlisted men.

Cruiser Rochester sailed from Brest on Feb. 17 for New York. Probable date of arrival, Feb. 27. Organizations: 467th Aero Squadron, consisting of 4 officers, 183 enlisted men, divided as follows: Camp Upton, 4 officers, 105 men; Camp Taylor, 25 men;

Casual Co. No. 1214, Texas, 2 officers, 164 men; Mobile Hospital No. 100, 2 officers, 52 men, divided as follows: Camp Meade, 6 officers, 50 men; Camp Grant, 2 officers, 22 men. Casual officers, classified as follows: 1 Air service, 1 Quartermaster. Other casualties, 11 enlisted men, 2 civilians. Total, 318; also 52 naval enlisted men.

S. S. Buford sailed from Bordeaux on Feb. 17 for Newport News. Probable date of arrival, March 4. Organizations: 63d Regt. C A C, detachment, Ft. Logan, Colo., 1 officer, 74 men; 6th Heavy Mobile Ordnance repair shop detachment, Camp Grant, 1 officer, 64 men; 6th Heavy Mobile Ordnance repair shop detachment, Columbus Barracks, Ohio, 1 officer, 40 men; Medical detachment for duty, 6 men; Casual Co. No. 912, Arkansas, 3 officers, 150 men; Casual Co. No. 914, Illinois, 2 officers, 144 men; Casual Co. No. 817, Minnesota, 2 officers, 145 men; Casual Co. No. 919, Tennessee, 2 officers, 147 men; Casual Co. No. 920, Texas, 2 officers, 150 men; 345th Infantry, Detachment Co. M, Camp Grant, 2 officers, 32 men; Casual Co. No. 28, colored, Virginia, 3 officers, 124 men; Casual Co. No. 33, Detachment D, Illinois, 1 officer, 54 men; Casual Co. No. 34, Detachment A, Ohio, 1 officer, 57 men; Casual officers, classified as follows: 5: 3 Medical, 1 Engineer, 1 Air service. Other casualties, 7 civilians. Total, 1220. Note: (SOS 1016-2-17) To use all space available on vessel and to avoid delay necessary to put one Company of Northern troop on board vessel.

Battleship Michigan sailed from Brest on Feb. 18 for Newport News. Probable date of arrival, March 3. Organizations: 105th Trench Mortar Battery, consisting of 8 officers and 181 enlisted men, divided as follows: Camp Sevier, 69 men; Camp Gordon, 5 officers, 67 men; Camp Lee, 1 officer, 45 men; (7)th Trench Mortar Battery consisting of 2 officers and 175 men, divided as follows: Camp Meade, 1 officer, 120 men; Camp Dodge, 29 men; Camp Gordon, 1 officer, 26 men; Casual Co. No. 1205 (Virginia), 2 officers, 193 men; Casual Co. No. 1206, (Oklahoma), 3 officers, 237 men; Casual Co. No. 1213 (California), 2 officers, 113 men; Casual Co. No. 265 (New York), 46 men; Casual Co. No. 267 (Georgia), 10 men; Casual Co. No. 268 (Illinois), 17 men; Casual Co. No. 269 (Texas), 19 men. Casual officers classified as follows: 18: 7 Air service, 1 Field Artillery, 1 Chemical warfare, 3 Infantry, 2 Quartermaster, 1 Signal Corps, 3 Transportation. Other casualties, 1 ex-officer, 3 civilians. Total, 1039.

S. S. Olympic sailed from Brest on Feb. 18 for New York. Probable date of arrival, Feb. 25th. Organizations: 317th Sanitary Train, complete, colored, consisting of 48 officers, 888 enlisted men, divided as follows: Camp Funston, 46 officers, 147 men; Camp Greenleaf, 2 officers, 89 men; Camp Taylor, 72 men; Camp Sherman, 45 men; Camp Travis, 45 men; Camp Sheridan, 45 men; Camp Gordon, 72 men; Camp Lee, 45 men; Camp Jackson, 88 men; Camp Pike, 18 men; Camp Wadsworth, 50 men; Camp Grant, 36 men; Camp Upton, 80 men; 317th Mobile Ordnance repair shop, colored, Camp Funston, 2 officers, 41 men; Casual Co. No. 261, Tennessee, 35 men; Casual Co. No. 264, colored, Texas and Illinois, 2 officers, 163 men; 365th Infantry, complete, colored, 124 officers, 3515 enlisted men, 2 civil aid members, divided as follows: Camp Grant, 28 officers, 1938 men; Camp Sherman, 13 officers, 1046 men; Camp Lewis, 6 officers, 223 men; Camp Upton, 5 officers, 100 men; Camp Funston, 12 officers, 60 men; Camp Gordon, 14 officers, 40 men Ft. Thomas, Ky., 18 officers, 25 men; Camp Meade, 28 officers, 83 men; Camp Meade, 2 civil aid members; 183d Infantry Brigade Headquarters, 6 officers, 21 men; 350th Field Artillery Detachment, 45 officers; 349th Machine Gun Battalion, detachment, 8 officers; 367th Infantry, Detachment, 10 officers; Base Hospital Unit No. 37, complete, 13 officers, 182 men, 27 nurses, 1 civilian employee, female; Base Hospital Unit No. 33, complete, 7 officers, 131 men, 37 nurses and 1 civilian employee, female; Base Hospital Unit No. 29, complete, 11 officers, 155 men, 23 nurses, 2 civilian employees, female. Casual officers, classified as follows: 13 Air service, 2 Field Artillery, 1 Cavalry, 6 Infantry, 1 Motor transport, 6 Medical, 5 Ordnance, 8 Quartermaster, 2 General Staff, 3 Embarkation, 2 Army Service Corps, 1 C. A. C. Other casualties, 4 enlisted men, 3 ex-officers, 37 nurses, 17 civilians. Medical detachment for duty, 15 officers, 11 men; Brest convalescent detachment No. 352, 12 of-



Officers, 2 field clerks, 1 nurse. Liverpool convalescent detachments Nos. 13 and 14, 12 officers, 176 enlisted men, 5 nurses, 1 civilian. Sick and wounded (included in above), Bedridden, 12 officers, 37 enlisted men, 5 nurses, 1 civilian; Mental, 1 enlisted man; Tubercular, 7 officers, 2 enlisted men, 2 field clerks, 1 nurse; Requiring special attention, 23 enlisted men; Requiring no special attention, 5 officers, 113 enlisted men. Included in the above is Brigadier General Charles Gerhardt, commanding 183d Infantry Brigade; also 1 French officer and 1 French enlisted man. Naval personnel: 6 officers and 16 nurses. Total, by adding above, 5846; as stated in cable, 5838.

S. S. Santa Maria sailed from Bordeaux on Feb. 17th for New York. Probable date of arrival March 5th. Organizations: Bordeaux convalescent Det. No. 122, 1 officer; Base Hospital No. 22, 28 officers, 18 nurses; Base Hospital No. 3, 16 officers, 33 nurses, 2 civilians. Included in above are sick and wounded, classified as follows: Requiring no special attention, 1 officer. Total, 98.

## LOCAL BOYS WITH ENGINEERS BACK ON ROCHAMBEAU

time nearly every home in that section of Weehawken had a flag flung to the breeze.

### Will Not Talk.

Some of the returning boys were seen last night by a reporter for the Dispatch. Although they faced the German high explosive shells, machine gun fire, gas and all the hellish devices of modern warfare, these boys, just fresh from the greatest war the world has ever known, were loath to talk of their experiences.

It was always see so-and-so. He can tell you something about it. They were one and all as modest as they were brave, and only in a general way would they tell something of their experiences "over there." Said one of them: "What is the use? It has been told a hundred times before. We all had the same experiences; we all went through the same. If you talk to one of the men you talk to all."

The work of the engineers, as one of the returned boys explained it last night, has not much to do with going over the top and things like that. That is left to the "doughboys." But when it comes to building roads under shell fire, to putting up pill boxes, that is the concrete emplacements in which the machine guns are placed, and which are used for strong points, when it comes to repairing smashed trenches to replacing barbed wire, building railroad, making bridges—all of it under fire remember, with not much of a chance to shoot back, then the engineers are there. They are armed as infantry, and sometimes perform the

work assigned to infantry—remember how the American railroad engineers grabbed rifles, yes picks, shovels, even their bare fists, or anything that was handy when the Germans broke through the English lines last spring, when they were making their final effort to finish the war and take Paris, before the American army grew too strong—

Remember all that. Well that is the kind of work the engineers do.

That they performed their work well—more than well, is attested by the praise accorded the unit by the ranking officers, Major General O'Ryan and also by General Rawlinson of the British Fourth Army, to which the Twenty-seventh Division was attached.

### The Twenty-Seventh.

The Twenty-seventh Division, after spending a short time in camp in France, was sent into the line in Flanders, attached to the Fourth British Army. An Australian corps was also attached to the same army, and between the Anzacs and the Americans there grew a strong friendship.

From the time of going into the firing line, until the division was ordered home, the history of the local boys, is the same as the history of the other units. They took part in all the battles, building bridges under intensive shell-fire at the LaSelle river and resting in the billets, when out of line.

The Weehawken boys enlisted in the old 22d Engineers, N. Y. N. G. at the beginning of the war. That regiment later became the 102d regiment of engineers. Last night, the returned men, with whom the reporter for the Dispatch talked, seemed glad that of the local men who enlisted in the regiment, not one became a casualty. All of them are returning home, safe and sound, they said. Some of course, are slightly ill.

### Killed in Battle.

Of Mr. Hassenfratz's sons to go over there, one made the supreme sacrifice. William Hassenfratz was killed in battle at Thiecourt. He, with several others, were in a shell hole. William was on guard, when a high explosive shell came along. The boys made for the shelter of the hole. William remained behind to see that all his comrades were assured of a place in the poor shelter. There they placed the boy tenderly on a stretcher and started with him for the nearest first aid station. Even though mortally wounded, the boy was not unmindful of the comfort of others, and as the stretcher-bearers made their way over the shell-plowed land, he bade them stop from time to time and rest themselves. He died shortly after reaching the station.

Five From Weehawken and One From Union Hill Were With Old 22nd Engineers, Now the 102nd Engineers—Coast Artillerymen Also Return.

### SERGEANT FULLAM AND OTHER HOBOKEN LADS

Many North Hudson and Hoboken boys returned from France during the week-end in transports docking at New York City. Among those on the Rochambeau were:

Edward Campbell, 4493 Hudson Boulevard, Union Hill; Sergeant Emil Tietje of 23 Boulevard Loop, Weehawken; Arthur P. Kugler, 42 Second street, Weehawken, who was in the sick bay aboard; Carl W. Bartow of 5 Fourth street, Weehawken; Sergeant Roger Green, 69 Highwood avenue, Weehawken; and Corporal John Vallean, 526 Park avenue, Weehawken. They were all with the old 22nd Engineers, now the 102nd Engineers, and were part of the Liberty Division. With the 67th Artillery Supply Company was Sergeant-Major Charles Lendon of 728 Elm street, West Hoboken.

Sergeant Joseph L. Fullam, of 1019 Willow avenue Hoboken, son of Acting Detective Joseph Fullam came back yesterday on the America, the Italian line ship, which docked at pier 97, North River. Sergeant Fullam was a student at Seton Hall College when the war broke out and he enlisted with the Coast Artillery unit which was organized in Hoboken, and went to Fort Mott on the Delaware for training.

Seeing that there was little opportunity for active service with this out-

fit, Sergeant Fullam got a transfer and went overseas where he was assigned the 36th Coast Artillery with which he saw considerable service.

Other local boys of the same unit who returned yesterday were Harry A. Coppinger of 1107 Washington street, Hoboken, William Fredericks of 1221 Garden street, Hoboken; Captain Harry Campbell of 2787 Hudson Boulevard, Jersey City; James Dougherty of 46 Hudson street, Jersey City.

Most of the men, as soon as they had been deloused at Camp Mills, Mineola, Long Island, applied for a forty-eight hour pass and spent Sunday and part of to-day at their homes here.

### Some Who Came Home.

Among the Weehawken boys who returned are: Sergeant Emil Tietje, Corporal George Sauer, and Private William Gray, all of Company B; Corporal John Vallean, Sergeant Albert Hassenfratz and Sergeant Roger Green and Arthur Kugler, of Company D. Edward Campbell of Union Hill and Carl W. Barton of Weehawken, also came over on the big French liner.

It was not much notice that the parents of the young heroes received as to the date of their homecoming. The Rochambeau was due to dock at Pier 57, North River, Saturday, but she arrived one day ahead of time, and all the plans the fond parents had made to welcome home their boys went by the board. But nevertheless, in some way they learned that the boys were on the liner, so as many as could be summoned together, went down to the dock and there heard that their boys were leaving for Camp Mills. Immediately they went to Long Island City by ferry and in the train shed at that city, they were able to get at least a glimpse of the boys before the train pulled out for the camp.

On Saturday afternoon, Mr. William Hassenfratz, of 25 Hudson place, whose son, Albert, was with the homecoming boys, learned that his son and several others would return from the camp for a short leave of absence. Shortly afterwards when the news got around, the residents of Hudson place hung out all their biggest flags in honor of the home-coming lads. Hudson place, however, was not alone in honoring the boys. Flags began to appear from other homes, and in a short

William was a member of Company M, 307th Infantry. At the time of his death he was company bayonet instructor and also machine gun expert.

One of the things the local boys of the 102d spoke about yesterday was the way the Americans fixed the barbed wire, after the artillery smashed it. The engineers went out in front of the infantry and laid metal matting over what had been the German barbed wire, thus making it easy for the infantry to advance, without the danger of having the long barbs pierce their shoes.

Dispatch Mar 8/19



*Dispatch Mar 4/19*

# SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

**Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.**

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
Rochester	2-17	Brest	2-27		370	
Sewells Point	2-15	Brest	2-28		25	Casuals
Malden	2-5	St. Nazaire	2-28		21	Casuals
Sierra	2-19	Bordeaux	3-1		1469	
Powhatan	2-19	Bordeaux	3-1		2568	
Flor Luckenbach	2-12	Nantes	3-4		4	Casuals
Montclair	2-16	St. Nazaire	3-4		4	Casuals
Cartago	2-19	St. Nazaire	3-5		607	
Santa Marta	2-17	Bordeaux	3-5		98	
Tiger	2-7	Havre	2-22	New News	133	
Howick Hall	2-3	Bordeaux	2-23	New News	46	
West Point	2-12	Brest	2-27	New News	16	
West Haven	1-26	Bordeaux	2-28	New News	1	
Goiland	2-14	Bordeaux	3-1	New News	1	
Michigan	2-13	Brest	3-3	New News	1039	
West Hosokie	2-14	Bordeaux	3-3	New News	9	
Buford	2-17	Bordeaux	3-4	New News	1220	
West Port	2-16	Bordeaux	3-4	New News	1	
West Coast	2-16	Bordeaux	3-4	New News	1	
Siboonie	2-20	Bordeaux	3-8	New News	1	
La Lorraine	2-23	Havre	3-3		8151	
Comfort	2-20	Bordeaux	3-3		360	
El Occidente	2-21	Bordeaux	3-4		403	
Moccasin	2-20	Brest	3-4		90	Casuals
Mongolia	2-23	St. Nazaire	3-4		33	Casuals
Mexican	2-20	St. Nazaire	3-5		4403	
Oriana	2-23	Brest	3-5		2504	
Feltore	2-20	St. Nazaire	3-5		1038	
Wyandotte	2-23	Bordeaux	3-7		1	Casual
Martha Washington	2-22	Bordeaux	3-10		41	
Ohio	2-20	Brest	3-5	New News	2578	
Lake Gasper	2-20	Bordeaux	3-5	New News	778	
Ceylon Maru	2-20	Bordeaux	3-6	New News	1	
Andic	2-23	Brest	3-7	New News	1	
West Lake	2-23	St. Nazaire	3-8	Boston	2281	
Caronia	2-25	Brest	3-10	Phila.	22	
Chicago	2-24	Bordeaux	3-5		3905	
Leviathan		Brest	3-5		1060	
Ohioan	2-25	St. Nazaire	3-6	S-4 Hob.		
Atenas	2-25	Bordeaux	3-8		1627	
Suriname	2-25	Bordeaux	3-10		104	
Nebraska	2-25	Brest	3-10		44	
Nansemond	2-25	St. Nazaire	3-8	Boston	1025	
Honolulu	2-24	Bordeaux	3-8	New News	5428	
Plattsburg	2-26	Brest	3-10	New News	114	
Mercy	2-27	Bordeaux	3-6		2175	
Winding Gulf	2-25	La Pallice	3-11		381	Hospital
Dochra	2-27	Brest	3-12		4	Casuals
Aeolus	2-20	St. Nazaire	3-14		62	
New Jersey	2-26	Brest	3-8	New News	3551	
Louis K. Thurlow	2-26	Bordeaux	3-10	New News	1089	
Erny	2-26	Bordeaux	3-13	New News	3	
Amphion	2-27	St. Nazaire	3-13	New News	24	
			3-14	New News	177	

Rochester on arrival United States to be detached C. & T. F. and converted flagship destroyer force.

Santa Ana.—turned over to Cruiser Force 2-11-19 at 3.30 p. m.

J. F. Luckenbach reported as transferred to Cruiser and Transport Force 2-21 should have read F. J. Luckenbach.

S. S. Mongolia sailed from St. Nazaire on February 23rd, for New York. Estimated date of arrival March 5th. 336th Machine Gun Battalion, divided as follows:

Camp Dix, 10 officers, 220 men; Camp Devens, 1 officer, 40 men; Camp Pike, 1 officer, 32 men; Camp Sherman, 1 officer, 301 men; Camp Upton, 1 officer, 116 men; Camp Grant, 1 officer, 52 men.

335th Machine Gun Battalion, 16 officers, 585 men. Divided as follows: Camp Dix, 13 officers, 354 men; Camp Grant, 2 officers, 171 men; Camp Dodge, 1 officer, 59 men.

334th Machine Gun Battalion, 10 officers, 347 men. Divided as follows: Camp Dix, 8 officers, 187 men; Camp Dodge, 2 officers, 160 men.

316th Trench Mortar Battery, 3 officers, 160 men. Divided as follows: Camp Lewis, 1 officer, 60 men; Camp Dix, 1 officer, 52 men; Camp Dodge, 1 officer, 48 men.

316th Battery Trench Artillery, 3 officers, 178 men. Divided as follows: Camp Dodge, 2 officers, 153 men; Camp Upton, 1 officer, 25 men.

104th Battery Trench Artillery, 4 officers, 172 men. Divided as follows: Camp Dix, 3 officers, 132 men; Camp Sherman, 1 officer, 40 men.

Meteorological Detachment Signal Corps, 4 officers, 115 men. Divided as follows:

Camp Upton, 3 officers, 43 men; Camp Sherman, 2 officers, 41 men; Camp Pike, 1 officer, 31 men.

801st Aero Squadron, 4 officers, 134 men. 458th Engineer Ponton Train, 4 officers, 134 men. Divided as follows:

Camp Dodge, 1 officer, 62 men; Camp Upton, 1 officer, 53 men; Camp Lee, 1 officer, 27 men.

482d Aerial Construction Squadron, 5 officers, 142 men.

467th Engineer Ponton Train, 4 officers, 135 men. Divided as follows: Camp Sherman, 1 officer, 43 men; Camp Upton, 1 officer, 42 men; Camp Humphreys, 2 officers, 50 men.

401st Pontoon Park, 3 officers, 133 men. Divided as follows: Camp Lee, 1 officer, 58 men; Camp Grant, 1 officer, 34 men; Camp Upton, 1 officer, 41 men.

10th Anti-Aircraft Sector 7 officers, 227 men. Divided as follows: Camp Green, 5 officers, 147 men; Camp Sherman, 1 officer, 147 men; Camp Dodge, 1 officer, 43 men.

Special St. Naz. Casual Company 177, discharges, 1 officer, 7 men. Casual officers classified as follows:

Engineers, 45; Air Service, 32; Medical, 6; Coast Artillery, 30; Cavalry, 1; Infantry, 11; Tank Corps, 2; Quartermaster, 4; Dental Corps, 1; Ordnance, 3; Signal, 1; Transportation, 8; Chaplains, 1; Field Artillery, 3; Liaison Service, 1. Other casuals, 4 civilians.

St. Zazaire Convalescent Detachments Nos. 56, 71, to 77 inclusive, 51 officers, 946 men, 7 army field clerks; attendants, 8 officers, 6 men.

Sick and wounded included in above as follows: Mental, 12 men; Tubercular and isolated, 7 men. Others re-

quiring no special attention, 51 officers, 927 men, 7 army field clerks. Total 4,403. One naval officer and 1 naval enlisted men.

Correction on S. S. Cartago, sailed from St. Nazaire, via Cardiff on February 19th for New York. Estimated date of arrival March 5th.

Detachment Base hospital No. 43, Georgia, reported as 538 nurses, 3 female civilians.

Detachment Base hospital No. 43, Georgia, should rear—38 nurses, 3 female civilians; and total army personnel on board 107.

Correction on Cruiser Frederick, sailed from Brest on February 19th for New York. Probable date of arrival March 1.

162nd Infantry, 3d Battalion Headquarters, Companies L and D should be Companies I and D.

S. S. La Lorraine sailed from La Havre on February 23 for New York. Estimated date of arrival March 3. Organizations: Casual Co. No. 1492, Georgia, 2 officers, 114 enlisted men; Casual Co. No. 149, Pennsylvania, 3 officers, 119 men; Base Hospital No. 7, Massachusetts, 1 officer, 36 nurses. Casual officers classified as follows, 2, quartermaster 1, F. A. 1. Other casuals 1 enlisted man, 1 army field clerk, 81 civilians. Total 360.

S. S. Wyandotte sailed from Bordeaux on February 23 for New York. Probable date of arrival, March 10th. Organizations: Detachment C Casual Co. No. 33, New York, 1 officer, 36 enlisted men; Medical Detachment for duty, 1 officer, 3 men. Total, 41.

S. S. Vedic sailed from Brest on February 23 for Boston. Probable date of arrival, March 9th. Organizations: 54th Regt. C. A. C., less Battery F and 10 officers detached, a total of 50 officers and 2044 enlisted men, divided as follows, Camp Devens, 13 officers, 361 men; Camp Taylor, 3 officers, 131 men; Camp Upton, 3 officers, 130 men; Camp Grant, 3 officers, 129 men; Camp Sherman, 3 officers, 126 men; Camp Lewis, 3 officers, 117 men; Camp Dodge, 3 officers, 114 men; Camp Logan, 3 officers, 93 men; Camp Kearney, 3 officers, 97 men; Camp Gordon, 2 officers, 78 men; Camp Greene, 2 officers, 60 men; Camp Funston, 4 officers, 89 men; Camp Meade, 2 officers, 42 men; Camp Beauregard, 2 officers, 45 men; Camp Jackson, 2 officers, 44 men; Camp Pike, 2 officers, 34 men; Camp Custer, 2 officers, 26 men; Camp Dix, 2 officers, 26 men; Regular army, 1 officer, 296 men; Casual Co. 924 of Massachusetts, 2 officers, 145 men; Casual Co. No. 275, scattered, 32 men. Total, 2281.

S. S. Martha Washington sailed from Bordeaux on February 22 for Newport News. Probable date of arrival, Mar. 5th. Organizations: 49th C. A. C. (part), divided as follows, Camp Taylor, 1 officer, 38 men; Columbus Barracks, 2 officers, 100 men; Camp Dodge, 4 officers, 185 men. 335th Field Artillery, Field and Staff, Headquarters Company, Supply Company, Batteries A, B, C, D, E, and F, Ordnance detachment, ment, Sanitary detachment (Camp Dix), 38 officers, 993 men. 836th Field Artillery, Field and Staff, Headquarters Company, Supply Company, Batteries A, B, C, D, E, and F, and Medical detachment, divided as follows, 35 officers, 1163 men; Camp Dix, 30 officers, 856 men; Camp Funston, 26 officers, 261 men; Camp Dodge, 1 officer and 26 men. Casual officers classified as follows: Infantry 19, field artillery 1, veterinary 1, air service 6, signal 3. Other casuals, 3 civilians. Total, 2578. Also 1 naval officer and 4 naval enlisted men.

S. S. Chinampa sailed from La Pallice on February 23 for New York. Probable date of arrival, March 10th. Organizations Detachment A Casual Co. No. 35, 1 officer and 18 enlisted men; Medical detachment for duty, 1 officer and 2 men. Total 22.

S. S. West Lake sailed from St. Nazaire on Feb. 23 for Philadelphia; probable date of arrival March 10. Casual Co. No. 172, Pennsylvania, 2 officer, 19 enlisted men. Casual Officer Air Service, 1. Total, 22.

S. S. Great Northern sailed from Brest on Feb. 22 for New York; probable date of arrival March 1. 349th Field Artillery, Field and Staff, Headquarters and Supply Company, Medical Detachment, Batteries A, B, C and D. (colored) as follows: Camp Dix, 37 officers, 486 men. Camp Meade, 71 men. Camp Lee, 2 officers, 64 men. Camp Jackson, 1 officer, 83 men. Camp Gordon, 1 officer, 31 men. Camp Pike, 3 officers, 92 men. Camp Custer, 3 officers, 72 men. Camp Taylor, 4 officers, 43 men. Camp Sheridan, 3 officers, 71 men. Regular Army, 4 officers, 10 men. Casual Co. No. 908, officers, 142 en-

Medical Officers commanding convalescent detachments, 9 officers. Nurses attending sick, 6 nurses. Brest Convalescent Detachments as follows: Nos. 61 to 69 inclusive, 1,291 enlisted men, 1 A. E. C. (Sick and wounded) included in above: Bedridden 12 men. Tubercular and other requiring isolation 31 men. Others requiring no special attention, 1,248 men and 1 A. F. C. Total, 2,643.

S. S. Oriana sailed from Brest on Feb. 23 for New York; probable date of arrival March 5. 331st Machine Gun Battalion, colored, 24 officers, 709 enlisted men, divided as follows: Camp Funston, 4 officers, 154 enlisted men. Camp Jackson, 192 enlisted men. Camp Lee, 206 enlisted men. Camp Devens, 79 enlisted men. Camp Upton, 19 officers, 75 enlisted men. Regular Army, 1 officer, 3 enlisted men. Casual Co. No. 919, Penn., 3 officers, 147 enlisted men. Casual Co. No. 277, Scattering, 1 officer, 15 enlisted men. Detachment Class D casuals, Scattering, 1 officer, 50 enlisted men. Casual Officers classified as follows: 76 officers. Air Service 30, C. A. C. 3, Field Artillery 3, Engineers 1, Infantry 12, Medical 3, Ordnance 8, Quartermaster 2, Signal 8. Other casuals, 1 enlisted man, 1 Army Field Clerk. Total, 1,038.

S. S. Nansemond sailed from St. Nazaire on February 25th for Newport News. Estimate date of arrival March 8th.

Fifty-third Regiment Artillery Corps 25 officers, 1,438 men. Divided as follows:

Camp Sherman, 9 officers, 202 men; Camp Dodge, 2 officers, 157 men; Camp Greene, 1 officer, 42 men; Camp Dix 1 officer, 88 men; Camp Gordon 1 officer, 53 men; Camp Greenleaf 1 officer, 29 men; Camp Meade 1 officer; 52 men; Camp Custer, 1 officer, 29 men; Camp Pike 1 officer, 54 men; Camp Upton 1 officer, 191 men; Camp Grant 1 officer, 138 men; Camp Funston 1 officer, 69 men; Camp Devens 2 officers, 223 men; Camp McClellan 1 officer, 45 men; Presidio 1 officer, 77 men.

74th Engineers, 21 officers, 1,038 men. Divided as follows: Camp Lewis, 1 officer, 76 men; Camp Funston, 1 officer, 33 men; Camp Dix 3 officers, 112 men; Camp Fremont 1 officer, 30 men; Camp Dodge 2 officers, 113 men; Camp Devens 2 officers, 182 men; Camp Sherman 1 officer, 79 men; Camp Humphreys 10 officers, 413 men. 56th Engineers 28 officers, 352 men. Divided as follows:

Camp Dodge 2 officers, 182 men; Camp Grant 1 officer, 61 men; Camp Meade 11 officers, 316 men; Camp Taylor 2 officers, 54 men; Camp Travis 1 officer, 40 men; Camp Upton 4 officers, 145 men; Camp Sherman 1 officer, 53 men; Fort Logan 2 officers, 35 men; Camp Fremont 1 officer, 26 men; Camp Dix 3 officers, 40 men.

S. S. Nansemond—Camp Kearney, 10 officers, 304 men; Camp Bowie, 1 officer, 87 men; Fort McDowell, 1 officer, 57 men; Camp Taylor, 1 officer, 47 men; Fort Logan, 1 officer, 101 men. Cement Mill Co. No. 3, Camp Meade, 2 officers, 55 men; Casual Co. No. 151, Ohio, 2 officers, 85 men; Casual Co. No. 160, Iowa, 2 officers, 138 men; Casual Co. No. 161, Ky., 2 officers, 77 men; Casual Co. No. 163, Colo., 3 officers, 101 men; Casual Co. No. 162, Ark., 2 officers, 72 men; Casual Co. No. 166, Ill., 2 officers, 96 men; Casual Co. No. 170, Ky., 2 officers, 83 men; Casual Co. No. 174, Ark., 1 officer, 68 men; Casual Co. No. 166, Wis., 2 officers, 83 men; Casual Officers, Air Service, 2 officers; Other Casuals, 4 civilians; St. Nazaire Convalescent Detachment No. 50, 68 to 70 inclusive, 22 officers, 383 men; Attendants, 3 officers, 20 men; included in above are sick and wounded classified as follows: requiring no special attention, 22 officers, 383 men. Total 5,428.

S. S. Suriname sailed from Bordeaux on February 26 for New York. Estimated date of arrival March 10. Bakery Co. No. 328, Camp Meade, 1 officer, 3 men; Detachment A. Casual Co. No. 28 (colored), Kentucky, 1 officer, 5 men; 34 Casual Officers classified as follows: motor transport 1, infantry 1, interpreters corps 1, medical 4, chaplains 1, ordnance 1, air service 23, dental corps 1, veterinary corps 1. Total 44.

S. S. Caronia sailed from Brest on Feb. 25 for New York. Estimated date of arrival March 5. 317th Engineers, complete (colored), 42 officers, 1,545 men, divided as follows: Camp Sherman, 42 officers, 1,208 men; Camp Gordon, 95 men; Camp Taylor, 80 men;

*Continued on next page*



Camp Merritt, 63 men; Camp Grant, 48 men; Camp Upton, 32 men; Regular Army, 19 men; 317th Engineers Train (colored), Camp Sherman, 2 officers, 56 men; 350th Machine Gun Battalion complete (colored), 25 officers, 655 men, divided as follows: Camp Funston, 7 officers, 149 men; Camp Grant, 8 officers, 309 men; Camp Lewis, 2 officers, 87 men; Camp Sherman, 6 officers, 110 men; Batteries E and F 349th Field Artillery, 16 officers, 367 men, divided as follows: Camp Dix, 16 officers, 276 men; Camp Pike, 81 men; 367th Infantry, Co. H (colored), 7 officers, 192 men, divided as follows: Camp Upton, 5 officers, 88 men; Camp Lee, 49 men; Camp Devons, 2 officers, 28 men; Camp Pike, 27 men; 368th Detachment Infantry (colored), 2 officers, 138 men; Camp Meade; Casual Co. 270, Ft. Jay, N. Y., 5 men; Casual Co. 288, Illinois, 1 officer, 36 men; 92nd Division detachments, all for Camp Meade (colored), No. 1, 3 officers, 140 men; No. 2, 2 officers, 139 men; No. 3, 2 officers, 142 men; No. 4, 2 officers, 144 men; No. 5, 2 officers, 138 men. Casual Officers classified as follows: 16 officers, air service 3, coast artillery 2, field artillery 2, signal 1, engineers 2, chaplains 1, tank corps 1, unidentified 1, infantry 3. Other Casuals 2 men, nurses 44, civilians 22. Total, 3,905

S. S. Leviathan—The following radio received from S. S. Leviathan: "S. S. Leviathan: Bringing home 27th Division, Major General John F. O'Ryan, 65 officers and 301 medical men; 53d Infantry Brigade, Brigadier General Charles I. Debevoise, 6 officers and 24 enlisted men; 105th Infantry, Colonel James M. Andrews, 72 officers and 3003 enlisted men; 106th Infantry, Colonel F. W. Ward, 75 officers and 3546 enlisted men; 105th Machine Gun Battalion, Major Stanton Whitney, 16 officers and 1623(?) enlisted men; 107th Infantry, 1st and 2nd Battalions, Col. Mortimer Bryant, 38 officers and 1042 enlisted men. Above belonging to 27th Division, New York Guards. Information and better detail later by radio from Leviathan. (Signed) Leviathan."

S. S. Ohioan sailed from Bordeaux on February 25th for New York. Estimated date of arrival, March 8th. Organizations: Casual Co. No. 36, Iowa, 1 officer, 95 enlisted men; Casual Co. No. 38, New York, 2 officers, 131 men; Casual Co. No. 39, Ohio, 2 officers, 42 men; Special Casual Co. No. 47, New York, 1 officer, 5 men. Medical Detachment for duty, 8 enlisted men. 312th Sanitary train detachment, Camp Dix, 1 officer, 5 men. 346th Infantry Machine Gun Co, Companies C, G, H, K, L, M, Sanitary detachment, Headquarters Second Battalion, 15 officers, 1216 men, divided as follows: Camp Dix, 11 officers, 881 men; Camp Sherman, 2 officers, 179 men; Camp Dodge, 2 officers, 156 men. Other casuals, 3 civilians. Total, 1,627. (Totals given in cablegram add up to 1,527.)

S. S. Chicago sailed from Bordeaux on February 24th for New York. Probable date of arrival, March 5th. Organizations: 338th Infantry, Field and Staff, Headquarters First Battalion, Headquarters Third Battalion, Headquarters Company, Supply Company, Sanitary Detachment, Companies A, B, C, D, E, F, I, and 13 attached officers. Camp Dix, 46 officers, 1,000 enlisted men. Casual officers classified as follows, 13, Marine Corps, 1; Medical, 1; Transportation, 4; Infantry, 5; Air Service, 2. Other casuals, 1 civilian. Total, 1,065.

S. S. Ateamas sailed from Bordeaux on February 25th, for New York. Estimated date of arrival March 10th. Headquarters 40th Division, Camp Kearney 20 officers, 2 army field clerks. Bordeaux convalescent detachment Nos. 140 and 141, 20 officers, 2 nurses, 1 civilian.

Medical Detachment for duty, 7 officers. Casual officers classified as follows: Infantry, 23; Engineers, 1; Air Service, 2; Medical, 3; Field Artillery, 1; Cavalry, 1. Other casuals, 21 nurses. Included in above are sick and wounded classified as follows: Requiring no special attention, 20 officers, 2 nurses, 1 civilian. Total 104.

S. S. Honolulu, sailed from Bordeaux on February 24th, for Newport News. Probable date of arrival March 10th. Casual Co. No. 37, California, 1 officer, 22 men; Advance School Detachment 10th Field Artillery Brigade, Camp Funston, 2 officers, 82 men. Medical Detachment for duty, 1 officer, 3 men; Casual Officers classified as follows: 3 officers. Infantry, 2; Air Service, 1. Total 114.

Battleship Nebraska.—This vessel sailed from Brest on February 25th for Boston. Estimated date of arrival March 8.

Battery F, 54th Regiment C. A. C., 10 officers, 230 men. Divided as follows:

Camp Upton, 1 officer and 27 men; Camp Taylor 1 officer, 40 men; Camp Devons, 8 officers, 183 men. Casual Co. No. 940, Regular Army, 2 officers, 130 men; Casual Co. No. 941, 3 officers, 143 men; Casual Co. No. 963, Regular Army, 2 officers, 142 men; Casual Co. No. 974, Massachusetts, 2 officers, 147 men; Casual Co. No. 371, Massachusetts, 3 officers, 95 men; Casual Co. No. 278, Marines, 1 officer, 32 men; Casual Co. No. 279, Scattering, 20 men Casual Co. No. 280, Massachusetts, 1 officer, 32 men.

Evacuation Ambulance Co. No. 3, Camp Meade, 4 officers, 10 men. Other casuals—4 enlisted men and 12 civilians. Total 1025.

S. S. Dochra sailed from Brest on Feb. 27 for New York. Probable date of arrival March 14. 301st Tank Center, Camp Dix, 4 officers, 47 men; Other casuals, 9 men, 2 civilians. Total 62.

S. S. Mercy sailed from Bordeaux on February 27 for New York; Probable date of arrival March 11. Bordeaux Convalescent Detachments Nos. 136, 145 to 148 inclusive 157 and 158, 12 officers, 269 men; included in above are sick and wounded as follows: tubercular 34 (21 bedridden), others bedridden 238 men; others requiring no special attention, 12 officers, 97 men. Total 381.

S. S. Amphion sailed from St. Nazaire on Feb. 27 for Newport News. Probable date of arrival March 14. Casual Co. No. 167, Ohio, 3 officers, 108 men; Casual Co. No. 149, Texas, 2 officers, 40 men; Ordnance Convoy Detachment, 1 officer, 4 men; Casual Officers classified as follows, 18: engineers 1, medical 7, field artillery 1, ordnance 2, marines 1, infantry 3, air service 2, cavalry 1; other casuals, 1 civilian. Total 177.

Correction on S. S. Chicago—sailed from Bordeaux on Feb. 24 for New York. Probable date of arrival March 5. Information has been received in this office giving the following correction: 338th Infantry, Field and Staff, Headquarters 1st Battalion, Headquarters 3rd Battalion, Headquarters Company, Supply Company, Sanitary Detachment, Cos. A, B, D, E, F, and I, and 13 attache officers, Camp Dix, 46 officers, 1,000 men, should be 348th Infantry, etc., etc., 46 officers, 1,000 men.

U. S. S. New Mexico, originally destined for New York, has been diverted to Newport News.

Correction on S. S. Mongolia. Sailed from St. Nazaire on February 23d for New York. Estimated date of arrival, March 5th. Organizations: 316th Battery Trench Artillery, 3 officers, 178 enlisted men; should be 116th Battery Trench Artillery, 3 officers, 178 enlisted men.

Correction on S. S. Oriana. Sailed from Brest on February 23d for New York. Probable date of arrival, March 5th. 331st Machine Gun Battalion, colored, 24 officers, 709 enlisted men, should be 351st Machine Gun Battalion colored, 24 officers and 709 enlisted men.

Correction on S. S. Martha Washington. Sailed from Bordeaux on February 22nd for Newport News. Probable date of arrival, March 5th. Organizations: 336th Field Artillery, Field and Staff, etc., 35 officers and 1163 enlisted men, divided as follows: Camp Funston, 26 officers, 281 enlisted men; should be Camp Funston, 4 officers and 281 enlisted men. 335th Field Artillery, Field and Staff, etc., 38 officers and 993 enlisted men; should be 355th Field Artillery, Field and Staff, etc., etc., 38 officers, 993 enlisted men.

Correction of Cruiser Frederick. Sailed from Brest on February 19th for New York. Probable date of arrival, March 1st. Organizations: 162nd Infantry, 3d Battalion Headquarters, Camp Dix reported as 4 officers, 160 enlisted men; should be Camp Dix, 4 officers, 145 enlisted men.

S. S. Leviathan sailed from Brest on February 26 for New York. Probable date of arrival, March 6. Organizations: 105th Infantry (Complete), 72 officers, 3030 enlisted men, divided as follows: New York, 66 officers, and 2239 enlisted men. Camp Gordon, 1 officer, 136 men; Camp Pike, 2 officers, 207 men; Camp Meade, 1 officer, 49 men; Camp Grant, 1 officer, 51 men; Camp Funston, 1 officer, 25 men; Camp Dix, 1 officer, 30 men; Camp Custer, 1 officer, 89 men; Camp Logan, 1 officer, 67 men, Camp Lewis, 1 officer, 97 men; Camp Dodge, 1 officer, 42 men; Camp Wadsworth, 1 officer and 88 men, 106th Infantry (Complete), 73 officers and 3560 enlisted men, divided as follows: New York, 57 officers, 2030 enlisted men; Camp Dix, 2 officers, 58 men; Camp Wadsworth, 2 officers, 910 men; Camp Lee, 1 officer, 42 men; Camp Pike, 1 officer, 111 men. Camp Shelby, 1 officer, 33 men; Camp Dodge, 2 officers, 261 men; Camp Grant, 1 officer, 39 men; Camp Gordon, 1 officer, 68 men;

Camp Sherman, 1 officer, 63 men; Custer, 1 officer, 59 men; Camp Funston, 1 officer, 40 men; Camp MacArthur, 1 officer, 63 men; Presidio, 1 officer, 76 men. 107th Infantry Field and Staff, First and Second Battalion Headquarters, Companies A, B, C, D, E, F, G, and H, New York, 30 officers and 1048 enlisted men. 105th Machine Gun Battalion, Headquarters Detachment, Medical and Ordnance Detachments, Companies A, B, C, D, New York, 16 officers and 633 enlisted men. 53d Infantry Brigade Headquarters, N. Y., 5 officers, 24 enlisted men. 27th Division Headquarters, 42 officers, 240 enlisted men, 5 A. F. C.'s, 5 Civil Aid and 2 civilians. 27th Division Headquarters Troop, N. Y., 3 officers, 36 enlisted men. Policing detachment 27th Div., N. Y., 1 officer, 6 enlisted men.

S. S. Leviathan—60 Casual Officers classified as follows: air service 20, coast artillery corps 5, field artillery 2, cavalry 1, engineers 5, infantry 6, medical 9, motor transport 2, ordnance 6, quartermaster 1, general staff 2, embarkation 1; other casuals, 15 enlisted men, 1 army field clerk, 56 nurses and 81 civilians; St. Nazaire Convalescent Detachment, 9 officers; Brest Convalescent Detachments Nos. 72 to 80, inclusive, 1,179 enlisted men. Included in the above are sick and wounded as follows: bedridden, 4 men; mental, 34 men; tubercular, 110 men; requiring no special attention, 1,031 men. (106th Infantry, complete), enlisted men as distributed to Camps give a total of 3,260 and not 3,560. Total (as shown in cablegram) 10,243 Total (as added above) 10,243.

S. S. Aeolus sailed from St. Nazaire Feb. 26th for Newport News. Probable date of arrival March 5th.

Regiment C. A. C., divided as follows, 30 officers, 1,599 men: Camp Grant, 15 officers, 274 men; Camp Beauregard, 1 officer, 34 men; Camp Devons, 1 officer, 28 men; Camp Dix, 2 officers, 40 men; Camp Dodge, 1 officer, 93 men; Camp Funston, 1 officer, 124 men; Camp Gordon, 1 officer, 123 men; Camp Greene, 1 officer, 41 men; Camp Sevier, 1 officer, 64 men; Camp Meade, 1 officer, 34 men; Camp Sheridan, 1 officer, 60 men; Camp Taylor, 1 officer, 82 men; Camp Travis, 1 officer, 147 men; Camp Sheridan, 1 officer, 112 men; Camp Pike, 1 officer, 31 men. 131st Field Artillery complete, Camp Bowie, 34 officers, 1,366 men. 14 casual officers classified as follows: 14 officers: infantry 3, transportation 1, motor transport 1, medical 4, coast artillery 3, veterinary 1, ordnance 1. Other casuals, 1 nurse and 1 civilian. St. Nazaire convalescent detachment Nos. 78 to 81 inclusive, 18 officers, 416 men; attendants, 4 officers, 68 men. Included in above are sick and wounded as follows: bedridden 50 men, mental, 350 men; tubercular and isolated, 16 men. Others not requiring special attention, 18 officers. Total (as given in cablegram, 3,251). Total (addition of figures given in cablegram, 3,551).

S. S. Plattsburg sailed from Brest on Feb. 26 for New York. Probable date of arrival March 6. Casual Co. No. 921, Ohio, 3 officers, 141 men; Casual Co. No. 923, Wyoming, 2 officers, 147 men; Casual Co. No. 925, Illinois, 3 officers, 155 men; Casual Co. No. 926, Idaho, 2 officers, 147 men; Casual Co. No. 927, New Jersey, 2 officers, 116 men; Casual Co. No. 928, New York, 2 officers, 144 men; Casual Co. No. 920, Connecticut, 2 officers, 143 men; Casual Co. No. 1014, scattering, 3 officers, 146 men; Casual Co. No. 1015, scattering, 2 officers, 132 men; Casual Co. No. 1016, scattering (colored), 1 officer, 16 men; 37th Aero Squadron, 9 officers, 168 men. Following detachments of 5th Machine Gun Battalion: Camp Wheeler, 1 officer, 35 men; Camp Lee, 1 officer, 30 men; Camp Sherman, 1 officer, 38 men. 6 Casual Officers, classified as follows: infantry 2, medical 2, motor transport co. 1, adj. general 1. Other Casuals, 2 civilians. St. Nazaire Convalescent Detachment, 4 officers, 1 man. Liverpool Convalescent Detachment No. 15, 2 officers, 49 men, 3 nurses, 1 civilian. Brest Convalescent Detachments Nos. 81 to 84 inclusive, 483 men. Included in the above are sick and wounded, classified as follows: bedridden, 1 officer, 2 nurses, 24 men, and 1 civilian; requiring special attention, 8 men; requiring no special attention, 1 officer, 459 men and 1 nurse. Total, 2,175; also 25 soldiers' wives, 3 naval officers, 147 naval enlisted men, and 20 sailors' wives.

Battleship New Jersey sailed from Brest on Feb. 26 for Newport News. Probable date of arrival March 10. 412th Telegraph Battalion, Signal Corps, Headquarters detachment, supply and medical detachment, Cos. D and H, 9 officers, 134 men, divided as follows: Camp Funston, 2 officers, 74 men; Camp Travis, 1 officer, 25 men;

Camp Lee, 2 officers, 35 men; Casual Co. No. 938, Virginia, 2 officers, 149 men; Casual Co. No. 943, Texas, 2 officers, 151 men; Casual Co. No. 944, Oklahoma, 2 officers, 145 men; Casual Co. No. 946, Illinois, 2 officers, 145 men; Casual Co. No. 948, Miss., 2 officers, 149 men; Casual Co. No. 949, Nebraska, 2 officers, 149 men; Medical Detachment for duty, 3 officers, 12 men; Casual Officers classified as follows: air service 1, infantry 2, marine corps 1, medical 1; other Casuals, 2 army field clerks, 9 civilians. Total, 1,074. Also 15 naval enlisted men.

S. S. Louis K. Thurlow sailed from Bordeaux on February 26th for Newport News. Probable date of arrival, March 13th. Organization: Casual officers classified as follows: Field Artillery, 1; Infantry, 1; Air Service, 1. Total, 3.

S. S. Erny sailed from Bordeaux on February 26th for Newport News. Probable date of arrival March 13th. Organization: Casual Co. No. 33 Detachment B, 1 officer, 13 enlisted men; Medical Detachment for duty, 1 enlisted man; Ordnance Detachment for duty, 6 enlisted men; Casual officers classified as follows: Ordnance, 1. Medical, 1; Air Service, 1. Total, 24.

*Dispatch  
Mar 10/19*

# TROOPS TO RETURN IN THE ORDER OF GOING

General March So Informs Senator Frelinghuysen, Who Filed Protest Against Supposed Retention of New Jersey Divisions In France and Germany, As Was Announced.

## APPROXIMATE DATES OF START ARE GIVEN

Responding to a protest filed by United States Senator Joseph S. Frelinghuysen against what he considered the undue detention of New Jersey troops in France, General March, chief of staff, has advised the Senator that the Twenty-ninth and Seventy-ninth Divisions, which are made up mostly of Jerseymen, will return in their proper order.

The Twenty-ninth Division which is in part composed of New Jersey National Guard units, is due to return home about June 15 and that the Seventy-eighth Division, half of which includes selectives from New Jersey, will be returned about the last of May, according to the uniformed head of the army.

If these dates hold good, the Seventy-eighth Division, by the time it shall have been embarked for home, will have spent just a few weeks less than a year overseas, and the Twenty-ninth will have seen approximately the same period of foreign service. General March's letter shows that the different divisions are being given priority according to the time they have spent abroad.



Dispatch Mar 6/19

# SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To
Sewells Point	2-15	Brest	2-23	.....	25	Casuals
Malden	2-5	St. Nazaire	2-28	.....	21	Casuals
Sierra	2-19	Bordeaux	3-1	.....	1469	
Powhatan	2-19	Bordeaux	3-3	.....	2568	
Montclair	2-16	St. Nazaire	3-4	.....	4	Casuals
Cartago	2-19	St. Nazaire	3-5	.....	607	
Santa Marta	2-17	Bordeaux	3-5	.....	98	
West Point	2-12	Brest	2-27	New News	16	
West Haven	1-26	Bordeaux	2-28	New News	1	
Gooiland	2-14	Bordeaux	3-1	New News	1	
Michigan	2-13	Brest	3-3	New News	1039	
West Hooskie	2-14	Bordeaux	3-3	New News	9	
Burford	2-17	Bordeaux	3-4	New News	1220	
West Fort	2-16	Bordeaux	3-4	New News	1	
West Coast	2-16	Bordeaux	3-8	New News	1	
La Lorraine	2-23	Havre	3-3	.....	360	
Comfort	2-20	Bordeaux	3-4	.....	403	
El Occidente	2-21	Bordeaux	3-4	.....	90	Casuals
Mocasin	2-20	Brest	3-4	.....	33	Casuals
Mongolia	2-23	St. Nazaire	3-5	.....	4403	
Mexican	2-20	St. Nazaire	3-5	.....	2504	
Oriana	2-23	Brest	3-5	.....	1038	
Feltore	2-20	St. Nazaire	3-7	.....	1	Casual
Wyandotte	2-23	Bordeaux	3-10	.....	41	
Martha Washington	2-22	Bordeaux	3-5	New News	2578	
Ohio	2-20	Brest	3-5	New News	773	
Lake Gasper	2-20	Bordeaux	3-6	New News	1	
Ceylon Maru	2-20	Bordeaux	3-7	New News	1	
Vedic	2-23	Brest	3-8	Boston	2281	
West Lake	2-23	St. Nazaire	3-10	Phila.	22	
Caronia	2-25	Brest	3-5	.....	3905	
Chicago	2-24	Bordeaux	3-5	.....	1060	
Leviathan		Brest	3-6	S-4 Hob.		
Ohjoan	2-25	St. Nazaire	3-8	.....	1627	
Atenas	2-25	Bordeaux	3-10	.....	104	
Suriname	2-25	Bordeaux	3-10	.....	44	
Nebraska	2-25	Brest	3-8	Boston	1025	
Nansmond	2-25	St. Nazaire	3-8	New News	5428	
Honolulu	2-24	Bordeaux	3-10	New News	114	
Plattsburg	2-26	Brest	3-6	.....	2175	
Mercy	2-27	Bordeaux	3-11	.....	381	Hospital
Winding Gulf	2-25	La Pallice	3-12	.....	4	Casuals
Dochra	2-27	Brest	3-14	.....	62	
Aeolus	2-20	St. Nazaire	3-8	New News	3561	
New Jersey	2-26	Brest	3-10	New News	1089	
Louis K. Thurlow	2-26	Bordeaux	3-13	New News	3	
Erny	2-26	Bordeaux	3-13	New News	24	
Amphion	2-27	St. Nazaire	3-14	New News	177	
Mauretania	2-28	Brest	3-6	N-54 N. R.	3736	
Nieu Amsterdam	2-28	Brest	3-8	.....	2217	
President Wilson	2-28	Marseilles	3-12	.....	1753	
Europa (Ital.)	2-28	Marseilles	3-14	.....	1662	
Iowan	2-28	St. Nazaire	3-16	.....	1922	
Dekalb	2-28	St. Nazaire	3-12	New News	1834	
Zeelandia	2-28	St. Nazaire	3-14	New News	1834	
Suwanee	2-26	St. Nazaire	3-14	New News	147	
Arcadia	3-1	St. Nazaire	3-17	New News	987	

S. S. Arcadia, sailed from St. Nazaire on March 1st. for Newport News, probable date of arrival March 17th. Organizations: 111th Ammunition Train, Camp Bowie, 21 officers, 884 men; Casual officer, Medical Corps; Casual Co. No. 180, Texas 1 officer, 79 men; other Casuals; 1 civilian. Total 987.

S. S. West Port, which was originally scheduled to go to Newport News, has been directed to Baltimore.

S. S. Plattsburg, sailed from Brest on February 26th for New York, probable date of arrival March 3th. Organizations: The following corrections on S. S. Plattsburg have been received: 57th Aero Squadron, 9 officers, 163 men, should be 49th Aero Squadron, 9 officers, 168 men. Following Detachments of 5th Machine Gun Battalion: Camp Wheeler, 1 officer, 35 men. Should be Camp Wheeler, 1 officer, 77 men; Brest Convalescent Detachments, Nos. 81 to 84, inclusive, 483 men, should be Brest Convalescent Detachments, Nos. 81 to 93 inclusive, 483 men.

S. S. DeKalb sailed from St. Nazaire on February 28th for Newport News, probable date of arrival March 12th. Organizations: 111th Trench Motor Battery, Camp Bowie, 4 officers, 175 men; 140th Field Artillery, detachment, Camp Bowie, 1 officer, 35 men; 61st Field Artillery Brigado, Headquarters detachment, including 8 attached officers of the 88th Ammunition Train, Camp Bowie, 15 officers, 63 men; St. Nazaire Convalescent Detachments, Nos. 57, 82 to 87, inclusive, 5 officers, 905 men, attendants 7; Casual officers, classified as follows: 9 officers, Engineers 2, Medical 2, Field Artillery 2, Chaplains 1, Motor Transport 1, Sanitary 1; Other Casuals, Sick and wound-

ed, including in above, as follows: bedridden, 10 men, requiring no special attention; 5 officers, 895 men; 2 civilians. Total 1226.

S. S. Zeelandia sailed from St. Nazaire on February 28th, for Newport News. Probable date of arrival March 14.

48th Regiment Coast Artillery Corps, 20 officers, 985 men. Divided as follows:

Camp Grant, 14 officers and 398 men; Camp Sherman, 2 officers, 83 men; Camp Lewis, 1 officer, 103 men; Camp Dodge, 1 officer, 193 men; Camp Pike, 2 officers 123 men.

St. Nazaire Convalescent Detachments, numbers 88 to 93 inclusive, 36 officers, 718 men, 9 nurses, 1 civilian. Attendants, 7 officers, 10 men 2 nurses.

Casual officers classified as follows: Quartermaster 1; Transport, 2; Air Service, 13; Medical, 6; Coast Artillery, 6; Cavalry, 1; Ordnance, 3; Field Artillery 1; Veterinary, 2; Engineers, 2; Trench Mortar 4; Infantry, 2.

Other casuals: 3 civilians. Sick and wounded included in the foregoing as follows:

Bedridden, 20 men; Tubercular and isolated, 30 men; Mental, 18 men. Others requiring no special attention: 36 officers, 650 men, 9 nurses, 1 civilian. Total 1,834.

Correction on U. S. S. Nebraska.—Sailed from Brest on February 25th, for Boston. Estimated date of arrival March 10th.

Casual Co. No. 278 (Marines)—should read: Casual Co. No. 287.

S. S. President Wilson, sailed from Marseille on February 28th, for New

York. Estimated date of arrival March 12th.

Following detachments of 305th Tank Brigade Corps, 84 officers, 1,371 men. Camp Upton, 27 officers and 248 men; Camp Meade, 28 officers, 265 men; Camp Lee, 3 officers, 130 men; Camp Sherman, 2 officers 87 men; Camp Taylor, 8 officers, 183 men; Camp Custer, 2 officers, 95 men; Camp Grant 2 officers, 172 men; Camp Dodge, 2 officers, 110 men; Camp Funston, 10 officers, 81 men.

Casual Co. No. 1938 Class A. Discharges, 2 officers, 180 men; Casual Co. No. 1939, Class A. Furloughs, 1 officer, 5 men; Casual Co. No. 1904, Pennsylvania, 1 officer, 127 men.

Thirty-four casual officers classified as follows:

Infantry, 3 officers; Medical, 3; Coast Artillery, 1; Engineers, 2; Ordnance, 1; Air Service, 24. Other casuals—3 Civilians. Total 1,758.

S. S. Mauretania sailed from Brest on February 28th, for New York. Probable date of arrival, March 6th. 108th Infantry complete, 20 officers, 3,255 men. Divided as follows:

New York, 74 officers, 2,643 men; Camp Dix, 1 officer, 39 men; Camp Gordon, 1 officer, 119 men; Camp Grant 1 officer, 68 men; Camp Pike, 1 officer, 163 men; Camp Shelby, 1 officer, 108 men; Fort Logan 1 officer, 115 men.

54th Infantry Brigade headquarters, N. Y., 6 officers, 24 men; 102d Train headquarters, N. Y., 3 officers, 24 men; Casual Co. No. 1559 marines, 1 officer, 11 men; Casual Co. No. 1460, furlough, 1 man; Casual Co. No. 1461, scattering, 1 officer, 134 men; Southampton Convalescent Detachment No. 3, 7 officers, 17 men, 1 nurse, 1 civilian.

Medical Detachment for duty, 2 officers, 19 men, 3 nurses. Casual officers classified as follows: 57

Air Service, 17; Coast Artillery, 1; Infantry, 7; Medical, 9; Quartermaster 6; Tank Corps, 1; General Staff, 4; Sanitary, 2; Transportation 2; Field Artillery, 3; Engineers, 1; Ordnance, 4. Other casuals: 5 officers, 55 nurses, 23 civilians.

Included in the above are sick and wounded as follows:

Bedridden, 3 officers, 16 men, others requiring no special attention, 4 officers, 1 man; 1 nurse, 1 civilian. Total 3,736.

Note.—Included in the foregoing are Brigadier General Palger E. Pierce, commanding 54th Infantry Brigade, and Brigadier General Frank T. Hines, General Staff, traveling as casuals. Also 4 Naval officers.

S. S. Iowan sailed from St. Nazaire on Feb. 28 for New York; probable date of arrival March 16. 53rd Company Transportation Corps, 5 officers, 235 men, divided as follows: Camp Grant, 1 officer, 74 men; Camp Logan, 1 officer, 45 men; Camp Lewis, 1 officer, 50 men; Camp Upton, 1 officer, 37 men. Casual Co. No. 179, New York, 2 officers, 143 men; Casual Co. No. 168, New York, 1 officer, 103 men; Casual Co. 169, New Jersey, 1 officer, 90 men; Casual Co. No. 171, New York, 1 officer, 88 men. St. Nazaire Special Casual Co. No. 181, discharges, 1 officer, 12 men. 5th Battery Trench Artillery, 3 officers, 127 men, divided as follows:

Camp Upton, 1 officer, 38 men; Camp Dix, 1 officer, 36 men; Camp Sherman, 1 officer, 32 men; Camp Devens, 21 men. 101st Trench Mortar Battery, 4 officers, 183 men, Camp Devens; 214th Trench Mortar Battery, 3 officers, 129 men, Camp Dodge; 315th Trench Mortar Battery, 3 officers, 175 men, divided as follows: Camp Bowie, 1 officer, 83 men; Camp Dix, 1 officer, 50 men; Camp Travis, 1 officer, 42 men. 210th Trench Mortar Battery, Camp Custer, 3 officers, 142 men; 108th Trench Mortar Battery, Camp Grant, 3 officers, 155 men; Evacuation Ambulance Co. No. 24, Ft. Riley, Kansas, 1 officer, 21 men; Ambulance Co. No. 41, Camp Funston, 3 officers, 112 men; 657th Aero Squadron (supply), 2 officers, 149 men. Casual officers classified as follows: Infantry 2, signal corps 1. Sick and wounded requiring no special attention, 8 men. Other casuals, 1 civilian. Total, 1,922.

S. S. Suwanee sailed from St. Nazaire on Feb. 28 for Norfolk; probable date of arrival March 14. Ordnance Convoy detachment, 1 officer, 2 men. Casual Co. No. 178, Ohio, 3 officers, 139 men. Casual officers classified as follows: transportation 1, air service 1. Total 147.

S. S. Nieu Amsterdam sailed from Brest on Feb. 28 for New York; estimated date of arrival March 8. 107th Infantry, Headquarters, Machine Gun and Supply Companies, Ordnance and Medical Detachments, Headquarters Third Battalion, Companies I, K, L, and M, 37 officers, 1,893 men divided

as follows: New York, 24 officers, 964 men; Camp Gordon, 1 officer, 73 men; Camp Grant, 1 officer, 99 men; Camp Custer, 1 officer, 49 men; Camp Greene, 2 officers, 233 men; Camp Bowie, 1 officer, 54 men; Camp Dodge, 2 officers, 148 men; Camp Funston, 1 officer, 49 men; Camp Pike, 1 officer, 58 men; Camp Meade, 1 officer, 62 men; Presidio, 1 officer, 73 men; Columbus Barracks, 1 officer, 31 men. 102nd Mobile Ordnance Repair Shop, New York, 2 officers, 34 men. Casual Co. No. 278, New York, 2 officers, 73 men. Casual officers classified as follows, 31: air service 1, coast artillery 1, field artillery 1, engineers 1, infantry 1, medical 7, motor transport 1, quartermaster 7, tank corps 1, signal 3, transportation 1. Other casuals, 3 field clerks, 123 nurses, 19 civilians. Total, 2,217.

S. S. Europa sailed from Marseille on Feb. 28 for New York; estimated date of arrival March 14. 306th Brigade Tank Corps, complete, 66 officers, 1,806 men, divided as follows: Camp Dix, 9 officers 218 men; Camp Grant, 14 officers, 154 men; Camp Upton, 6 officers, 134 men; Camp Devens, 7 officers, 129 men; Camp Meade, 2 officers, 109 men; Camp Dodge, 2 officers, 104 men; Camp Lee, 5 officers, 31 men; Camp Travis, 8 officers, 50 men; Camp Custer, 1 officer, 76 men; Camp Gordon, 1 officer, 65 men; Camp Sherman, 2 officers, 28 men; Camp Sheridan, 1 officer, 52 men; Camp Funston, 1 officer, 59 men; Columbus Barracks, 7 officers, 97 men. Following Detachment of 305th Brigade Tank Corps: Camp Dix 1 officer, 131 men; Camp Devens, 2 officers, 66 men; Camp Gordon, 3 officers, 85 men. Other casuals, 2 civilians. Total 1,662.



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## FIRE ON COMFORT SUBDUED WITHOUT SLIGHTEST PANIC

Film Caught Fire During Moving Picture Show; Royal Welcome Given Helpless Men.

### THREE HOBOKEN MEN AMONG THE HELPLESS

When the hospital ship Comfort docked in Hoboken yesterday it got the reception which was awaiting the U. S. S. America, the big transports carrying 7,000 troops of which 5,000 were of the New York 27th Division.

It was a wonderful moment at the piers. Lined upon the pier were the ladies of the Red Cross canteen service, Y. M. C. A. workers, K. of C. men, Salvation Army lassies, many officers of both the army and navy and the Port of Embarkation band.

There were just about 400 passengers on the Comfort, all sick and wounded, and most of them in bed. Some 128 who were in condition to be walking about the decks, although with the assistance of crutches and sticks, swarmed the side of the vessel as she nosed her way into the slip on the north side a few minutes ahead of the America.

Then from those wounded boys aboard the hospital ship was heard the refrain "America I Love You" as the big transport came into view. That it was not all sentiment with the wounded boys, but much cheer was shown when their next sally was "Hail, Hail the Gang's All Here," etc., and it was caught up by the thousands on the America.

Then the band of the giant ship Leviathan broke into the strains of "Oh, Say Can You See." Every wounded soldier on the Comfort was at the salute, and rigid attention was the bearing of the returning guardsmen on the America.

As the America slipped into her dock many a wistful glance was sent towards those wounded boys on the Comfort.

On the way from France the boys in the hospital ward on the Comfort had an experience which was hardly coming to them, who had been shot up in the battles in Europe. Many of the boys in this ward were without a leg or an arm, and a movie show was being put on for their benefit. One of the films caught fire, and consternation ruled for a few minutes.

A steel box for the enclosing of the movie machine is provided for just such an eventuality, and two sailors who were lying in the cots near the machine, as patients, jumped from their beds and tried to help put out the flames.

The attendants had started to move the patients from their bunks, but despite the alarming situation there was no panic, and the movie machine was locked up in the steel box and the film burned itself out.

Three Hoboken boys, patients on the ship, were in the ward at the time, and said it was wonderful the way the navy handled the situation, without any rush and no panic.

Corporal Frederick Schwartz, of the 61st Infantry of 111 Hudson street, Hoboken, who enlisted early in the war in the regulars, was one of the wounded soldiers on the Comfort. He was shot through the left thigh with a machine gun bullet which left a nasty wound, and the fact that he was left on the battlefield for twelve hours or more did not help to mend his injury. Salvatore Tursi, of 316 Park avenue, Hoboken, was another Hoboken boy on this ship. He was with the 121st Engineers and was wounded twice while in France.

Private Frank Girddoni, of 520 Jefferson street, Hoboken, was with the 147th Infantry at the Argonne forest when he was wounded with a machine gun bullet in two places.

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## TWENTY-SEVENTH HOME BY WAY OF HOBOKEN AGAIN

No One Was Allowed On Shore to Greet Their Friends, But Were Hurried to Camps.

### GENERAL O'RYAN LEFT THROUGH THE STREETS

When the word was passed along late yesterday afternoon that Major-General John F. O'Ryan, commander of the 27th Division was to leave the Port of Embarkation at Hoboken, he having a few hours previous arrived on the Leviathan from France, a large crowd gathered and gave him an ovation that must have been appreciated by the warrior.

Several score of fathers and mothers pressed close to his automobile in the hope of getting his approval that would permit them to see their sons, but he passed up the street and was soon lost to view. Many lingered around for an hour, and finally returned home planning to go to Camp Merritt today to see those who assisted in breaking through the Hindenburg line.

From the moment the transport Leviathan—eight days out of Brest—poked her big snout into the upper bay, until she eased her matronly girth, groaningly, into a berth at Hoboken, things happened with such amazing sequence that even now it is difficult to assemble them in coherent order.

They happened with such rapidity that they left the brown clad men stacked in tiers on the many decks of the great boat, a wee bit dazed—but fully cognizant of this one beautiful fact:

They were home. They were back in God's country, for which their eager eyes had been straining since the dawn of the gorgeous day. They were back among the home folks, and the home folks were glad—are glad, I should say—to see them. For it was a God's country welcome.

#### Had Seen Strange Things.

It is not strange that some of these men who have looked on dire things, and have been in dire places, the past ten months, suddenly found themselves batting their eyelashes to relieve them of salt-watery little drops that appeared on them in the most untoward manner. It is not strange that some of them found themselves a little choky-like in the region of the wind-pipe.

That familiar skyline yonder, stand-up out of the morning, each building as clear as if carved out of crystal; that towering greenish figure holding the old light on high, and to which one remarked, prefactorily, because one had been thinking of saving it for some time; "Old lady, if you see me again you'll have to turn around—these things, visualized, were only the realization of the dreams of every man aboard.

They had dreamt of them in the trenches, in the camps, in the muck, and the mud, and the warack of war which has been their portion these long months. Most of them—the New York boys—had every detail of the scene burned by fond association in his memory. But the welcome that came with these things was something not entirely anticipated.

#### The Welcome.

They had expected that there would be some sort of "turn out" of course. They had idly speculated on it during the long days while crossing the ocean from the land they went to fight for, and wondering just what form it would take, but it is doubtful if they looked for the greetings they received today—a greeting with the great heart of all America behind it.

They say the waterfront strike kept down the number of boats that went out to greet the Leviathan. Perhaps it was just as well. The navigators of the gigantic vessel were not en-

tirely happy over the fleet that did show up.

To those on board the Leviathan it seemed as if the sea round and about was fairly boiling with boats of all descriptions, as the big transport kicked her precarious passage up the channel, and surely each boat, skipping hither and yon, like so many water bugs, carried a band. Music welled up on all sides, and it was one grand bedlam of music. But there was one band leader who knows something. His band kept playing a marvelous melody, and the name of this melody is "Home, Sweet Home."

The men who broke the Hindenburg line thought well of that tune. They disgorged cheers which came from the very bottom of their souls.

#### O'Ryan There.

On the bridge of the Leviathan as she came up the bay stood Major-General John F. O'Ryan, who took the New York men away to war, and who is returning them, as he himself has put it, "the same clean and efficient young men who went away."

General O'Ryan does not bring back all of the lads he took away ten months ago, of course. War is not that kind. Eight times the Twenty-seventh Division hit the enemy and those eight times cost it sixty officers, and 1,435 men—killed in battle or died of wounds. There was an additional cost of 142 officers, and 5,195 men wounded or gassed; three officers and 251 men missing; two officers and 174 men captured by the Germans.

But the Twenty-seventh never failed to gain an objective—and it never had its full divisional strength of 27,000 men when it went into the line, either. It had about 17,000 men at the most, and its losses were around 42-1-3 per cent.

## HOME FROM WAR AND GLAD OF IT SOLDIERS SAY

Men From the 335th Artillery Were Just Ready For the Big Show When November 11th Cut Off Their Chances—Weary Waiting Since Then In France

### HOBOKEN AND UNION HILL MEN ARE HAPPY

Some prominent North Hudson and Hoboken boys got back to their homes on Saturday after seven months service in France with the 335th Field Artillery, a regiment organized of men inducted into service through the Selective Service law.

Among them were John Lahey of Hoboken, and Jacob Klein of Union Hill. They both were buck privates and were glad to get away from France and back to their homes. Lahey lives in Hoboken, and Private Klein at 210 Liberty street, Union Hill.

Other local boys who came back with the 335th Artillery and were discharged at Camp Dix on Saturday were Anthony Ball of 507 Spring street, West Hoboken; Michael Ball, his cousin, who lives at 345 West street, West Hoboken; Vincent Caruso of 226 Jefferson street, Hoboken, a well-known and popular lad of the Mile Square city; Joseph Diller of 601 First street, Hoboken; Fred Ecker of 155 Summit avenue, West Hoboken and Alexander Stuart of 550 Clinton avenue, West Hoboken.

#### Back From Camp.

John Lahey and Jacob Klein hit Hoboken yesterday afternoon in their trip from Camp Dix and they were greeted in the streets by their many friends. Lahey is a prominent member of the Hoboken Lodge of Elks and was active on many of the committees before he left for war-stricken France. He was a member of the entertainment committee with Len Eickes and is one of the boys.

"Oh yes, the army is all right," said Lahey, "but I am glad I am out. We were in France seven months and the discipline observed there is a knockout. While the war was on we were all

on our toes anyway, and we were scheduled to get up into the front lines in December.

"When Kaiser Willie did the fade-away trick and yelled 'Kamarad', that spiked our chances of getting a crack at the Boche, but we were all set. We had our steel helmets and our gas masks served and were all ready for the big splash when the 11th of November came along.

#### Weary Waiting.

"It was weary waiting then for time when we should get ready to go home. We were ready from November 11 but the ships were not. After a month or so in the Army you get used to the system, but they speeded up things in France. If you appeared on parade with perhaps a button off your uniform open it meant court martial.

"Fred Ecker was the bird of our party. He was a member of the Rambler Club and the Rambler Quartet, and he kept us lively. He used to do a vaudeville turn in this country now and again, and he was on the stage in France singing in theatres at Bordeaux."

"Jake" Klein said that they were drafted on April 4 and went to France from New York on the Lancashire "It was a quiet trip overseas to Liverpool," he said, "except that we got a submarine and two mines came up in our path and were destroyed. They were floating mines and had no right to be there, but they were not worrying about us very much and if the look-outs had not been on the job we might have never got to Liverpool."

#### The Trip Over.

"From there we went to Southampton and crossed over to France landing at La Havre. Our training camp was at Mont-a-Achaume and the boys had got the knack of handling the 77's and the 155 m.'s down pat.

"We were all a bit disappointed when the armistice was declared before we got into the fight as all the boys wanted a crack at Jerry. Now that it's all over I would not have missed the experience.

"But—well, the Army's all right in war time, but I don't want to be in the Army when it's not necessary."

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## 2,009 WOUNDED EVACUATED AT PORT IN A DAY

Thousands Sent By Hospital  
Trains to Institutions  
of Government

### EACH TRAIN HAS CHEFS AND SOLDIER COOKS

One of the busiest days recorded in the removal of wounded soldiers from the Port of Debarkation at Hoboken resulted in the evacuation of 2,009 wounded. This record was established last Saturday. Thousands of wounded soldiers are sent to hospitals as close to their homes as possible every week. This work is being done by the government under the direction of Colonel James M. Kennedy, Surgeon Port of Embarkation; Major H. N. Kearns, Evacuation Officer, and his assistant, Major Charles E. MacDonald, Medical Corps. Since the beginning of the war these officers have had charge of the traffic at this port and understand the system thoroughly.

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

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

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

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

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

## THOUSANDS OF MEN RETURN ON FIVE BIG SHIPS

Cruiser Montana Slightly Damaged As She Bumps Against Pier, Other Ships Here

### ONE SHIP LANDS MEN AT FOURTEENTH STREET

Five transports, carrying 14,000 troops, arrived in Hoboken yesterday. The transports were the cruisers Montana and North Carolina and the S. S. Antigone, the S. S. Matsonia and the S. S. Manchuria.

The vanguard of the Keystone division arrived on the North Carolina, 3 officers and 163 men of the 103rd Trench Mortar Battery, composed for the most part of members of the historic First City Troop of Cavalry of Philadelphia. Captain Knowles was in charge. The Twenty-eighth Division has suffered very heavy losses and appeared on four sectors in France, finishing up with the British in Flanders.

The main part of the division is not expected home until some time in May.

A section of the Acorn Division, the New Jersey, Pennsylvania and New York divisions of draft men in the 87th Division arrived on board the S. S. Manchuria, the unit being the 312th Field Signal Corps.

#### Docked Uptown

The Antigone, which docked at Pier 14 at the foot of Fifteenth street, is the first ship coming to Hoboken to discharge any considerable number of troops at the uptown pier. It also carried the greatest number of wounded convalescents of any ship which has come to New York, there being 2,300 officers and men who had been wounded, but are now in a condition to walk.

The cruiser Montana had a slight accident while being docked at Pier 4. Three ships were docking at the time and tugs were scarce. The Montana came right up against the bulkhead and struck the head of the pier a glancing blow, which tore off the scuppers from the ship's side. The soldiers on board were thrown back several feet with the shock of the collision, but it was only a slight jar.

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## THREE TROOP SHIPS REACH HOBOKEN PIERS

Bring 9,500 Soldiers Who Served On the Front in Battles In France

Three troop ships came into Hoboken yesterday, carrying 9,500 troops. They were the Alaskan, the Maui and the Siboney. The first of the 91st Division of California troops was on the Siboney, 800 men of the 363rd Infantry and 2,000 men of the 364th Infantry coming home. The division had been in the St. Mihiel, Argonne-Meuse and Flanders battles and suffered 50 per cent. losses in some battalions. Many of the men were decorated.

They got their worst battering in the Argonne Forest drive when they were in the fight for seventeen days without relief. They suffered in killed 1,160 officers and men and 5,000 wounded in the division.

The Maui brought home more units of the Thirty-seventh Ohio Division, and the Alaskan the 246th Infantry referred to in another column.

The Leviathan with 12,000 troops is expected tomorrow at noon.

## OHIO TROOPS ON THREE SHIPS IN HOBOKEN SLIPS

Governor Cox and Many Buckeye Mayors On Hand to Greet Their Returning Soldiers

### GREAT RECORD OF THE DIVISION TOLD OF

It was Ohio day in Hoboken yesterday when three transports carrying over 6,000 troops of the Buckeye state National Guard arrived from France. They included the headquarters of the Thirty Seventh Division which was one of the hardest hitting divisions in the American Army and fought from Switzerland to the North Sea.

The division headquarters including Major General Farnsworth who took the Division over and came back with it after he had directed its operations in four sectors came back on the Noordam, while the 147th Infantry, and two machine gun battalions arrived on the Huntington and the Von Steuben.

The division fought in the Vosges, was in the pivot of the Argonne Meuse drive, at St. Mihiel and ended up with driving the Germans before them out of Flanders.

Over 900 men of the Division were killed or died of wounds and over 3,000 wounded. Hundreds of decorations were gained by the soldiers of the division.

Governor James Cox of Ohio and several mayors from the cities of that state were in Hoboken yesterday to welcome their boys.

Perhaps the happiest and proudest man in Hoboken yesterday was Sergeant Terence Foley of the Second precinct police whose son Neil, a member of Company C, of the 147th Infantry arrived on the Von Steuben.

Neil had been through all the hard fighting in which his regiment took part, took part in several raids over no man's land in the Lorraine sector, was in the thick of the fighting at the Meuse Argonne drive. He was in the St. Mihiel drive and had several narrow escapes when his regiment bore the brunt of attack upon the Germans when they chased them across the Escaut River in Belgium.

The Germans shelled the division as it tried to gain a crossing of the river, and after three days finally succeeded in digging in the mud on the other bank when the armistice was signed.

Police Sergeant Foley was unable to get to his son when he debarked from the vessel but had a few minutes with him at the Long Island station when the troops were enroute for Camp Mills.

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## FOUR TRANSPORTS COMING IN TODAY

Leviathan Brings Upward of Twelve Thousand, Many Sick and Wounded Coming

Four big transports will arrive in Hoboken today, the Leviathan, the Orizaba, the Liberator and the Henderson. Since the Leviathan has been in service ferrying troops from France it is carrying on this trip, the biggest consignment in its history, there being an army personnel of 12,059 on board, and during the summer months provisions will be made for carrying nearly 16,000 on the giant liner, formerly the pride of the German mercantile fleet.

The Henderson carries 1,527 officers and men, the Liberator 1,259 troops and the Orizaba 3,301 officers and men. Many sick and wounded soldiers will return on those four vessels, all of which will dock in Hoboken. The big ship is expected to dock at Pier 4 at 11 a.m.



Dispatch Mar 25/19

# SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
West Boro	3-7	Bordeaux	3-23		22	
Manchuria	3-14	St. Nazaire	3-24	N-1 Hob.	4594	Mrt., Dir. Mts., Up. Merritt, Mts., M's.
Matsonia	3-13	Bordeaux	3-24	N-5 Hob.	3328	
Antigone	3-12	Bordeaux	3-24	N-2 Hob.	2814	
Susquehanna	3-11	St. Nazaire	3-24	N-7 Hob.	2393	
Venezia	3-8	Marseilles	3-24	31 St. Brk.	1496	
North Carolina	3-12	Brest	3-24	S-1 Hob.	1471	
Francesca	3-8	Marseilles	3-24	S-49 N. R.	988	
Polar Land	3-9	Bordeaux	3-24		3	
George Washington	3-16	Brest	3-25	S-5 Hob.	5023	
Royal George	3-15	Liverpool	3-25		1	
Lake Gaspar	3-20	Bordeaux	3-25		1	
Pueblo	3-16	Brest	3-27	S-3 Hob.	1791	
Montana	3-15	Brest	3-24	N-4 Hob.	1497	
Deep Water	3-12	St. Nazaire	3-28		21	
Santa Olivia	3-16	Brest	3-28		1937	
St. Louis	3-17	Brest	3-28		1365	
La Touraine	3-18	Havre	3-20		522	
Ocland	3-12	St. Nazaire	3-28		1	
Great Northern	3-20	Brest	3-29		2761	
Santa Ana	3-16	Bordeaux	3-29		1446	
Tivives	3-8	St. Nazaire	3-29		59	
West Hampton	3-16	Bordeaux	3-29		25	
Maui	3-18	Brest	3-30		3647	
Galesburg	3-12	Bordeaux	3-30		24	
Henderson	3-19	Bordeaux	3-31		1527	
Roma	3-15	Marseilles	3-31	31 St. Bkn.	875	
Pearl Shell	3-16	La Pallice	3-31		21	
Arizonian	3-18	Bordeaux	4-2		2492	
Liberator	3-19	St. Nazaire	4-2		1259	
Felix Taussig	3-16	Brest	4-2		280	
Phillipines	3-20	St. Nazaire	4-6		271	
El Sol	3-20	Bordeaux	4-9		16	
K. Der Nederlanden	3-13	St. Nazaire	3-23	Charleston	2248	
Melrose	3-9	St. Nazaire	3-23	New News	24	
Connecticut	3-12	Brest	3-24	New News	1369	
Vermont	3-12	Brest	3-24	New News	1244	
Kroonland	3-12	St. Nazaire	3-24	New News	2943	
New Hampshire	3-12	Brest	3-24	New News	1270	
Pastores	3-14	Bordeaux	3-26	New News	1564	
West Arrow	3-11	La Pallice	3-27	New News	30	
Mercury	3-15	St. Nazaire	3-29	Charleston	3094	
Alaskan	3-15	St. Nazaire	3-30	New News	2216	
Pocahontas	3-16	St. Nazaire	3-29	Charleston	2919	
Madawaaka	3-18	St. Nazaire	4-1	Charleston	2496	
Kansas	3-19	Brest	4-1	New News	1241	
Georgia	3-19	Brest	4-1	New News	1146	
President Grant	3-20	Brest	4-3	New News	5037	
Ana Cories	3-17	Nantes	4-5	Baltimore	5	
Quincy	3-19	Bermuda		Philadelphia	40	

S. S. President Grant sailed from Brest on March 20th for Newport News. Probable date of arrival, April 3rd.

Organizations: 112th Ammunition Train, complete, 3 officers, 1,150 enlisted men, divided as follows: Camp Sherman, 29 officers, 772 men; Camp Taylor, 4 officers, 278 men. 135th Field Artillery, Supply Co., Ordnance and Medical Detachments Camp Sherman, 6 officers, 63 men; 134th Field Artillery, Batteries C, D, E and F, 25 officers, 894 men, divided as follows: Camp Sherman, 15 officers, 554 men; Camp Taylor, 6 officers, 282 men; Camp Greene, 3 officers, 30 men; Camp Grant, 1 officer, 28 men; 145th Infantry, Detachments, totaling 23 officers, 523 enlisted men, divided as follows: Camp Shelby, 2 officers, 46 men; Camp Bowie, 3 officers, 42 men; Camp Meade, 1 officer, 62 men; Camp Gordon 4 officers, 58 men; Camp Greene, 4 officers, 32 men; Camp Lee, 1 officer, 47 men; Camp Taylor, 2 officers, 53 men; Camp Grant, 3 officers, 91 men; Camp Custer, 2 officers, 68 men; Camp Lewis, 1 officer, 29 men. Sanitary Squads Numbers 45 and 46, Camp Sherman, 2 officers 45 enlisted men. U. S. Army Ambulance Service Sections Numbers 517, 523, 539, 551, 558, 592, 598, 628, 630, 641, scattered. Camp Lee, 10 officers, 343 men. Casual Companies, as follows: No. 980, Georgia, 1 officer, 141 men; No. 999, Alabama, 1 officer, 142 men; No. 1432, Virginia, 1 officer, 87 men; No. 1442, Georgia, 1 officer, 67 men; No. 1454, Virginia, 1 officer, 92 men; No. 1477, Virginia, 1 officer, 102 men; No. 1488, Tennessee, 3 officers, 82 men; No. 1493, Missouri, 1 officer, 86 men; No. 1901,

Alabama, 1 officer, 92 men; No. 2467, scattered, 1 officer, 92 men; No. 756, scattered, 1 officer, 27 men. 146th Infantry, detachments, totaling 2 officers, 87 men; Camp Lewis, 1 officer, 28 men; Camp Grant, 1 officer, 59 men. 26th Field Artillery, Camp Sherman, 7 officers, (detached officers). Casual officers, classified as follows. 76 officers. Air service, 17; Field Artillery, 7; Chemical warfare service, 1; Engineers, 5; Infantry, 6; Marines, 2; Medical, 14; Motor Transport, 3; Ordnance, 4; Quartermaster, 10; Adjutant General, 1; Intelligence, 1; Chaplain, 4; Interpreter, 1. Other casualties: 1 enlisted man, 1 Army Field Clerk, 19 civilians. Medical detachment, for duty, 6; Brest Convalescent Detachments, Nos. 119 to 134, inclusive, 682. Included in the above are sick and wounded, classified as follows: Bedridden, 85 enlisted men; requiring no special attention, 647 enlisted men. Total, 5,037. Also 5 Naval officers.

S. S. Phillipines, sailed from St. Nazaire on March 20th for New York. Probable date of arrival, April 6, 1919. Organization: 302d Tank Corps, headquarters 1st Depot Company and Medical Detachment, Camp Dix, 17 officers, 253 enlisted men. Other casualties: 1 civilian. Total, 271.

S. S. Great Northern—Sailed from Brest on March 20th for New York, probable date of arrival March 29th.

145 Infantry, Field and Staff, Headquarters Company, Machine Gun and Supply Companies, Medical Detachment, Companies A to E, inclusive—27 officers, 1,789 enlisted men, divided as follows: Camp Sherman, 21 officers, 890 enlisted men; Camp Dix, 6 officers, 899 enlisted men. Detachment Machine Gun Company, 148th Infantry, Camp Sherman, 19 en-

listed men. Casual Company No. 745, scattered—1 officer, 14 enlisted men. Casual officers classified as follows—22 officers: Air Service ..... 1 Coast Artillery ..... 1 Field Artillery ..... 1 Engineers ..... 2 Infantry ..... 4 Medical ..... 1 Ordnance ..... 2 Quartermaster ..... 2 Tank Corps ..... 1 Signal ..... 1 Adjutant General ..... 2 Inspector General ..... 1 Judge Advocate ..... 1 Chaplains ..... 2 Other Casuals, 59 nurses, 19 civilians.

Medical Detachment for duty—6 officers. Brest Convalescent Detachments Nos. 125 to 130 inclusive—801 officers.

Included in the above are sick and wounded, classified as follows: Bedridden, 250 enlisted men; requiring no special attention, 551 enlisted men. Total, 2,761.

Also 5 naval officers and 5 naval enlisted men.

S. S. El Sol sailed from Bordeaux on March 20th for New York; probable date of arrival April 9th.

Five casual officers, as follows: Transportation, 4; quartermaster, 1. Eleven civilians. Total, 16.

Battleship Kansas sailed from Brest on March 19th for Newport News; probable date of arrival April 1.

112th Engineers, 1st Battalion headquarters, Medical Detachment, Companies A, B, C—18 officers, 768 enlisted men, divided as follows: Camp Sherman, 15 officers, 475 enlisted men; Camp Mead, 3 officers, 233 enlisted men.

Following detachments, 146 Infantry—5 officers, 472 enlisted men, divided as follows: Camp Meade, 2 officers, 192 enlisted men; Camp Lee, 1 officer, 145 enlisted men; Camp Gordon, 1 officer, 84 enlisted men; Camp Greene, 1 officer, 51 enlisted men.

Casual officers classified as follows—9:

Engineers ..... 1 Medical ..... 3 Motor Transport ..... 1 Ordnance ..... 1 Transportation ..... 1 Chaplains ..... 2 Other casuals: 3 Field Cls., 6 civilians.

Total—1,221; also 20 naval enlisted men.

S. S. George Washington sailed from Brest on March 16th for New York; probable date of arrival March 24, 1919.

The following corrections have been received on this vessel:

Casual Company No. 1219, Rhode Island—1 officer, 67 enlisted men. Should be: Casual Company No. 1219, New York, 1 officer, 67 enlisted men.

Casual Company No. 730, Rhode Island, discharges, 15 enlisted men. Should be: Casual Company, No. 730, New York, discharges, 15 enlisted men.

Medical Detachment for duty, 12 officers, 1 enlisted man, 2 civilians. Should be: Medical detachment for duty, 6 officers, 1 enlisted man, 2 civilians.

S. S. Liberator sailed from St. Nazaire on March 19 for New York. Estimated date of arrival, April 2. Organizations: 363d Infantry, Headquarters 3rd Battalion, Companies E, D, K, L, M, Camp Kearney, 23 officers, 1148 enlisted men. Casual Company No. 608, Georgia, 2 officers, 1 enlisted man. Casual Ordnance Detachment No. 20 for duty, 1 officer, 3 enlisted men. Total, 1259.

Battleship Connecticut, sailed from Brest on March 12th for Newport News. Probable date of arrival, March 24th. The following correction has been received in this office: 253rd Field Artillery, Brigade Headquarters, Camp Sherman, 9 officers, 166 enlisted men, should be 62nd Field Artillery, Brigade Headquarters, Camp Sherman, 9 officers, 66 enlisted men. Correct total, 1269.

Strength of various organizations of the 26th Division: Headquarters and Headquarters Troop, 60 officers, 284 men; 51st Infantry Brigade Headquarters, 6 officers, 26 men; 52nd Infantry Brigade Headquarters, 5 officers, 58 men; 101st Infantry Regiment, 116 officers, 3660 men; 102nd Infantry Regiment, 104 officers, 3895 men; 103rd Infantry Regiment, 99 officers, 3652 men; 104th Infantry Regiment, 104 officers, 3505 men; 51st Field

Artillery Brig. Headquarters, 10 officers, 69 men; 101st Field Artillery Regiment, 62 officers, 1494 men; 102nd Field Artillery Regiment, 80 officers, 1492 men; 103rd Field Artillery Regiment, 83 men, 1701 men; 101st Engineers Regiment, 51 officers, 1609 men; 101st Field Battalion Signal Corps, 16 officers, 481 men; 101st Headquarters Train and Military Police, 11 officers, 397 men; 101st Ammunition Train, 32 officers, 1227 men; 101st Supply Train, 15 officers, 621 men; 101st Engineer Train, 2 officers, 83 men; 191st Sanitary Train, 50 officers, 1008 men; 101st Machine Gun Battalion, 17 officers, 399 men; 102nd Machine Gun Battalion, 25 officers, 823 men; 103rd Machine Gun Battalion, 26 officers, 782 men; Ordnance Repair Shop, 1 officer, 44 men; 26th Military Police Company, 3 officers, 191 men. Total, 958 officers, 27,452 men.

S. S. Henderson sailed from Bordeaux on March 19th for New York. Probable date of arrival, March 31st. Organization: Bordeaux Convalescent Detachments No. 178, 180, 193 to 195 inclusive, 213 214, 216 to 219 inclusive, 222, 223, 48 officers, 1073 enlisted men, 1 field clerk. Casual Co. No. 53, New York, 2 officers, 148 men. Casual Co. No. 54, Detachment B, Massachusetts, 1 officer, 52 men. Detachment Base Hospital No. 22, 4 officers, 156 men. Medical Detachment for duty, 3 officers, 3 men; Special Casual Company No. 50, discharges, 1 officer, 23 men. Other casualties, 2 civilians. Included in the above are sick and wounded classified as follows: Tubercular, all bedridden, 26 men; bedridden, 3 officers; mental, 3 officers; requiring no special attention, 41 officers, 1047 men, 1 field clerk. Total, 1527.

Battleship Georgia sailed from Brest on March 19 for Newport News. Probable date of arrival, April 1st. Organization: 112th Engineers, Field and Staff, Headquarters Company, 2nd Battalion Headquarters, Ordnance and Medical Detachments, Companies E, F, 24 officers, 720 enlisted men. Divided as follows: Camp Sherman, 23 officers, 644 men; Camp Custer, 1 officer, 33 men; Camp Meade, 45 men. Following detachments 148th Infantry, 3 officers, 170 men, divided as follows: Camp Greene, 1 officer, 81 men; Camp Lee, 1 officer, 39 men; Camp Bowie, 1 officer, 50 men. Detachments 146th Infantry, Camp Beauregard, 1 officer, 32 men. Casual Companies as follows: No. 1478, North Carolina, 1 officer, 115 men; No. 725, California, 33 men; No. 747, scattered, 30 men. Casual officers classified as follows: Air Service 3, Chemical Warfare Service 1, Engineers 2, Infantry 1, Marines 1, Quartermaster 1, Signal 1, Medical 1. Other casualties, 6 civilians. Total, 1146.

Dispatch Mar 25

## TRANSPORTS ARE DELAYED BY THE WIND AND SNOW

Cruiser St. Louis Only Transport to Dock in Hoboken Yesterday

### MAN OF THE MEN MORE DECORATIONS

Transports are being held up by the storm. The converted cruiser St. Louis was the only troopship to dock in Hoboken yesterday. It came up through the snowstorm and despite the blinding snow the doughboys were right there at the rails giving their cheers to the Port of Embarkation band which was playing them in. The troops on the St. Louis consisted of 41 officers and 1318 enlisted men of the 148th Infantry, part of the 37th Division, the Ohio National Guard Division, which saw much action in France, and did such fine work on four different sectors, where they took big parts in six major offensives. Many of the men were decorated when they arrived yesterday, the Croix de Guerre being a common decoration but many of the regiment see America again, as they leave their fields or the battle scene of the Argonne forest.



Dispatch Mar 29/19

## TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
Santa Olivia	3-16	Brest	3-28	.....	1937	-----
St. Louis	3-17	Brest	3-28	.....	1865	-----
La Touraine	3-18	Hayre	3-20	.....	522	-----
Oeland	3-12	St. Nazaire	3-28	.....	1	-----
Santa Ana	3-16	Bordeaux	3-29	.....	1446	-----
West Hampton	3-16	Bordeaux	3-29	.....	25	-----
Mau	3-18	Brest	3-30	.....	3647	-----
Galesburg	3-12	Bordeaux	3-30	.....	24	-----
Henderson	3-19	Bordeaux	3-31	.....	1527	-----
Roma	3-15	Marseilles	3-31	31 St. Bkn.	875	-----
Pearl Shell	3-16	La Pallice	3-31	.....	21	-----
Arizonian	3-18	Bordeaux	4-2	.....	2492	-----
Liberator	3-19	St. Nazaire	4-2	.....	1259	-----
Felix Taussig	3-16	Brest	4-2	.....	280	-----
Phillipines	3-20	St. Nazaire	4-6	.....	271	-----
El Sol	3-20	Bordeaux	4-9	.....	16	-----
K. Der Nederlanden	3-13	St. Nazaire	3-23	Charleston	2248	-----
Melrose	3-9	St. Nazaire	3-23	New News	24	-----
Alaskan	3-15	St. Nazaire	3-30	New News	2216	-----
Pocahontas	3-16	St. Nazaire	3-29	Charleston	2919	-----
Madawaska	3-18	St. Nazaire	4-1	Charleston	2496	-----
Kansas	3-19	Brest	4-1	New News	1241	-----
Georgia	3-19	Brest	4-1	New News	1146	-----
President Grant	3-20	Brest	4-3	New News	5037	-----
Ana Cortes	3-17	Nantes	4-5	Baltimore	5	-----
Culgoa	3-5	Brest	3-29	.....	104	Merritt
Edgar Luckenbach	3-22	Bordeaux	4-2	.....	2281	-----
Siboney	3-22	St. Nazaire	4-2	.....	3297	-----
Kentuckian	3-21	St. Nazaire	4-3	.....	1904	-----
Heredia	3-22	Brest	4-9	.....	89	-----
Huron	3-21	St. Nazaire	4-4	Charleston	3112	-----
Artegas	3-20	La Pallice	4-4	New News	39	-----
Aquitania	3-26	Brest	3-29	.....	5663	-----
La Lorraine	3-26	Havre	4-2	.....	287	-----
Ulua	3-23	Brest	4-4	.....	1076	-----
El Oriente	3-24	Bordeaux	4-3	.....	65	-----
Frederick	3-24	Brest	4-4	.....	1613	-----
Dirigo	3-27	La Pallice	4-7	.....	11	-----
Chincha	3-23	La Pallice	4-7	Baltimore	9	-----
Western Spirit	3-23	La Pallice	4-10	Newport News	1	-----

S. S. Heredia sailed from Brest on March 22, for New York. Probable date of arrival, April 9th. Organization: Casual officers classified as follows, 2; Field Artillery 1, Medical 1. Other casuals, 82 nurses, 5 civilians. Total, 89.

Addition on S. S. Arizonian—31st Squadron should read 3 officers, 25 enlisted men. 32nd Aero Squadron, omitted in original cablegram, comprising 3 officers, 133 enlisted men, should be added. Correct total, 2629.

S. S. Huron sailed from St. Nazaire on March 21st for Charleston, S. C. Probable date of arrival, April 4th. Organization: 119th Infantry, Headquarters and Medical detachments of 2nd and 3rd Battalions, Companies E, F, G, H, I, K, L, and M, 42 officers, 1779 enlisted men. Divided as follows, Camp Jackson 28 officers, 1008 men; Camp Dodge, 2 officers, 127 men; Camp Gordon, 1 officer, 63 men; Camp Grant, 4 officers, 232 men; Camp Pike, 1 officer, 62 men; Camp Sherman, 2 officers, 97 men; Camp Taylor, 2 officers, 67 men; Camp Uton, 2 officers, 128 men. 113th Machine Gun Battalion Field and Staff Headquarters Ordnance and Medical Detachments, Companies A and B, 13 officers, 365 men, divided as follows: Camp Jackson, 10 officers, 325 men; Camp Dodge, 1 officer, 41 men. 105th Sanitary Train, Medical Supply Depot, Headquarters, Ambulance section and Ambulance Companies, 117 and 120 inclusive, 10 officers, Field Hospital Section and Field Hospitals Nos. 117 to 120 inclusive, 81 officers, 877 men, divided as follows: Camp Jackson, 27 officers, 699 men; Camp Funston, 1 officer, 50 men; Camp Gordon, 1 officer, 71 men; Camp Devens, 2 officers, 57 men. Casual officers classified as follows, 2; Medical 1, Field Artillery 1. Other casuals, 3 civilians. Total, 3112.

S. S. Artegas sailed from La Pallice on March 20th, for Newport News. Probable date of arrival, April 4th. Organization: Special Casual Company No. 58, discharges, 1 officer, 31 men; Medical detachment for duty, 5 men. Casual officers classified as follows, 2; Medical 1, Air Service 1. Total, 39.

S. S. Siboney sailed from St. Nazaire on March 22 for New York. Probable date of arrival, April 2. Organization:

363rd Infantry, Headquarters Second Battalion, Supply Company and Companies F, G, and H, 39 officers, 861 enlisted men, divided as follows: Camp Kearney, 9 officers, 483 men; Camp Lewis, 12 officers, 62 men; Camp Taylor, 1 officer, 28 men; Camp Dodge, 6 officers, 32 men. 364th Infantry, Field and Staff, Headquarters Third Battalion, Ordnance and Medical Detachments, Headquarters Supply and Machine Gun Companies, Companies A, B, I, K, L, M, 51 officers, 2069 enlisted men, divided as follows, Camp Kearney, 20 officers, 1202 men; Sherman, 171 men; Camp Taylor, 3 officers, 70 men; Camp Grant, 2 officers, 33 men; Camp Dix, 1 officer, 32 men; Camp Dodge, 5 officers, 145 men; Camp Funston, 149 men; scattered, 8 officers, 142 men. Casual Company No. 612, New York, 2 officers, 78 men; Special Casual Company No. 618, furloughs, 1 officer, 1 man; Special Casual Company No. 619, discharges, 1 white officer, 3 colored men; Casual officers classified as follows, 2: Infantry 1, Transportation 1. Other casuals, 2 civilians. St. Nazaire Convalescent Detachment No. 130, 10 officers, 175 men, 1 Medical Detachment for duty, 1 officer. Included in the above are sick and wounded classified as follows: Bedridden, 105 men; tubercular and isolated, 1 officer, 1 civilian; requiring no special attention, 9 officers, 70 enlisted men. Total, 3297.

S. S. Edgar A. Luckenbach sailed from Bordeaux on March 22nd for New York. Probable date of arrival, April 2nd. Organization: Casual Co. No. 54, Virginia, 1 officer, 98 enlisted men; 40th Division Headquarters Troop, Camp Kearney, 2 officers, 121 men; 115th Train Headquarters, Camp Kearney, 2 officers, 21 men; 159th Infantry, Headquarters Detachment, Headquarters Company, Supply Company, Sanitary Detachment, Machine Gun Detachment, 28 officers, 2008 men, divided as follows, Camp Kearney, 14 officers, 547 men; Camp Bowie, 1 officer, 75 men; Camp Pike, 1 officer, 80 men; Camp Custer, 1 officer, 40 men; Camp Devens, 1 officer, 94 men; Camp Dix, 1 officer, 157 men; Camp Funston, 1 officer, 154 men; Camp Hancock, 1 officer, 164 men; Camp Taylor, 1 of-

ficer, 53 men; Camp Dodge, 2 officers, 346 men; Camp Greene, 1 officer, 86 men; Camp Lee, 1 officer, 84 men; Camp McClellan, 1 officer, 88 men; Regular Army, 1 officer, 95 men. Total, 2281.

S. S. Kentuckian sailed from St. Nazaire on March 21st for New York. Probable date of arrival, April 3rd. Organization: Headquarters 182nd Infantry Brigade, Camp Kearney, 3 officers, 20 enlisted men; 363rd Infantry, Regimental and First Battalion Headquarters Company, Machine Gun Company, Medical Detachment and Companies A to D inclusive, 18 officers, 1462 enlisted men, divided as follows: Camp Kearney, 11 officers, 816 men; Camp Sherman, 237 men; Camp Lewis, 5 officers, 80 men; Camp Dodge, 65 men; scattered, 1 officer, 263 men. Special Casual Companies as follows: No. 2481, discharges, 2 officers, 111 men; No. 2483, discharges, 1 officer, 65 men; Chemical Warfare Convoy Detachment No. 18, 1 officer, 2 men; Casual Companies as follows: No. 602, Marines, 1 officer, 48 men; No. 605, Arkansas, 1 officer, 86 men; No. 607, Texas, 1 officer, 81 men. Casual officer classified as follows: Transportation, 1. Total, 1904. Included in the above is Brigadier General Vernon A. Caldwell, commanding Headquarters 182nd Infantry Brigade.

S. S. West Hampton, which was originally scheduled to go to New York, has been diverted to Newport News.

S. S. Ana Cortes, which was originally scheduled to go to Baltimore has been diverted to New York.

S. S. La Lorraine sailed from Havre on March 23rd for New York; estimated date of arrival April 2nd.

Casual companies as follows: No. 2467, 2 officers, 47 enlisted men; No. 2477, scattered, 2 officers (white), 73 enlisted men; No. 2478, South Carolina, 1 officer, 19 enlisted men; No. 2480, Nebraska, 1 officer, 20 enlisted men; No. 2481, scattered, 2 officers, 76 enlisted men.

Special Casual Company, No. 3474, 2 officers (white), 3 enlisted men (colored).

Casual officers classified as follows: 4 officers, Quartermaster, 1; Corps Intelligence Police, 1; Engineers, 2. Other casuals, 35 civilians. Total, 287.

S. S. Ulu sailed from Brest on March 23rd for New York; probable date of arrival, April 4.

328th Field Artillery, Field and Staff, Headquarters and Supply companies, Ordnance and Medical Detachments, Batteries A, B, C and F, Camp Custer, 30 officers, 78 enlisted men. Base Hospital, No. 112, scattered, 1 officer, 5 enlisted men. Casual Company, No. 755, scattered, 1 officer, 42 enlisted men.

Casual officers classified as follows: 10 officers, Field Artillery 2; Medical, 5; Motor Transport, 1; Quartermaster, 1; Transportation, 1. Other casuals, 1 enlisted man, 8 civilians. Total, 1,076.

S. S. Aquitania sailed from Brest on March 23 for New York; probable arrival March 29.

85th Division Headquarters, Camp Custer, 26 officers, 126 enlisted men, 3 army field clerks.

85th Division Headquarters Troops, Camp Custer, 2 officers, 115 enlisted men.

165th Field Artillery, Brigade Headquarters, 8 officers, 61 enlisted men, divided as follows: Scattered, 1 officer, 24 enlisted men; Camp Kearney, 7 officers, 37 enlisted men.

16th Infantry Brigade Headquarters, 3 officers, 19 enlisted men.

347th Field Artillery, complete, 24 officers, 385 enlisted men, divided as follows: Camp Kearney, 21 officers, 999 enlisted men; Camp Funston, 1 officer, 151 enlisted men; Camp Lewis, 1 officer, 140 enlisted men; Camp Dodge, 1 officer, 85 enlisted men.

348th Field Artillery, complete, 26 officers, 1,323 enlisted men, divided as follows: Camp Funston, 22 officers, 1,096 enlisted men; Camp Kearney, 2 officers, 143 enlisted men; Camp Lewis, 1 officer, 47 enlisted men; Camp Dodge, 1 officer, 37 enlisted men.

134th Field Artillery, Detachments, 2 officers, 71 enlisted men, divided as follows: Camp Dix, 1 officer, 42 enlisted men; Camp Upton, 1 officer, 19 enlisted men.

112th Ammunition Train, Detachment, Camp Dix, 1 officer, 46 enlisted men.

135th Field Artillery, Detachment, Camp Upton, 1 officer, 49 enlisted men. 112th Engineers, Detachment, Camp Dix, 1 officer, 59 enlisted men.

145th Infantry, Companies F, G, H, I, L, and M, 14 officers, 1,077 en-

listed men, divided as follows: Camp Sherman 8 officers 537 enlisted men; Camp Upton, 2 officers, 233 enlisted men; Camp Funston, 1 officer, 125 enlisted men; Camp Dodge, 2 officers, 130 enlisted men; Camp Devens, 1 officer, 52 enlisted men.

146th Infantry, Medical and Camp Detachments, 6 officers, 342 enlisted men, divided as follows: Camp Upton, 2 officers, 234 enlisted men; Camp Devens, 1 officer, 28 enlisted men; Camp Taylor, 1 officer, 47 enlisted men; Camp Funston, 1 officer, 26 enlisted men; Camp Sherman, 1 officer, 7 enlisted men.

337th Infantry, Field and Staff, Headquarters and Supply Companies, 5 officers, 314 enlisted men—Camp Custer, 4 officers, 281 enlisted men; Camp Kearney, 1 officer, 33 enlisted men.

92nd Base Hospital, New York, 1 officer, 5 enlisted men.

40th Base Hospital Unit, 65 officers, 116 enlisted men, 23 nurses and 3 civilians.

Casual officers classified as follows: General Officers, 5; Medical, 36; Air Service, 6; Engineers, 8; Ordnance, 6; Quartermaster, 13; Transportation, 1; Infantry, 7; Field Artillery, 4; Coast Artillery, 3; Machine Gun, 1; Intelligence, 2; Chemical War Service, 1; Military Police, 1; Motor Transport, 1; Adjutant General, 1; Army Service, 1; Unidentified, 1.

Other casuals: 6 enlisted men, special courier, 1 enlisted man, 2 enlisted men, prisoners, and 3 guards, field clerks, 3; nurses, 7, and civilians 7.

Total (after adding the above), 5,663.

Cruiser Frederick sailed from Brest on March 24 for New York; probable date of arrival April 4. Organizations: 337th Infantry, all letter companies, and Medical Detachment, 28 officers, 1,535 enlisted men. Divided as follows: Camp Custer, 20 officers, 987 enlisted men; Camp Bowie, 2 officers, 211 enlisted men; Camp Dix, 2 officers, 156 enlisted men; Camp Lewis, 1 officer, 82 enlisted men; Camp Beauregard, 1 officer, 51 enlisted men; Camp Pike, 1 officer, 43 enlisted men; Camp Sherman, 1 officer, 5 enlisted men. Casual officers classified as follows: Air Service 5, Field Artillery 4, Engineers 4, Infantry 5, Medical 12, Ordnance 2, Quartermaster 2, Signal 2, Adjutant General 1. Other casuals, 1 enlisted man, 3 Army Field Clerks and 9 civilians. Total, 1,613.

S. S. Western Spirit sailed from La Pallice on March 23 for Newport News; probable date of arrival April 10. 1 casual officer, Infantry.

S. S. Dirigo sailed from La Pallice on March 23 for New York; estimated date of arrival April 7. Organizations: 61st Special Casual Company (discharges), colored, 1 officer, 2 enlisted men. 55th Casual Company (Detachment B), Mississippi, colored, 1 officer, 2 enlisted men. Casual officers classified as follows, 5 officers.

Air Service 2, Ordnance 1, Medical 1, Infantry 1. Total, 11.

S. S. Chincha sailed from La Pallice on March 23, for Baltimore; probable date of arrival April 7. Organizations: Medical Detachment for duty, 3 enlisted men. Casual officers classified as follows: 6 officers. Transportation 1, Engineers 1, Air Service 3, Medical 1. Total 9.

S. S. El Oriente sailed from Bordeaux on March 24 for New York; probable date of arrival April 3. Organizations: 54th Casual Company (Detachment), New York, 1 officer 19 enlisted men. 60th Special Casual Company, Discharges 1 officer, 40 enlisted men. Casual officers classified as follows: 4 officers. Medical 2, Transportation 1, Air Service 1. Total 65.



Dispatch apr 2/19

## TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed From	Expected Arrival	Pier	Troops	To Camp
La Touraine	3-18 Havre	3-20	.....	522	.....
Oceland	3-12 St. Nazaire	3-28	.....	1	.....
West Hampton	3-16 Bordeaux	3-29	.....	25	.....
Mauit	3-18 Brest	3-30	.....	3647	.....
Galesburg	3-12 Bordeaux	3-30	.....	24	.....
Henderson	3-19 Bordeaux	3-31	.....	1527	.....
Roma	3-15 Marseilles	3-31	31 St. Bkn.	875	.....
Arizonian	3-18 Bordeaux	4-2	.....	2492	.....
Liberator	3-19 St. Nazaire	4-2	.....	1259	.....
Felix Taussig	3-16 Brest	4-2	.....	280	.....
Phillipines	3-20 St. Nazaire	4-6	.....	271	.....
El Sol	3-20 Bordeaux	4-9	.....	16	.....
Melrose	3-9 St. Nazaire	3-23	New News	24	.....
Alaskan	3-15 St. Nazaire	3-30	New News	2216	.....
Madawaska	3-18 St. Nazaire	4-1	Charleston	2496	.....
Kansas	3-19 Brest	4-1	New News	1241	.....
Georgia	3-19 Brest	4-1	New News	1146	.....
President Grant	3-20 Brest	4-3	New News	5037	.....
Ana Cortes	3-17 Nantes	4-5	Baltimore	5	.....
Culgoa	3-5 Brest	3-29	.....	104	Merritt
Edgar Luckenbach	3-22 Bordeaux	4-2	.....	2281	.....
Siboney	3-22 St. Nazaire	4-2	.....	3297	.....
Kentuckian	3-21 St. Nazaire	4-3	.....	1904	.....
Heredia	3-22 Brest	4-9	.....	89	.....
Huron	3-21 St. Nazaire	4-4	Charleston	3112	.....
Artegas	3-20 La Pallice	4-4	New News	39	.....
Ulua	3-23 Brest	4-4	.....	1076	.....
El Oriente	3-24 Bordeaux	4-3	.....	65	.....
Frederick	3-24 Brest	4-4	.....	1613	.....
Ditigo	3-27 La Pallice	4-7	.....	11	.....
Chincha	3-23 La Pallice	4-7	Baltimore	9	.....
Leviathan	3-26 Brest	4-2	.....	12059	.....
Wilhelmina	3-25 Bordeaux	4-2	.....	1721	.....
Orizaba	3-25 St. Nazaire	4-4	.....	3301	.....
Metapan	3-26 Brest	4-12	.....	114	.....
Mount Vernon	3-27 Brest	4-4	Boston	5824	.....
Rhode Island	3-26 Brest	4-6	New News	1040	.....
Virginia	3-26 Brest	4-6	New News	1251	.....
Eastern Queen	3-26 La Pallice	4-8	New News	7	.....
Western Spirit	3-23 La Pallice	4-10	New News	1	.....

U. S. S. Rhode Island sailed from Brest on March 26 for Newport News; probable date of arrival April 6. Organizations: 329th Machine Gun Battalion, 21 officers, 929 enlisted men, divided as follows: Camp Custer, 9 officers, 252 men; Camp Gordon, 1 officer, 41 men; Camp Lewis, 1 officer, 45 men; Camp Funston, 1 officer, 57 men; Camp Dix, 1 officer, 77 men; Camp Travis, 1 officer, 73 men; Camp Devens, 1 officer, 32 men; Camp Grant, 1 officer, 35 men; Camp Taylor, 1 officer, 42 men; Camp Beauregard, 1 officer, 30 men; Camp Upton, 1 officer, 90 men; Camp Dodge, 1 officer, 89 men; Camp Sherman, 1 officer, 62 men. Casual Officers classified as follows: No. 749, New York, 1 officer, 14 men; No. 752, Ohio, 10 men. Casual Officers divided as follows, 10, Air Service 4, Engineers 1, Infantry 1, Medical 5, Quartermaster 1. Other Casuals, 5 civilians. Total 1,025. Also 15 Naval enlisted men.

S. S. Eastern Queen sailed from La Pallice on March 26, for Newport News; probable date of arrival April 8. Organizations: Ordnance Detachment for duty, 5 enlisted men. Casual Officers classified as follows: 2 officers; Air Service 1, Quartermaster, 1. Total 7.

S. S. Metapan sailed from Brest for New York on March 26; probable date of arrival April 12. Organizations: Casual Officers classified as follows: 30 officers, Air Service 4, Coast Artillery 1, Field Artillery 2, Cavalry 1, Engineers 1, Ordnance 1, Sanitary 2, Infantry 1, Medical 8, Quartermaster 1, Signal 4, Veterinary 3, Chaplains 1. Other Casuals, 71 nurses, 13 civilians. Total 114.

Diversion:—S. S. Felix Taussig. This vessel which was originally scheduled to come to New York has been diverted to Philadelphia.

Diversion:—S. S. El Sol. This vessel which was originally scheduled to go to New York has been diverted to Newport News.

S. S. Leviathan sailed from Brest for New York on March 26; probable date of arrival April 2. Organizations: 338th Infantry Complete, 72 officers, 4078 enlisted men, divided as

follows: Camp Custer, 43 officers, 1413 men; Camp Dodge, 4 officers, 382 men; Camp Dix, 1 officer, 103 men; Camp Lee, 1 officer, 96 men; Camp Sheridan, 1 officer, 81 men; Camp Upton, 1 officer, 135 men; Camp Sherman, 2 officers, 231 men; Camp Funston, 4 officers, 405 men; Camp Gordon, 1 officer, 48 men; Camp Travis, 2 officers, 217 men; Camp Devens, 1 officer, 121 men; Camp Bowie, 1 officer, 135 men; Camp Pike, 1 officer, 76 men; Camp Beauregard, 1 officer, 44 men; Camp Wadsworth, 1 officer, 53 men; Camp Lewis, 1 officer, 69 men; Camp Taylor, 2 officers, 152 men; Camp Kearney, 1 officer, 60 men; Camp Grant, 3 officers, 260 men; 340th Infantry Complete, 61 officers, 3895 enlisted men, divided as follows: Camp Custer, 44 officers, 1,917 men; Camp Upton, 1 officer, 139 men; Camp Dodge, 2 officers, 262 men; Camp Devens, 1 officer, 77 men; Camp Gordon, 1 officer, 103 men; Camp Taylor, 1 officer, 90 men; Camp Funston, 1 officer, 165 men; Camp Sherman, 1 officer, 158 men; Camp Bowie, 2 officers, 282 men; Camp Lewis, 1 officer, 72 men; Camp Dix, 1 officer, 82 men; Camp Lee, 1 officer, 54 men; Camp Wadsworth, 1 officer, 66 men; Camp Grant, 2 officers, 329 men; Camp Pike, 1 officer, 89 men; 337th Infantry, Machine Gun Company and Medical Detachment, 16 officers, 818 enlisted men, divided as follows: Camp Custer, 8 officers, 104 men; Camp Sherman, 1 officer, 114 men; Camp Dodge, 2 officers, 153 men; Camp Grant, 2 officers, 135 men; Camp Taylor, 2 officers, 146 men; Camp Upton, 1 officer, 166 men; 160th Field Artillery Brigade Headquarters, Camp Custer, 10 officers, 65 enlisted men; 329th Field Artillery Complete, 54 officers, 1,411 enlisted men, divided as follows: Camp Custer, 50 officers, 1,384 men; Camp Upton, 4 officers, 27 men; Base Hospital No. 12, Camp Grant, 27 officers, 146 enlisted men; 170th Infantry Brigade Headquarters, Camp Custer, 4 officers, 18 enlisted men; 112th Engineers, Camp Sherman, 1 officer; 134th Field Artillery, Camp Sherman, 4 officers, 135th Field Artillery, Camp Sherman, 5 officers; 85th Division Headquarters, Camp Custer, 6 officers, 145th Infantry, Camp Sherman, 9 off-

cers. 347th Field Artillery, Camp Kearney, 40 officers. 348th Field Artillery, Camp Funston, 32 officers. 751st Casual Company, New York, 1 officer, 15 enlisted men; 758th Casual Company, scattered, 10 enlisted men; 760th Casual Company, scattered, 18 enlisted men; 761st Casual Company, Massachusetts, 4 enlisted men. Casual Officers classified as follows: 31 officers, Air Service 1, Field Artillery 1, Engineers 5, Infantry 8, Marines 1, Medical 2, Ordnance 4, Quartermaster 2, Signal 1, General Staff 1, Sanitary 2, Transportation 2, Judge Advocate 1. Other Casuals, 5 enlisted men and 12 civilians. Medical Detachment for duty, 12 officers, 26 enlisted men, 3 nurses. Brest Convalescent Detachments Nos. 136 to 147 inclusive, 77 officers, 1,044 enlisted men; 4 Army Field Clerks, 22 nurses, 1 civilian. Included in the foregoing are sick and wounded classified as follows: Bedridden, 99 enlisted men and 1 civilian; Mental, 23 officers, 57 enlisted men and 3 Army Field Clerks; Tubercular, 1 officer, 90 enlisted men and 2 nurses; Requiring no special attention, 48 officers, 798 enlisted men, 1 Army Field Clerk and 20 nurses. Total 12,059. Included in the above is General William C. Rivers, Commanding 160th Field Artillery Brigade.

S. S. Virginia sailed from Brest on March 25 for Newport News; probable date of arrival April 6. Organizations: 330th Machine Gun Battalion, complete, 24 officers, 917 enlisted men, divided as follows: Camp Custer, 12 officers, 331 men; Camp Pike, 1 officer, 19 men; Camp Wadsworth, 1 officer, 37 men; Camp Funston, 1 officer, 33 men; Camp Sherman, 1 officer, 43 men; Camp Devens, 1 officer, 32 men; Camp Travis, 1 officer, 168 men; Camp Grant, 1 officer, 35 men; Camp Dix, 2 officers, 42 men; Camp Lewis, 1 officer, 28 men; Camp Dodge, 1 officer, 87 men; Camp Upton, 1 officer, 36 men; Camp Taylor, 1 officer, 27 men; 337th Infantry, Detachment, Camp Travis, 2 officers, 225 enlisted men. Convalescent Camp No. 6, scattered, 2 officers, 32 enlisted men; 757th Casual Company, Idaho, 1 officer, 12 enlisted men. Casual Officers classified as follows: 15 officers, Air Service 2, Engineers 3, Infantry 2, Medical 4, Quartermaster 3, Adjutant General 1. Other casuals, 6 civilians. Total 1,236. Also 15 Naval enlisted men.

Diversion:—S. S. Ogland, originally destined for New York, has been diverted to Philadelphia.

S. S. Mount Vernon sailed from Brest on March 27 for Boston; probable date of arrival April 4. Organizations: 26th Division Headquarters, Camp Devens, 41 officers, 59 enlisted men, 4 Field Clerks. 26th Division Headquarters Troop, Camp Devens, 2 officers, 280 enlisted men. 26th Division Military Police Co., Camp Devens, 2 officers, 182 enlisted men. 52nd Infantry Brigade Headquarters, Camp Devens, 5 officers, 21 enlisted men. 101st Engineers, less Co. C, 57 officers, 1,326 enlisted men, divided as follows: Camp Devens, 48 officers, 973 men; Camp Dix, 1 officer, 44 men; Camp Upton, 1 officer, 30 men; Camp Sherman, 1 officer, 84 men; Camp Custer, 2 officers, 57 men; Camp Pike, 53 men; Camp Dodge, 1 officer, 39 men; Camp Lewis, 3 officers, 46 men. 101st Engineers Train, Camp Devens, 2 officers, 73 enlisted men. 104th Infantry, complete, 93 officers, 3,572 enlisted men, divided as follows: Camp Devens, 48 officers, 1,890 men; Camp Upton, 13 officers, 156 men; Camp Dix, 137 men; Camp Jackson, 3 officers, 35 men; Camp Gordon, 2 officers, 68 men; Camp Meade, 69 men; Camp Sherman, 2 officers, 487 men; Camp Custer, 3 officers, 92 men; Camp Grant, 8 officers, 102 men; Camp Pike, 3 officers, 55 men; Camp Dodge, 1 officer, 139 men; Camp Funston, 1 officer, 66 men; Camp Bowie, 4 officers, 89 men; Camp Lewis, 1 officer, 41 men; Camp Kearney, 4 officers, 175 men. Casual Companies as follows: No. 2920, New York, No. 263, furloughs, 1 enlisted man; No. 753, North Carolina, 2 enlisted men; No. 762, scattered, 1 officer, 13 enlisted men; No. 754, California, 12 enlisted men. Casual Officers classified as follows: 22 officers, Air Service 2, Coast Artillery 1, Field Artillery 1, Engineers 4, Infantry 5, Marines 1, Medical 7, General Staff 1; Other casuals, 7 enlisted men, 4 Field Clerks, 28 civilians. Total 5,824. Included in above is Major Harry C. Hale, Commanding 26th Division.

S. S. Orizaba sailed from St. Nazaire on March 25 for New York; probable date of arrival April 4. Organizations: 181st Infantry Brigade Headquarters, 6 officers, 19 enlisted men, divided as follows: Camp Kearney, 1 officer, 7 enlisted men; Camp Lewis, 1 officer, 11 enlisted men; Camp Sherman, 2 officers; Camp Upton, 2 officers, 1 enlisted man. 94th Base Hospital, 1 officer, 4 enlisted men, divided as follows: Camp Bowie, 1 officer, 1 enlisted man; Camp Dodge, 1 enlisted man; Camp Funston, 2 enlisted men. 617th Special Casual Company, discharges, 1 officer, 28 enlisted men. 633rd Special Casual Company, discharges, 1 officer, 1 marine, 19th Ordnance Convoy Detachment, 1 officer, 6 enlisted men. 21st Ordnance Convoy Detachment, 1 officer, 6 enlisted men. 264th Infantry, Headquarters 1st and 2nd Battalions, Companies C to H inclusive, 29 officers, 1,379 enlisted men, divided as follows: Camp Upton, 2 officers, 42 enlisted men; Camp Sherman, 2 officers, 161 enlisted men; Camp Taylor, 1 officer, 42 enlisted men; Camp Grant, 1 officer, 29 enlisted men; Camp Dodge, 2 officers, 98 enlisted men; Camp Funston, 2 officers, 117 enlisted men; Camp Lewis, 5 officers, 112 enlisted men; Camp Kearney, 10 officers, 682 enlisted men; Scattered, 4 officers, 116 enlisted men. 348th Machine Gun Battalion, Headquarters, Medical and Ordnance Detachments, Companies A to D inclusive, 18 officers, 836 enlisted men, divided as follows: Camp Lewis, 5 officers, 97 enlisted men; Camp Funston, 1 officer, 124 enlisted men; Camp Dix, 1 officer, 33 enlisted men; Camp Dodge, 145 enlisted men; Camp Kearney, 271 enlisted men; Camp Sherman, 2 officers, 91 enlisted men; Scattered, 2 officers, 73 enlisted men. 361st Infantry, Regimental Headquarters, Headquarters and Supply Companies, 21 officers, 495 enlisted men, divided as follows: Camp Dodge, 1 officer, 10 enlisted men; Camp Lewis, 10 officers, 306 enlisted men; Camp Kearney, 3 officers, 81 enlisted men; Camp Funston, 1 officer, 27 enlisted men; Camp Sherman, 48 enlisted men; Scattered, 6 officers, 23 enlisted men.

S. S. Orizaba, Casual Officer classified as follows, 1 officer; Transportation, 1. Other Casuals, 1 Army Field Clerk, 2 civilians. St. Nazaire Convalescent Detachment Nos. 53 to 55 inclusive, 6 officers, 392 enlisted men, 16 nurses. Included in the above are sick and wounded classified as follows: Bedridden, 30 enlisted men. Requiring no special attention, 6 officers, 363 enlisted men, 16 nurses. Total, as added above, 3,271; as given by cable 3,301. Also one wife. Included in the above is Brig. General John B. McDonald, Commanding the 131st Infantry Brigade Headquarters.

S. S. Orizaba, Casual Officer classified as follows, 1 officer; Transportation, 1. Other Casuals, 1 Army Field Clerk, 2 civilians. St. Nazaire Convalescent Detachment Nos. 53 to 55 inclusive, 6 officers, 392 enlisted men, 16 nurses. Included in the above are sick and wounded classified as follows: Bedridden, 30 enlisted men. Requiring no special attention, 6 officers, 363 enlisted men, 16 nurses. Total, as added above, 3,271; as given by cable 3,301. Also one wife. Included in the above is Brig. General John B. McDonald, Commanding the 131st Infantry Brigade Headquarters.

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Hispatch  
apr 7/19

Hispatch  
apr 5/19

### SEC. BAKER TO SAIL FROM THE HOBOKEN PIER

Giant Transport Leviathan Is  
to Carry War Head Across  
Atlantic For Short Visit

### PIERS DECORATED TO WELCOME DEPT HEAD

The U. S. transport Leviathan sails from her dock at Pier 4, Hoboken, for Brest, France, today at noon. She will carry to France a number of distinguished passengers, including Secretary of War Newton K. Baker and staff.

Elaborate arrangements have been made for the reception of the Secretary of War at the piers in Hoboken. The entrance to Pier 4 has been decorated with Allied flags and there will be a guard of honor drawn up at the pier entrance and all the way to the gangway of the vessel when Mr. Baker arrives.

General David C. Shanks will probably receive the Secretary at the piers in person with the members of his staff. It is understood Mr. Baker will come to Hoboken by way of the Lackawanna ferry in an automobile.

Hispatch  
apr 8/19

### BAKER SAILS TO FRANCE FROM A HOBOKEN PIER

Warren Pershing, Son of the  
Field Commander, Goes With  
Him to Visit Father

### MEMBERS OF CONGRESS SAIL ON SAME SHIP

The transport Leviathan sailed from its berth in Hoboken yesterday for Brest, France, from which port it will bring back part of the Seventy-seventh Division. On the big former German liner as a passenger was Secretary of War Newton D. Baker, who was received at the entrance to Pier No. 4 by Major General David C. Shanks, commander of the Port of Debarkation, and General McMarus.

Mr. Baker said that his visit to France would be brief, probably not more than ten days; the purpose of his visit was to meet the Commission of Liquidation, headed by Judge Parker and now in France.

Speaking of the Seventy-seventh Division and the parade wanted by the people of New York, he said he believed that the people of New York, whose generous hospitality to troops from all over the country would not be forgotten, should have the opportunity of welcoming its own soldiers in a proper manner, and he believed arrangements would be made to this effect. It is all a question of congestion of the camps on the side and the blocking of troops ready to sail on the other side.

Four members of Congress, members of the House Military Affairs Committee, who are also going overseas to meet the Commission of Liquidation, were passengers. Chairman Stanley H. Dent stated that the United States had spent billions of dollars in France in building railroads and acquiring property and they wanted to see how that was going to be disposed of.

### Warren Pershing Going

The new ambassador to France, Hugh C. Wallace, his wife and his niece, Sallie Beech, were also passengers, and two other interesting personages on the Leviathan were Warren Pershing, nine-year-old son of the Commander of the American forces in France, and Sergeant Joseph A. Eelz, of the Bronx, New York City, who is taking the General's son to France to meet his father.

Young Pershing is going to France and his father is not aware of his coming. He has been living with two aunts in Lincoln, Neb. He is a snappy youngster and at first demurred when newspaper photographers wanted him to pose, but acceded to the request when Secretary Baker posed with him.

When he was being questioned by newspaper men he wanted to know what it was to them whether he was going to see the trenches and battlefields, and when very gravely informed that he would be seasick, he said: "No, sir this is the largest ship in the world and there are movies on board."

"Did you fellows come over just to talk with me?" he asked the group. "Well, if you did I have nothing what-over to say." And he turned on his heel and strode away.

## SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q.M.C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed From	Expected Arrival	Pier	Troops	To Camp
Oceland	3-12 St. Nazaire	3-28	.....	1	.....
West Hampton	3-16 Bordeaux	3-29	.....	25	.....
Henderson	3-19 Bordeaux	3-31	.....	1527	.....
Roma	3-15 Marseilles	3-31	31 St. Bkn.	875	.....
Arizona	3-18 Bordeaux	4-2	.....	2492	.....
Liberator	3-19 St. Nazaire	4-2	.....	1259	.....
Philippines	3-20 St. Nazaire	4-6	.....	271	.....
Melrose	3-9 St. Nazaire	3-23	New News	24	.....
Madawaska	3-18 St. Nazaire	4-1	Charleston	296	.....
President Grant	3-20 Brest	4-3	New News	5037	.....
Ana Cortes	3-17 Nantes	4-5	Baltimore	5	.....
Culgoa	3-5 Brest	3-29	.....	104	Merritt
Edgar Luckenbach	3-22 Bordeaux	4-2	.....	2281	.....
Heredia	3-22 Brest	4-9	.....	89	.....
Huron	3-21 St. Nazaire	4-4	Charleston	3112	.....
Artegas	3-20 La Pallice	4-4	New News	39	.....
Ulua	3-23 Brest	4-4	.....	1076	.....
El Oriente	3-24 Bordeaux	4-3	.....	65	.....
Frederick	3-24 Brest	4-4	.....	1613	.....
Dirigo	3-27 La Pallice	4-7	.....	11	.....
Chincha	3-23 La Pallice	4-7	Baltimore	9	.....
Leviathan	3-26 Brest	4-2	.....	12059	.....
Wilhelmina	3-25 Bordeaux	4-2	.....	1721	.....
Orizaba	3-25 St. Nazaire	4-4	.....	3301	.....
Metapan	3-26 Brest	4-12	.....	114	.....
Mount Vernon	3-27 Brest	4-4	Boston	5824	.....
Rhode Island	3-26 Brest	4-6	New News	1040	.....
Virginia	3-26 Brest	4-6	New News	1251	.....
Eastern Queen	3-26 La Pallice	4-8	New News	7	.....
Western Spirit	3-23 La Pallice	4-10	New News	1	.....
Turrialba	3-28 St. Nazaire	4-9	.....	97	.....
West Chester	3-23 Nantes	4-11	.....	1	.....
Julia Luckenbach	3-28 Bordeaux	4-12	.....	2708	.....
Hisko	3-29 Brest	4-13	.....	32	.....
America	3-28 Brest	4-6	Boston	7209	.....
Powhatan	3-28 St. Nazaire	4-10	Charleston	2430	.....

S. S. Hisko sailed from Brest on March 29 for New York; probable date of arrival April 18. Organizations: 766th Casual Company, New York, 1 officer, 30 enlisted men. Casual Medical Officer. Total 32.

S. S. Powhatan sailed from St. Nazaire on March 28 for Charleston, S. C.; probable date of arrival April 10. Organizations: 213th Supply Train, Headquarters and Sanitary Detachment, Companies A to F inclusive, 16 officers, 443 enlisted men, divided as follows: Camp Jackson, 15 officers, 372 men; Camp Taylor, 1 officer, 71 men; 27th Sanitary Squad, Camp Jackson, 1 officer, 25 enlisted men; 105th Field Signal Battalion, Headquarters, Medical and Supply Detachments, Companies A, B, C, 10 officers, 428 enlisted men, divided as follows: Camp Jackson, 7 officers, 284 men; Camp Grant, 1 officer, 47 men; Camp Upton, 1 officer, 31 men; Camp Dodge, 1 officer, 66 men; 120th Infantry, Field and Staff, Sanitary Detachment, Headquarters, Advance Supply Depot and Machine Gun Company, Companies A to D inclusive, 36 officers, 1,159 enlisted men, (this figure compares incorrectly with division of men), divided as follows: Camp Jackson, 34 officers, 929 men; Camp Lee, 1 officer, 121 men; Camp Gordon, 1 officer, 122 men; 60th Infantry Brigade Headquarters, Camp Jackson, 5 officers, 19 enlisted men; 128th Infantry Detachment, Camp Dix, 1 officer, 33 enlisted men; 30th Military Police, Camp Lee, 3 officers, 201 enlisted men. Casual Officers classified as follows: 11, Medical 6, Transportation 2, Infantry 1, Air Service 1, Quartermaster 1, Other casuals, 3 civilians. Total, (addition of above figures), 2,304. (Given in cable), 2,430.

S. S. Julia Luckenbach sailed from Bordeaux on March 28 for New York; probable date of arrival April 12. Organizations: 157th Infantry complete, 72 officers, 2,630 enlisted men, divided as follows: Camp Funston, 50 officers, 839 men; Camp Kearney, 1 officer, 77 men; Camp Meade, 1 officer, 28 men; Camp Custer, 1 officer, 122 men; Camp Sheridan, 1 officer, 112 men; Camp Dodge, 4 officers, 375 men; Camp Humphreys, 1 officer, 50 men; Camp Grant, 3 officers, 266 men; Camp Taylor, 1 officer, 28 men; Camp Sherman, 1 officer, 76 men; CVamp Wadsworth, 1 officer, 73 men; Camp Gor-

don, 1 officer, 58 men; Camp Pike, 1 officer, 94 men; Camp Travis, 1 officer, 110 men; Camp Upton, 1 officer, 113 men; Camp Devens, 1 officer, 82 men; Regular Army, 1 officer, 38 men. Other casuals, 6 civilians. Total 2,708.

S. S. Turrialba sailed from St. Nazaire (via Barry) on March 28 for New York; probable date of arrival April 9. Organizations: Detachments of Hospital Units, 1 officer, 12 nurses; 6th Evacuation Hospital Detachment, 1 officer, 11 nurses; 67th Base Hospital Detachment, 40 nurses; 116th Base Hospital Detachment, 1 officer, 7 nurses, 1 civilian; 202nd Base Hospital Detachment, 1 officer, 17 nurses. Casual officers classified as follows: 5, Coast Artillery 2, Medical 1, Transportation 2. Total 97.

S. S. America sailed from Brest on March 28, for Boston; probable date of arrival April 6. Organizations: 101st Infantry, complete, 103 officers, 3,516 enlisted men, divided as follows: Camp Devens, 67 officers, 1,926 men; Camp Upton, 5 officers, 237 men; Camp Dix, 3 officers, 66 men; Camp Meade, 76 men; Camp Jackson, 5 officers, 165 men; Camp Sherman, 3 officers, 355 men; Camp Custer, 3 officers, 53 men; Camp Grant, 5 officers, 137 men; Camp Pike, 6 officers, 79 men; Camp Dodge, 1 officer, 173 men; Camp Funston, 2 officers, 73 men; Camp Bowie, 1 officer, 62 men; Camp Lewis, 2 officers, 82 men; 101st Engineers, Company C, 6 officers, 203 enlisted men, Camp Devens. 51st Infantry Brigade Headquarters, 5 officers, 30 enlisted men, Camp Devens. 103rd Infantry less Companies L and M, 80 officers, 3,065 enlisted men, divided as follows: Camp Devens, 50 officers, 1,401 men; Camp Upton, 7 officers, 118 men; Camp Dix, 2 officers, 83 men; Camp Meade, 110 men; Camp Jackson, 2 officers, 98 men; Camp Sherman, 1 officer, 355 men; Camp Taylor, 1 officer, 40 men; Camp Custer, 5 officers, 105 men; Camp Grant, 3 officers, 123 men; Camp Pike, 135 men; Camp Dodge, 2 officers, 207 men; Camp Funston, 3 officers, 110 men; Camp Bowie, 1 officer, 65 men; Camp Lewis, 3 officers, 115 men. Casual officers classified as follows: 165, Air Service 31, Coast Artillery 2, Field Artillery 10, Engineers 11, Infantry 31, Marines 1, Medical 32, Motor Transport 3, Ordnance 7, Quartermaster 16, Signal 3, Adjutant General 2, General Staff 1, Veterinarians 4, Unassigned 8.



Dispatch Apr 8/19

# SHIP MOVEMENTS CONCERNING TRANSFER OF TROOPS ACROSS OCEAN FROM FRENCH PORTS

Dates of Departure from France, When They May Be Expected To Arrive and Where, With Number of Troops They Are Carrying—Other Details of Those On Various Ships As Cabled To Port of Embarkation From American Expeditionary Forces.

Captain Edward S. Murphy, Q. M. C., Information Officer at the Port of Embarkation, yesterday gave out the following information relative to troop movements by ships and when they left Europe, and when they may be expected to reach this country:

Ship	Sailed	From	Expected Arrival	Pier	Troops	To Camp
Oceland	3-12	St. Nazaire	3-28	.....	1	-----
Melrose	3-9	St. Nazaire	3-23	New News	24	-----
Ulla	3-23	Brest	4-4	.....	1076	-----
Chincha	3-23	La Pallice	4-7	Baltimore	9	-----
Leviathan	3-26	Brest	4-2	.....	12069	-----
Wilhelmina	3-25	Bordeaux	4-2	.....	1721	-----
Orizaba	3-25	St. Nazaire	4-4	.....	3301	-----
Metapan	3-26	Brest	4-12	.....	114	-----
Mount Vernon	3-27	Brest	4-4	Boston	5824	-----
Rhode Island	3-26	Brest	4-6	New News	1040	-----
Virginia	3-26	Brest	4-6	New News	1251	-----
Eastern Queen	3-26	La Pallice	4-8	New News	7	-----
Western Spirit	3-23	La Pallice	4-10	New News	1	-----
Turrialba	3-28	St. Nazaire	4-9	.....	97	-----
West Chester	3-23	Nantes	4-11	.....	1	-----
Julia Luckenbach	3-28	Bordeaux	4-12	.....	2708	-----
Hisko	3-29	Brest	4-13	.....	32	-----
America	3-28	Brest	4-6	Boston	7209	-----
Powhatan	3-28	St. Nazaire	4-10	Charleston	2430	-----
Mauretania	4-1	Brest	4-7	54 N. R.	1080	-----
Rotterdam	4-2	Brest	4-10	.....	2287	-----
Pannonia	3-31	Brest	4-10	.....	2257	-----
Duca D'Aosta	3-29	Genoa	4-10	.....	1749	-----
K. I. Luckenbach	3-31	Brest	4-14	.....	2467	-----
Elinor	3-31	Nantes	4-17	.....	4	-----
Westbrook	3-29	Brest	4-17	.....	1	-----
Lancaster	4-2	St. Nazaire	4-18	.....	1451	-----
Agamemnon	3-31	Brest	4-8	Boston	5791	-----
Mongolia	3-31	Brest	4-10	Boston	4556	-----
Martha Washington	4-1	St. Nazaire	4-14	Charleston	2706	-----
West Galoc	3-31	La Pallice	4-15	New News	1	-----
West Grove	3-31	La Pallice	4-17	New News	22	-----
Wampum	4-2	Brest	4-10	Baltimore	22	-----

S. S. Dirigo, which was originally scheduled to go to New York, has been diverted to Newport News.

S. S. Eastern Queen, which was originally scheduled to go to Newport News, has been diverted to Baltimore.

S. S. Chinca, which was originally scheduled to go to Baltimore, has been diverted to Newport News.

S. S. Agamemnon sailed from Brest on March 31 for Boston; probable date of arrival April 6.

102nd Infantry, complete, divided as follows: Camp Devens, 50 officers, 1,689 enlisted men; Camp Upton, 10 officers, 241 enlisted men; Camp Dix, 3 officers, 80 enlisted men; Camp Lee, 1 officer, 27 enlisted men; Camp Jackson, 41 enlisted men; Camp Gordon, 8 officers, 224 enlisted men; Camp Sherman, 1 officer, 351 enlisted men; Camp Taylor, 4 officers, 65 enlisted men; Camp Custer, 3 officers, 14 enlisted men; Camp Grant, 3 officers, 338 enlisted men; Camp Pike, 4 officers, 89 enlisted men; Camp Dodge, 3 officers, 239 enlisted men; Camp Funston, 3 officers, 56 enlisted men; Camp Logan, 2 officers, 98 enlisted men; Camp Lewis, 4 officers, 102 enlisted men.

103rd Infantry, Companies L and M, Camp Devens, 11 officers, 476 enlisted men.

101st Machine Gun Battalion, complete, divided as follows: Camp Devens, 28 officers, 321 enlisted men; Camp Upton, 40 enlisted men.

101st Field Artillery, Field and Staff Detachment Headquarters Company, Batteries A and B, Camp Devens, 24 officers, 481 enlisted men.

4th Base Hospital, divided as follows: Camp Sherman, 27 officers, 127 enlisted men; Scattered, 6 officers, 41 enlisted men.

759th Casual Company, Ohio, 1 officer, 57 enlisted men.

767th Casual Company, New York, 1 officer, 6 enlisted men.

Casual Officers, classified as follows: Air Service, 38; Coast Artillery, 4; Field Artillery, 17; Chemical Warfare, 9; Engineers, 24; Infantry, 27; Marines, 7; Medical, 33; Military Police, 1; Motor Transport, 3; Ordnance, 7; Quartermaster, 4; Tank Corps, 6; Signal, 12; Adjutant General, 1; Transportation, 3; Judge Advocate, 1; Veterinarian, 4; Embarkation, 1; Army Service Corps, 2; General Officer, 1; Chaplains, 2; Pioneer Infantry, 3; Dental, 3.

Other casuals: 7 enlisted men, 3 Army Field Clerks and 32 civilians. Total, 57 officers, 5,791 enlisted men.

Included in the above is Major General Clement A. F. Flagler, Commanding 42nd Division.

Source of information: Extract of cablegram from General Harbord, dated April 1, 1919 (SOS 1237) Sub. Par. N. C.

S. S. Pannonia sailed from Brest on March 31 for New York; probable date of arrival April 10.

328th Field Artillery, Headquarters 2nd Battalion, Batteries D and E, 12 officers, 413 enlisted men, divided as follows: Camp Custer, 8 officers, 337 enlisted men; Camp Lewis, 1 officer, 25 enlisted men; Camp Dodge, 1 officer, 21 enlisted men; Camp Dix, 2 officers, 30 enlisted men.

310th Ammunition Train, Companies A and C, 3 officers, 251 enlisted men, Camp Custer.

330th Field Artillery, complete, 49 officers, 1,507 enlisted men, Camp Custer.

769th Casual Company, Illinois, 1 officer, 6 enlisted men.

Casual officers classified as follows: Air Service, 3; Coast Artillery, 1; Field Artillery, 1; Infantry, 1; Medical, 6; Dental, 1.

Other casuals, civilians, 2. Total, 2,257.

S. S. Elinos sailed from Nantes on March 31 for New York; probable date of arrival, April 17. Ordnance Convoy Detachment, 4 enlisted men. Total, 4.

S. S. K. L. Luckenbach sailed from Brest on March 31 for New York; estimated date of arrival, April 14.

52nd Pioneer Infantry, less Companies L and M, Camp Dix, 16 officers, 2,451 enlisted men. Total, 2,467.

S. S. West Grove sailed from La Pallice on March 31 for Newport News; estimated date of arrival, April 17.

67th Casual Company, New York, 1 officer, 19 enlisted men Medical Detachment for duty, 2 enlisted men. Total, 22.

S. S. Mongolia sailed from Brest for Boston on March 31; probable date of arrival, April 10.

51st Field Artillery Brigade, Camp Devens, 9 officers, 67 enlisted men.

101st Field Artillery, Medical Detachment, nd Battalion Headquarters, Supply and Detachment Headquarters Company, Batteries C to F, 38 officers, 1,105 enlisted men, divided as follows: Camp Devens, 32 officers, 677 enlisted men; Camp Upton, 2 officers, 41 enlisted men; Camp Dix, 73 enlisted men; Camp Sherman, 36 enlisted men; Camp Taylor, 35 enlisted men; Camp Custer, 3 officers, 35 enlisted men;

Camp Grant, 99 enlisted men; Camp Dodge, 1 officer, 109 enlisted men.

102d Field Artillery, complete, 50 officers, 1,581 enlisted men, divided as follows: Camp Devens, 30 officers, 1,054 enlisted men; Camp Upton, 49 enlisted men; Camp Dix, 3 officers, 45 enlisted men; Camp Gordon, 4 officers, 25 enlisted men; Camp Sherman, 3 officers, 27 enlisted men; Camp Taylor, 2 officers, \*8 enlisted men; Camp Custer, 1 officer, 31 enlisted men; Camp Dodge, 6 officers, 160 enlisted men; Camp Funston, 3 officers, 32 enlisted men; Camp Logan, 2 officers, 20 enlisted men; Camp Lewis, 4 officers, 60 enlisted men.

103d Field Artillery, complete, 64 officers, 1,632 enlisted men, divided as follows: Camp Devens, 27 officers, 1,241 enlisted men; Camp Upton, 6 officers, 24 enlisted men; Camp Dix, 3 officers, 96 enlisted men; Camp Sherman, 2 officers, 42 enlisted men; Camp Taylor, 6 officers, 27 enlisted men; Camp Custer, 5 officers, 37 enlisted men; Camp Grant, 2 officers, 25 enlisted men; Camp Dodge, 1 officer, 42 enlisted men; Camp Funston, 3 officers, 25 enlisted men; Camp Logan, 2 officers, 38 enlisted men; Camp Lewis, 7 officers, 35 enlisted men.

Casual Officer, Medical, 1 officer. Other casuals, 1 civilian. Total, 4,556.

Included in the above is Brigadier General John H. Sherburne, commanding 51st Field Artillery Brigade.

S. S. Powhatan, correction—Organization reported as 213th Supply Train should read: 105th Supply Train.

S. S. Duca D'Aosta sailed from Genoa for New York on March 29; probable date of arrival April 10.

332d Infantry, Detachment of Field and Staff, Detachment of Headquarters Company, Supply Company and Machine Gun Company, Companies A, B, C, D, I, Veterinary Detachment and Detachment of Medical Detachment, 47 officers, 1,595 enlisted men, divided as follows: 2 officers, 2 enlisted men; Camp Dix, 2 officers, 5 enlisted men; Camp Meade, 1 officer; Camp Hancock, 1 enlisted man; Camp Sherman, 42 officers, 1,587 enlisted men.

102 Base Hospital Detachment, Camp Shelby, 1 officer, 13 nurses.

331st Field Hospital, complete, 8 officers, 84 enlisted men, divided as follows: Camp Mills, 4 officers, 1 enlisted man; Camp Lee, 1 officer, 4 enlisted men; Camp Sherman, 3 officers, 79 enlisted men.

Other casuals, 1 civilian. Total, 1,749; also 1 naval officer.

S. S. West Galoc—This vessel sailed from La Pallice on March 31st for Newport News; probable date of arrival April 15th. Casual Officer, air service, 1 officer. Total, 1.

S. S. Carrillio sailed from Bordeaux on April 3rd for New York; probable date of arrival April 16. Organizations: 231, 232, 241 and 242 Bordeaux Convalescent, 1 officer, 1 enlisted man, 26 nurses. 68th Special Casual Company, Discharges, 1 officer, 1 enlisted man. Casual Officers classified as follows: 10, Medical 4, Field Artillery 1, Ordnance 1, Infantry 1, Transportation 3. Casual enlisted men for duty 4.

Other Casuals, 2 nurses, 13 civilians. Included in above are sick and wounded classified as follows: Tubercular, 1 officer; Requiring no special attention, 1 enlisted man; 26 nurses. Total, 59.

Transport Personnel Adjutant First Lieutenant A. H. Noonan, Quartermaster Corps, also 1 Naval officer and 1 Naval Intelligence woman.

Diversion:—S. S. Chinca originally scheduled to go to Baltimore, and diverted to Newport News on April 2, has now been diverted to New York.

S. S. Rotterdam sailed from Brest on April 2nd for New York. Probable date of arrival April 10th.

Organizations:—310th Supply Train, Headquarters, Medical Detachment, Companies C to F, inclusive, divided as follows: 15 officers and 836 enlisted men; Camp Custer, 9 officers, 642 enlisted men; Camp Jackson, 1 officer, 61 enlisted men; Camp Funston, 1 officer, 73 enlisted men; Camp Lee, 1 officer, 46 enlisted men; Camp Dix, 1 officer, 26 enlisted men; Camp Sherman, 1 officer, 59 enlisted men; Camp Devens, 1 officer, 29 enlisted men.

328th Machine Gun Battalion, complete, 11 officers, 457 enlisted men, divided as follows:

Camp Custer, 7 officers, 344 enlisted men; Camp Travis, 1 officer, 31 enlisted men; Camp Funston, 1 officer, 25 enlisted men; Camp Upton, 1 officer, 26 enlisted men; Camp Dodge, 1 officer, 31 enlisted men.

310th Sanitary Train Headquarters, 10 officers and 262 enlisted men; Sec-

tion Headquarters and Field Hospital; Section Headquarters; 340th Ambulance Company; 340th Field Hospital; Division Medical Supply Units, Camp Infirmary Ambulance Section, all to Camp Custer.

310th Train Headquarters, 4 officers, 23 enlisted men, all to Camp Custer.

85th Division Military Police Company, 2 officers, 190 men, all to Camp Custer.

5th Corps, Headquarters scattered, 22 officers, 6 field clerks.

52nd Pioneer Infantry, detachment, 40 officers, all to Camp Dix.

718th Casual Company, New York, 1 officer, 18 enlisted men.

2475th Casual Company, Marines, 1 officer, 6 enlisted men.

2929th Casual Company, Marines, 1 officer, 10 enlisted men.

2022 Special Casual Company, discharges, 2 officers, 116 enlisted men. Casual officers, 14, classified as follows:

Air Service 1; Engineers 2; Medical 2; Quartermaster 3; Tank Corps 2 Adjutant-General 1; Judge Advocate 1; Embarkation 1; Transportation 1.

S. S. Lancaster sailed from St. Nazaire on April 2nd for New York; probable date of arrival April 18th.

Organizations:—362nd Infantry, 2nd Battalion Headquarters, 24 officers, 701 enlisted men and Medical Detachment, Companies E, F and G, (officers as added 22.) divided as follows:

Camp Sherman, 1 officer, 97 enlisted men; Camp Taylor, 1 officer, 98 enlisted men; Camp Funston 6 officers, 199 enlisted men; Camp Dodge, 50 enlisted men; Camp Grant, 3 officers, 69 enlisted men; Camp Lewis, 2 officers, 46 enlisted men; Camp Kearney, 7 officers, 6 enlisted men; Camp Dix, 46 enlisted men; scattered, 3 officers, 27 enlisted men.

316th Field Signal Battalion Headquarters, 10 officers, 441 enlisted men; Supply Section and Medical Detachment and Companies A, B and C, divided as follows:

Camp Kearney, 4 officers, 224 enlisted men; Camp Lewis, 78 enlisted men; Camp Funston, 2 officers, 58 enlisted men; Camp Dodge, 20 enlisted men; scattered, 4 officers, 61 enlisted men.

23rd Casual Detachment, 1 officer, 5 enlisted men; Ordnance Convoy. 22nd Casual Detachment, 2 officers, 4 enlisted men; Ordnance Convoy. Other Casuals, 1 civilian.

125th and 126th St. Nazaire Convalescent Detachments, 260 enlisted men; Medical Detachment, for duty, 2 officers. Included in the foregoing are 260 sick and wounded, classified as follows:

Bedridden, 10 men; requiring no special attention, 250 men. Total, 1453 (as given in cablegram); 1451 (as added).

S. S. Wampum sailed from Brest on April 2nd for Baltimore; probable date of arrival, April 19th.

Organizations:—662nd Casual Company, New York, 2 officers, 19 enlisted men; Casual officer classified as follows: 1 officer; Air Service, 1 officer; total 22.

S. S. Martha Washington sailed from St. Nazaire on April 1st, for Charleston, S. C.; probable date of arrival, April 14th.

Organizations:—120th Infantry, Headquarters, 2nd and 3rd Battalions, Sanitary Detachment, Companies E, F, G, H, I, K, L and M, 37 officers, 1057 enlisted men, divided as follows:

Camp Jackson, 30 officers, 1048 enlisted men; Camp Dix, 1 officer, 51 enlisted men; Camp Shelby, 1 officer, 41 enlisted men; Camp Dodge, 1 officer, 142 enlisted men; Camp Taylor, 3 officers, 502 enlisted men; Camp Pike, 1 officer, 83 enlisted men.

Camp Jackson, 11 officers, 461 enlisted men; Camp Taylor, 46 enlisted men; Camp Gordon, 2 officers, 27 enlisted men; Camp Upton, 4 officers, 21 enlisted men; Camp Grant, 1 officer, 20 enlisted men; Camp Sherman, 1 officer, 15 enlisted men; scattered, 9 officers, 65 enlisted men.

Other Casuals: Army Field Clerk, 1; Civilian, 2; total, 2796.



Dispatch  
Apr 19/19

Dispatch Apr 18/19

Dispatch Apr 11/19

## HUDSON COUNTY MEN ARRIVE ON THREE BIG SHIPS

Were With the 346th Infantry  
Which Was Mostly From  
Illinois and West

WERE ON WAY TO THE  
FRONT ON NOVEMBER 11

Many New Jersey and New York  
draft boys arrived on the army trans-  
port Alaskan at Hoboken when she  
docked yesterday. They were part of  
the 346th Infantry of the Eighty-  
seventh Division, and included a num-  
ber of Hudson county boys. This  
regiment was organized in the West  
and held a big contingent of Illinois  
men, but it was taken to Camp Dix  
to be filled up.

Draft men from Newark and Eliza-  
beth and Trenton made up the New  
Jersey contingent in the regiment and  
there was a scattering of draft men  
from Hudson county.

The regiment did not reach France  
until September, going through Eng-  
land after crossing the Atlantic. They  
were ready to be moved up to the front  
lines two days before the armistice  
was signed. Thereafter they were put  
to S. O. S. work at St. Nazaire. The  
regiment was officered by Southern  
men for the most part.

In command was Major Ralph B.  
Butterfield, of Little Rock, Arkansas.  
Among the Hudson county boys was  
Private Thomas F. Neville, the well  
known basketball player who was with  
headquarters company. Other North  
Hudson boys were:

Henry M. Kettig, of 669 Jackson  
street, West New York.

Elmer Jones, 156 Edgar street, Wee-  
hawken.

Alfonso De Pace, 461 Bergenline ave-  
nue, West New York.

August J. Stolzenberger, 637 Jef-  
ferson street West New York.

Edwin Schrader, 442 Eighteenth  
street, West New York.

Arthur C. Schulz, 633 Tyler place,  
West New York.

Vincent Gaffney, 813 Thirty-fourth  
street, North Bergen.

William F. Holst, 783 Bergenline  
avenue, West New York.

Cesare Cartotto, 639 Jackson street,  
West New York.

From Hoboken were:

Louis De Carlo 303 Clinton street.

John Gorg'us, 77 Adams street.

Nicolo De Pinto, 353 Fourth street.

From Jersey City were:

Kurt Bollhardt, 210 Halliday street.

William Fricke, 219 Griffith street.

George W. Kegelman, 80 Clerk street.

Louis Mordica, 44 Green street.

Walter Voelker, 8 Wegman street.

Fred Busch, 41 Magnolia avenue.

Elmer Seeley, 376 Communipaw ave-  
nue.

Albert Ullman, 238 Duncan avenue.

Thomas Hansen, 382 Baldwin ave-  
nue.

Adam Nowicki, 174 Bay street.

Adam Ciski, 250 Twelfth street.

George Schall, 183 Zabriskie street.

Charles Mulligan, 171 Webster ave-  
nue.

Joseph J. Markey, 208 Seventh  
street.

John D. Gillipo, 339 Newark avenue.

John P. Barrett, 373 Twelfth street.

John J. Donovan, 334 Halliday street.

Joseph F. Blackhall, 20 Union street.

Rudolph Schonenberg, 639 Tonnel  
avenue.

William Wissner, 283 Thirteenth  
street.

## FOUR BIG ARMY TRANSPORTS TO REACH THE PORT

Will Bring Nearly Nine Thou-  
sand Soldiers to Hoboken the  
First Big Lot In a Week

TURRIALBA BRINGS  
NURSES FROM FRANCE

Four Army transports, carrying  
home 8,757 troops from France will  
arrive at the Army piers, Hoboken, to-  
day. The transports are the Platts-  
burg, the Mexican, the Edward Luck-  
enback and the Floridaian. They are  
the first troops of any number to  
dock in Hoboken in over a week. Most  
of the transports arriving in America  
last week were engaged in depositing  
units of the Twenty-sixth Division at  
Boston.

The transport Turrialba arrived in  
Hoboken yesterday with 88 nurses, be-  
ing detachments from several base  
hospitals in France. Many of them  
had been under fire, and it was stated  
that ten of them had won soldier hus-  
bands while in Europe, and American  
soldier husbands.

## PLATTSBURG HAS EARNED TITLE OF BRIDE'S SHIP

T. Plattsburg, which docked at  
Hoboken yesterday, is the brides' ship  
having in its trips from France al-  
ways carried a number of wives of  
soldiers and sailors to whom they be-  
came wedded in England and France.

One American soldier sent back his  
wife and a ready-made family. She  
is Mrs. Elthel Makin Ford, wife of  
Harry Lee Ford, of the American Avia-  
tion Service. She was a widow with  
three children, her first husband hav-  
ing been killed fighting with the Brit-  
ish forces in France. Then she met  
the American flyer and wedded him.

Ellen Violet McCormack, wife of  
Sergeant Major McCormack of Mahaf-  
fey, Pa., had been in France since De-  
cember, 1914, was captured by the Ger-  
mans the following year. She enlisted  
in the stenographic corps in Canada  
and was stationed at the General hos-  
pital near Rouen when the German  
waves encircled that place.

She with 100 other women were  
taken captives. She had been wounded  
by shrapnel "and the Germans gave  
me no attention and treated me hor-  
ribly," she told reporters on the  
Plattsburg yesterday.

"They kept me prisoner in Berlin  
for four months and I was then re-  
turned to London. When I recovered  
I went back to the service in France,  
was wounded at Etaps and while being  
carried to the English hospital Ser-  
geant McCormack was by my side, also  
wounded. He was so jolly about it  
all, that Dan Cupid got to work and  
he made a great success. I am now  
on my way to my see husband, who  
has been sent home some time ago."

## SIERRA DOCKS IN HOBOKEN WITH 1596 TROOPS

Every State In Union Repre-  
sented But Only Nine From  
New York City

STEAMER CLEARED  
FRANCE APRIL 5TH

Carrying 1,596 troops from France,  
the U. S. Navy transport Sierra dock-  
ed at Hoboken today under command  
of Commander J. D. Willson, N. S. N.  
She carried the 143rd and 144th Ma-  
chine Gun Battalions, the 40th Mil-  
itary Police Company and the 19th  
Balloon Company. Of her passengers  
263 were sick and wounded. The  
troops represented every state in the  
Union. Illinois and New Mexico,  
however, had the largest contingents.  
Only nine were from New York City,  
while Chicago was represented by 68.  
The Sierra cleared Paulliac, France,  
April 6th.

Among the Sierra's passengers was  
the "first American admiral of the  
Rhine," Capt. R. M. Shiel, of the Ma-  
rine Corps. Captain Shiel, whose  
home is in Meadeville, Pa., and who  
was a member of the Sixth Regiment  
of Marines, wore two wound stripes.  
He took over for the American Army  
of Occupation all of the German ship-  
ping on the Rhine, organizing it into a  
working fleet for the carrying of sup-  
plies and other necessary transpor-  
tation to the American Army in Ger-  
many.

"We had the opportunity of demon-  
strating then, all right," he said,  
"that a Marine is web-footed. We  
were confronted with the task of  
manning from a land army more than  
600 vessels. But we reduced from the  
Marine Corps, seamen, pilots, engin-  
eers, mechanics and all the personnel  
necessary to the ships. We were  
ready when I left to move troops to  
Rotterdam or to any other Rhine  
port."

Captain Shiel said the tone of the  
big problems confronting the Army  
of Occupation is that of recreation.  
Twelve vessels were converted into ex-  
cursion steamers and nowadays a part  
of the daily program is the trip of  
some 6000 soldiers down the Rhine to  
Bingen.

Fighting Germans or German hatred  
has been a minor job for the American  
Army of Occupation as compared to  
the battle with vermin, according to  
Lieut. Col. Joseph A. Bearts, Danbury,  
Conn. Colonel Bearts said that when  
the Americans took over the Rhine  
country everything was alive with  
cooties, fleas and all manner of other  
vermin and that only strenuous mea-  
sures on the part of the sanitary corps  
routed them. Colonel Bearts added  
that every soldier in Germany has a  
comfortable billet, orders having been  
issued that if necessary German  
householders must give up their own  
beds that our troops be comfortable.

An acre field of oats mounted on  
wheels was told of by troops return-  
ing on the Sierra. The soldiers said  
that near the American docks at  
Baurens, six miles south of Bordeaux,  
are piled thousands of motor trucks  
which were unloaded about the time  
of the armistice. The machine had  
been packed in oats to give them an  
added safety en route and also to give  
the ships greater capacity. The ma-  
chines have been lying in the open  
that the oats have sprouted and  
grown until the whole park resembles  
an oats field on a knoll and nothing  
can be seen of the lorries themselves.  
The troops said that mile upon mile  
of American trucks, parked hub to  
hub, has been concentrated near Bor-  
deaux, apparently for shipment back  
to the States.

## OLD BREMEN SHIP RETURNS TO OLD HOBOKEN PIER

Kaiserin Augusta Victoria Ar-  
rives With Hospital Units  
and Many Soldiers

CAPTAIN DOSTE WAS  
WITH THE AMERICANS

The Kaiserin Augusta Victoria, the  
first of the German liners turned over  
to the United States Government by  
Germany to facilitate the return of  
troops from France to the United  
States docked in her old berth in Ho-  
boken Thursday.

The former North German Lloyd  
ship came up the bay flying the Amer-  
ican flag, and carried ten hospital  
units with 500 nurses, the 161st Artil-  
lery of 1,254 men and a number of  
casual officers.

In command of the ship was Cap-  
tain Frank Taylor Evans, son of  
"Fighting Bob" Evans of Santiago  
fame. The vessel was turned over by  
the Germans to the British at Spit-  
head, where the German crew was put  
on another vessel and returned to  
Germany.

One of the Prussian sailors started  
a Bolsheviki riot before he was turned  
out of the ship and there was quite  
a scene. An American crew was sent  
to take charge of the ship and sailed  
it to Brest with the assistance of  
seven German officers.

They were at one time members of  
the ship's crew, who before the war  
manned her in her mercantile trips  
between Bremen and Hoboken. In  
command of them was Lt. Commander  
Walter Doste. They came to New  
York with the ship last night, in-  
structing the American officers on the  
trip across in the handling of the  
ship.

**Glad to See New York.**  
Captain Doste, who for three years  
was in command of the ship before  
the war and is well-known in Hoboken,  
said that he was very glad to New  
York again. He said he was in com-  
mand of one of the big German dread-  
naughts during the war and received  
the Iron Cross first class and had  
been twice wounded. He also ex-  
pressed the hope that soon he would  
be at his old job again, plying between  
Hoboken and Bremen.

It is very probable that Captain Doste  
will be disappointed. It is unlikely  
that the North German Lloyd will  
ever again dock ships in Hoboken. The  
vessel will go to dry dock this morn-  
ing to be refitted as a troopship. As  
she arrived in Hoboken last night she  
was just as she had been in the Ger-  
man mercantile marine service.

Two other transports docked in Ho-  
boken late last night. They were the  
Roanoke and the Iowan. All three  
vessels had been held up in Ambrose  
channel all day because of the fog.



# FATHER DUFFY AND FIGHTING IRISH SIXTY-NINTH GIVEN GREAT WELCOME WHEN TRANSPORT REACHES HOBOKEN

**Famous Army Chaplain Caught in Crowd in Effort to Reach His Sister Forced Back Into the Pier Reservation—Hard Task for Him to Get Away Despite Aid of the Military Police to Assist Him—Colonel Donovan Also Gets Great Reception—Record of the Famous Unit of the Rainbow Division Is One of Best in the War—Fought Through Many Fronts—Many Replacement Men Now in the Ranks.**

Duff's sister to the piers. Major Duffy was still confronted with the problem of getting to New York. The crowd still stood in the street and cheered him.

An automobile requisitioned for him failed to get to the pier gates and was stalled by the crowd on Second street. Then an effort was made to push through the crowd. It took him twenty minutes to travel about 200 yards, and on the way an old man about 80 years of age asked Father Duffy to bless him. The request was complied with after the crowd had been cleared away from the auto the most popular chaplain in the American army started on his journey to New York.

## FLAGS THAT WILL BE HISTORIC ARE BROUGHT BACK BY THE REGIMENT

Not since the troops started to return home from France has there been such a demonstration in Hoboken as was awarded yesterday to Father Francis P. Duffy, the Fighting Chaplain of the Fighting Sixty-ninth Regiment, which arrived at Hoboken yesterday on the transport Harrisburg with close to 1,000 members of the original Sixty-ninth Regiment which left New York in 1917 for the training at Camp Mills. Many Hudson county men are in the regiment.

Perhaps the demonstration in Hoboken was not all by Hoboken folks but River street was jammed with people waiting to catch a glimpse of the "Fighting Irishmen" who made proud history for the American army and the Rainbow Division of which they were a part.

Six river steamers and ferry boats jammed with former members of the Sixty-ninth who had been sent home wounded, with relatives and friends of the boys who were coming back, and with committees from this and that organization escorted the Harrisburg all the way up the river to her pier in Hoboken.

### "Wild Bill" Donovan.

No returning troops arriving at this port have displayed so much spirit as did the boys of this famous regiment. Good humored banter came from the men lined about the ship's side.

Colonel "Wild Bill" Donovan came back with his men and he received a great ovation. Beseiged by newspapermen and photographers he told the story of the regiment from the time it made the first raid on the German trenches in the Luneville sector until it landed in Germany with the Army of Occupation after taking the outskirts of Sedan. Wounded and decorated with the Croix de Guerre and the D. S. C. both Colonel Donovan and Major Duffy had very little to say about the war or the battles in which the regiment engaged in.

### Hoboken Man Decorated.

Among the men who were decorated in France was Corporal Michael Morelev of 129 Clinton street, Hoboken. He was wounded at Chateau Thierry on July 31, but was awarded the Croix de Guerre for the part he took in the first raid made by Americans on the German trenches at Luneville on March 21, 1918.

Fifty members of the regiment took part in that raid. They brought in many German prisoners, and some of the boys carried back their own wounded.

"Didn't do anything special," said Corporal Morelev to a Dispatch reporter on the vessel yesterday. We went over to get some Dutchmen and we brought them back. We made two trips into the enemy territory and I helped to bring back some of our boys who were wounded."

But that was typical of all the boys of the famous regiment. Very modest and didn't want to talk about themselves, but about Father Duffy, that was another thing and they had reams to say.

A brief history of the regiment as prepared by Lieutenant Richard Allen at the instance of Colonel Donovan

shows the Croix de Guerre was awarded to 61 members of the regiment, 57 Distinguished Service Crosses, and seven of those men are now dead, killed in action or died of wounds.

Twenty-one officers and 629 enlisted men were killed while 2,682 officers and men were wounded. The Old Sixty-ninth left New York with 108 officers of whom there are 27 left and returning with the regiment. Sixteen of the officers now holding commands in the 165th were commissioned from the ranks in France.

The following shows the six major engagements during which members of the regiment were killed:

- Luneville, 1 officer and 30 men.
  - Baccarat, 8 men.
  - Champagne, 1 officer and 48 men.
  - Aisne-Marne, 15 officers and 268 men.
  - St. Mihiel, 1 officer and 46 men.
  - Argonne, 5 officers and 194 men.
- Altogether the 165th Infantry advanced in the face of the enemy 55 kilometers.

The old tattered colors of the "Old Sixty-ninth" regiment, carried through the Civil war were with D Company. Captain Henry Cassidy who had charge of that company and wore the Croix de Guerre, said that when the flag went to France it had 52 rings on the flagstaff, now it has 61, each ring denoting a battle in which it had been carried to victory.

Another flag of much interest with the Sixty-ninth was in the possession of Corporal W. Evers, 51 years of age, an old soldier who was with the Scottish Fusiliers of the British Regiment in India.

It was a small green flag with the harp of Erin, given to Corporal "Bob" Forster by an old woman in the streets of New York when the regiment marched away from their armory to war in 1917.

Corporal Forster carried it over the top at Luneville, and it was carried into every engagement, but Forster was killed at Chateau Thierry. That was how it came into the possession of Corporal Evers.

It was torn by barbed wire in the first days of the Sixty-ninth's fighting, but this rip was neatly sewed, while the names of the engagements in which the 165th Regiment took part is neatly sewed into the flag with gold thread.

On the corner is the Rainbow insignia of the Forty-second Division.

The demonstration accorded to Father Duffy was in the nature of a surprise. His sister, Mrs. Percy, was in the K. of C. rooms on River street. Word had been taken to him to that effect, and after he left the Harrisburg he made his way to the entrance to Pier 4 and was immediately recognized by the crowd who hailed him with loud cheers and frantic shouts of welcome.

In vain did he try to get through the crowd but gave it up and returned. They were packed right across the street and all traffic was stopped. Then he tried walking around to Pier 3, but the crowd followed, and the military police formed a lane two feet wide through the crowd, across the street, but the police lane buckled in and the M. Ps. could not be seen in the crowd.

Ultimately an orderly went to the K. of C. rooms and brought Father

*Dispatch  
Apr 23/19*

## THREE TROOPSHIPS DUE AT HOBOKEN PIERS

Three troopships are due in Hoboken today, wireless information received at the Army Information Office in Hoboken being to the effect that the Mobile with 2,973 troops will dock at Pier 1 at five o'clock this afternoon, while the Manchuria is due at Sandy Hook at 2 p.m., with 4,769 troops, and the Santa Teresa at Pier No. 2 at midday with 1,829 troops.

On the New York side of the river the Duc d'Abuzzi is due at Pier 96 at 9:30 a.m., with 1,175 troops. The majority of the incoming soldiers on those troopships are of the Thirty-fifty (Kansas) Division.

*Dispatch Apr 25/19*

## MANY TROOPS TO LAND IN HOBOKEN FROM FIVE SHIPS

**More Than Twenty-One Thousand Soldiers Are to Arrive at the Port of Embarkation.**

### LEVIATHAN WILL DOCK LATE IN AFTERNOON

Five troopships are due in New York to-day, four of them, including the giant troopship Leviathan, to dock in Hoboken, with 21,213 troops. This is the greatest movement of troops that has been handled in Hoboken in one day.

The Leviathan brings several units of the Forty-Second (Rainbow) Division, having a total number on board of 12,050. The big ship is scheduled to dock at Pier 4 at 6 o'clock in the evening. The other three ships for Hoboken will dock in the early morning.

The first of them is the Mt. Vernon with practically all 77th Division troops on board, numbering 5,773. She will dock at 6:30 a. m.

The next is the Cruiser Montana with 1,593 troops scheduled to dock 15 minutes later, and the Cruiser North Carolina will be in about the same time with 1,508 troops.

The French liner La Touraine will dock in New York in the morning with 389 troops.



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Dispatch apr 26/19

# CAPTAIN PHELAN RETURNS WITH A THRILLING TALE

## Was Under Fire With the 26th Infantry Through Hardest of Fighting

### MADE ILL BY WATER FOUND IN SHELL HOLE

Among local celebrities returning on board the Mount Vernon yesterday which docked in Hoboken with nearly 6,000 troops was Captain George W. Phelan of 8 Burr place, Weehawken son of John Phelan, head of the Men's Department of Holthausen's store in Union Hill.

Captain Phelan, who is a dental surgeon and was engaged at the office of Dr. P. R. Albanus of 174 Bergenline avenue, Union Hill, has been in France since October, 1917, and served during the war with the Twenty-sixth Infantry of the famous First Division, of whom it is said that the men wearing the insignia of this division are prouder of their designation than of a Croix de Guerre.

Although a dental surgeon Captain Phelan served with the Medical Corps of the division and was frequently, in fact for the most part of the time under fire when the division was in the front line and it was seldom anywhere else.

#### No Water For Days.

He was met at the piers by his father and Dr. Albanus and it was a great re-union. Modest to the extreme Captain Phelan did not have much comment to make regarding his own particular experiences in France but was relating to his father an incident of the St. Mihiel drive during which he was without water for three days.

"The Germans destroyed all the bridges and we frequently had to keep on the run so that the advancing lines would be kept intact. The fact that the Germans had destroyed all the bridges while not interfering with the infantry advance made it bad for the supply train.

#### Did Not Take Drink.

"For this reason we went scarce on food and also water. The Germans had poisoned everything that looked like drinking water. I was in a condition where water was necessary if I was able to keep up with the advance.

"I went to a stream and was about to take a drink when I saw the body of a dead German lying upstream. That was enough and I forgot for the



DR. GEORGE PHELAN.

time that I wanted a drink so badly. Some time later I got into a shell hole and from the rain water took a drink there."

#### Water Was Poisoned.

Whether the water had been poisoned by gas shell or by a deliberate act of the Hun Captain Phelan does not know but he was laid up in the hospital, was severely sick and his tonsils had to be removed.

The First Division said Captain Phelan, although a regular army outfit, is now composed by fifty per cent. of draft men.

"The impression prevails that the Marines were the first in France and the first to get into action. That is not so," said Captain Phelan, "as the First Division had that honor. They have been in every action in which the American Army was concerned except in the Flanders section."

#### Attended Roosevelt.

Captain Phelan left the Division while it was stationed in Germany, and it is his opinion that this Division should get home, that it has earned this right and should be given priority.

He was a surgeon in Major Theodore Roosevelt's battalion and dressed the Major when he was first wounded at Soissons.

"Major Roosevelt surely was a fearless leader, and the finest soldier in France," said Captain Phelan. "At Cantigny when he was gassed he refused to go for treatment and though unable to see had the adjutant lead him around."

# LOST BATTALION HOME AGAIN, SEE THEIR RESCUER

## Cheer Major McKinney Who Led 307th Infantry to Their Support In Argonne

### SEVEN TROOPSHIPS IN PORT, ONE TO PIERS

Seven troopships arrived in New York yesterday with over 16,000 men. Only one of the big transports docked in Hoboken, however, that being the biggest of them all, the America, the third largest transport in the United States Service and she carried almost 7,000 men.

Most of those were from the seventy-seventh New York Division, the complete 308th Infantry and about 2,000 men of the 307th Infantry being on board.

Considerable disappointment greeted the men when the vessel started up the river as the commanding officer ordered all the enlisted men below decks, and only the officers lined the rails and got the welcome from the several boats which went down the bay to meet the returning heroes of the Argonne forest.

# JERSEY'S SHARE OF RAINBOWS IN REVIEW AT PIER

## Governor Edge and General Gilkyson and Staff Meet 165th Ambulance Co.

### MEN SAW HEAVY AND HARD SERVICE ABROAD

Governor Walter E. Edge and Adjutant General Gilkyson and the Governor's staff reviewed the 165th Ambulance Company of the 117th Sanitary Train on their arrival from France in Hoboken yesterday.

Accompanying Governor Edge of his inspection of the company was Brigadier General McMannus of the Port of Embarkation.

The company arrived on the Mount Vernon which docked at Pier 3 at 6:30 in the morning. It was commanded by Captain Thomas K. Lewis of Camden, while the other officers of the company included Captain Charles E. Frost of Cutting Grove, Oregon, and Lieutenants Edward Schlinger of Pleasant Hills, Ohio, and George O. Wellman of Clinton, Conn.

Red Bank is the headquarters of the outfit which was selected to represent New Jersey in the Rainbow Division and Captain Peter B. Rafferty of Red Bank took the command overseas, November 17, 1917.

They were with the Division in all its hard work and during the fierce fighting in which the Forty-second Division distinguished itself. One member of the company, Ambrose Matthews, of Lakewood, was killed at Chateau Thierry and 20 members of the outfit were wounded during the battles at which the company operated.

#### Rafferty Now a Major.

Captain Rafferty is now a major in command of all the ambulance com-

panies of the 117th Sanitary Train.

On leaving the Mount Vernon the company was marched into the yard in front of the piers and lined up in front of the Identification building, where they were reviewed by Governor Edge and his staff.

Governor Edge was very much gratified, he said, at seeing the men back in such good shape, and he expressed his great pleasure at the record they had made for their outfit and the State in the Rainbow Division. His only regret was that the company did not come back complete.

The original commander of the company arrived last night on the Leviathan, and did not come back with his original command. Among the men in the company were boys from Red Bank mostly, but Jersey City, Newark, Paterson, Plainfield and Trenton had representatives in the outfit.

Adjutant General Gilkyson stated that the company would go direct to Camp Dix and be mustered out of the service on Tuesday.

After receiving the command Governor Edge addressed the men briefly. He said:

"New Jersey is proud of you," he told the men, "and has reason to be. You gave a good account of yourselves and of your state. When demobilization plans have been completed, we want you back at your old headquarters in Red Bank for a reception worthy of you."

Private Ambrose Matthews of Lakewood was killed by a high explosive shell during the fighting July 26 at

Epeids, near Chateau-Thierry. Wagoner Leon Turkington of Red Bank, described the death of Matthews yesterday, saying:

"Matty and seven others of us were in an ambulance ordered up to the front line for litter work," he said. "We had gone only about 100 feet from our station when one of the big shells which were after our ammunition dump landed right near us. A hunk of shell came through the side of the car and hit Matty in the back. He fell over into the lap of Jimmy Halliday, who was shell shocked by the same H. E. (high explosive). We took them back to the station, but Matty died in five minutes. He never knew what hit him."

Private Ernest Sacco of Long Branch died March 7 in a hospital at Coblenz after a brief illness from pneumonia.

Dispatch apr 29/19

Dispatch apr 29/19

# HUDSON COUNTY MEN RETURNING LANDED SUNDAY

## Six Vessels in Port Bringing Sixteen Thousand Troops, Many of Them Ill

### SOME VESSELS WERE DOCKED IN NEW YORK

Another heavy troop movement in returning heroes from France was recorded in New York again yesterday with six vessels in carrying over 16,000 troops. Only two of the vessels docked in Hoboken, the others going to the New York side of the river and the Bush Terminal.

The Siboney and the Orizabs docked in Hoboken shortly after 9 o'clock in the morning, carrying altogether 7,000 troops. Many of those on the Siboney were sick and wounded convalescents.

Among the local men arriving on the transports which docked yesterday were Sergeant L. J. Zola, 214 Nineteenth street, West New York; H. G. Fischer, 233 Twenty-third street, Guttenberg; H. Hess, 410 Stevens street, West Hoboken; T. Conod, 823 Charles street, West Hoboken; T. Nungesser, 7 Hudson avenue, Union Hill; G. Jepson, of 619 Hudson street; T. Basso, 132 Monroe street; H. Stunha, 918 Garden street; J. H. Dhmcke, Sixth street and Castle Point terrace; P. Reardon, 124 Adams street; G. R. Holmes, 610 Grand street, all of Hoboken.



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### SOLDIERS AND SEVERAL BRIDES REACH HOBOKEN

#### Eddie Grant's Old Company Came In With But One of Original Officers

### OREGONIANS WERE THE MEN WITH THE BRIDES

Only one transport came into Hoboken yesterday, the Louisville, with 2,500 soldiers and 54 soldiers' wives and 10 sailors' wives. Eleven of the brides brought by the soldiers and sailors from Europe are English girls with the exception of two French girls, and practically all of them are bound for Oregon with their soldier husbands.

Although three companies of the 307th Regiment of the Seventy-seventh Division returned on the Louisville yesterday there were none who brought wives as a prize. The New York soldiers say they were so busy fighting that they did not get an opportunity at looking for wives like the Oregoners.

Several of the men wore D. S. C.'s and many of the returning boys of the regiment had been wounded in action. Company H, formerly commanded by Captain Eddie Grant, the famous base-man of the New York Giants, who was killed in the Argonne forest, was one of the returning companies.

Company H bore the brunt of the Prussian attack when the battalion was on its way to rescue the "Lost Division" of the 308th Regiment in the Argonne forest. It suffered 74 men killed and 150 wounded, during its entire fighting period in France. Only one of the original officers of the company returned with it, the rest being either killed or invalidated home.

Dispatch  
May 2/19

### LEVIATHAN WILL SAIL TODAY TO CARRY SOLDIERS

#### First Men to Replace Those Coming Home Will Leave Hoboken for Brest Today

### ARE FIRST OF FIFTY THOUSAND NEW MEN

The Leviathan will leave Hoboken for France today with a very small passenger list. The big transport sails at midday and has as passengers Maj. General C. B. Bedford of the U. S. Marines, Richard Crane, Ambassador to Czeco-Slavia, a few other officers of the Army and Novk, 37 Y. M. C. A. women workers, three women members of the Jewish Welfare Board, six "Y" men, and 32 employes of the Pittsburgh Steel Company.

The Leviathan was originally scheduled to sail last Saturday but the sailing was postponed until today.

The Agamemnon will also leave for France today and she carries on her the first contingent of men for the Army of Occupation. They number 24 officers and 1,000 men. The soldiers were enlisted for a period of three years without reservation and they are going direct into the Army of Occupation to relieve men in the regular divisions who were draft men and who wish to return home and resume their civic status in life.

Colonel H. R. Jackson is in charge of the troops which form the first part of the army of 50,000 men being recruited. They went aboard the Agamemnon yesterday afternoon with Major John Brooke in charge.

Dispatch  
May 12/19

### BAKER COMES ON GEO. WASHINGTON WITH MANY MEN

#### All Men of the American Force to Be Out of France Just As Quickly As They Can Be Handled; Millionth Will Sail From Brest Soon.

### FAMOUS REGIMENT ON THE SAME STEAMSHIP

Secretary of War Newton D. Baker returned from France yesterday after a month's stay with the Third Army of the Rhine. He landed at Hoboken from the U. S. Naval transport George Washington, the President's ship, which left the United States in such a hurry on its last trip on the call of the President.

Mr. Baker declared that the Third Army was the best equipped that ever has been and that it was in excellent health. He paid a tribute to the soldiers of the United States Army on the Rhine and said that the remainder of the A. E. F. were on their way to the seacoast, or being transported there as soon as possible.

This week the millionth soldier will have embarked on the homeward journey from Brest, and that before long the entire Army would be home.

On the George Washington were

6,500 soldiers, practically all from the 32nd Division, consisting of the 127th and 128th Regiments, formerly National Guardsmen of Wisconsin and Michigan. The losses of the division totaled over 14,000 in killed and wounded.

#### Fought With French.

Over 700 men of the division have been decorated. They participated in five battles and three major offensives, and operated with General Mangin's famous 10th French Army at the Oise-Aisne offensive, and had the distinction of being the first American division to enter German soil in Alsace. They were for twenty days in continuous combat in the Argonne-Meuse offensive and beat successively 23 German divisions, and never gave an inch of ground in the German counter attacks.

The two regiments of infantry known as the 64th Infantry Brigade were dubbed by the French soldiers the "Brigade Des Terribles." Major General G. W. Kaan, who commanded the 32nd Division, bears the Croix de Guerre with palm, the Distinguished Service Medal and is a Commander of the Legion of Honor. The colors of the two regiments were decorated with the Croix De Guerre.

Six Congressmen returned on the George Washington and a number of casual officers and some 600 wounded and sick soldiers.

### OVERSEAS ARMY STARTS ACROSS ON MONDAY NEXT

#### Once More There Will Be a Flow of Troops Eastward Thru Embarkation Port

### WILL RELIEVE MEN ON DUTY ALONG THE RHINE

Hoboken will again be the Port of Embarkation for troops on their way to France, as there will sail from the army piers on Monday twenty-four officers and 1,000 men, the first contingent of the army of 50,000 which is going to be sent to France to relieve the American Army of Occupation on the Rhine.

Soldiers are now being recruited throughout the country for active service in France, and Camp Meade is the location of the Overseas Replacements Depot.

Four companies, A, B, D and E. Recruits Replacements are scheduled to leave Hoboken on Monday on the Agamemnon, and they are accompanied by twenty-four officers, including Colonel Harold Jackson, Colonel Cyrus A. Dolph, Colonel C. G. Shaw.

Notification has been received from the War Department at the Port of Embarkation of those four companies, and they are the first lot of the 50,000 being sent to France to release the army now on the Rhine.

### HUDSON MEN IN ARTILLERY REG'T ARRIVING HOME

#### Three Hundred and Ninth Field Artillery First of Seventy-Eighth Division Here

### VESSEL CAME WHEN NOT EXPECTED TO

The first contingent of troops of the Seventy-eighth Division to land in Hoboken arrived late on Saturday night on the Infanta Isobel, among them being over 100 Hoboken boys, with the Rev. Father Edward F. Kirk, chaplain of the 309th Field Artillery, who enlisted in the army and comes back with the rank of first lieutenant.

Chaplain Kirk's home is in Elizabeth, but he is curate of Our Lady of Grace Church, Hoboken, chaplain of the Hoboken Fire Department and one of the best liked men in the city.

Plans had been made for a demonstration for those Hoboken boys, but the Infanta Isobel was not due for another day or two and up till late on Saturday afternoon no radio had been received from her and she was not expected in.

The vessel was almost docking before it was learned that the vessel was near port and the Rev. Eugene Carroll, rector of Our Lady of Grace Church and a delegation of members of the parish, headed by Edward Peddler, went to the piers and met Father Kirk. He was given a short leave of absence and went to the rectory late Saturday night, reported again on the piers yesterday and went to Camp Dix with the outfit.

Slept on Pier. The complete regiment of the 309th Field Artillery arrived in the vessel

and after they were debarked the men were put up in Pier No. 3, where sleeping accommodations have been made for troops arriving at the piers too late for transportation to camp.

The regiment had a glorious record overseas, and was in the big Argonne forest drive, where a number of the artillerymen were killed and wounded. Composed of troops from upper New York State, Maryland and New Jersey, as well as scattering of replacements

from many of the different States the returning artillerymen numbered among them a big contingent of Hoboken boys.

They were taken in the draft last spring and were welded into the war machine which was turned out at Camp Dix. The officers of the regiment are all from other States, with the exception of Father Kirk.

#### Praise Father Kirk.

The boys have the highest praise for Father Kirk, whose close comradeship with the Hoboken men lightened so much their homesickness at times. According to some of the artillerymen, Chaplain Kirk was always at hand, whether it was during the hard fighting in the Argonne forest or on the Toul sector, where the fighting was not quite so hard, but the work was severe.

Father Kirk was just glad to be home, and he said that nothing pleased him so much as to come in sight of the old familiar landmarks of Hoboken as the vessel came up the river.

Many prominent Hoboken boys were among the arrivals, including "Jimmy" Moore, who was in the tax office before he went to Camp Dix; Edward Burke son of the Detective Sergeant; John Peluso, Jr., the contractor's son.

#### Some Who Came Back.

Among those who returned on Saturday are Lester A. Ahlers, 803 Du Bois street; Hugh E. Bauer, 716 John street; August Bonninger, 407 Palisade avenue, all of West Hoboken; T. J. Healy, 821 Washington street, Hoboken; John F. Loebig, 800 Madison street; Michael Sherman 404 Grand street; Joseph Sullivan, 219 Madison street; Alphonse Brignola, 276 Summit avenue, West Hoboken; Maurice C. Byrne, 663 Willow avenue; Peter L. Burke, 1029 Washington street; Leonard Juliano, 506 Adams street; Luigi Moccoci, 830 Willow avenue; Matea Malfetto, 306 Park avenue; Emil J. Muendel, 612 Garden street; John A. La Marchiola, 112 Fourteenth street; Joseph Porretta, 85 Clinton street; George Nichols, 131 Monroe street; Henry Visconti, 712 Adams street; Maurice J. Shea, 827 Park avenue; John J. White, 200 Grand street; Charles Russell, 702 Grand street; John Roggemann, 322 Grand street;

Gaetano Allegrette, 212 Newark street; Adam F. Rittman 224 Clinton street; Francesco Fazio, 73 Jefferson street; John J. Qualey, 127 Willow avenue; Joseph L. Schenot, 519 Willow avenue; Alexander Centrella, 310 Madison street; Frank Labes, 206 First street; Lawrence E. Ross, 209 Willow avenue; Carmine La Guardia, 725 Adams street; John C. West, 52 Monroe street; William Schalk, 803 Garden street; Berthold Terhune 803 Bloomfield street; Walter H. Cramer, 219 Maryland and New Jersey, as well as scattering of replacements

Other local boys in the 309th Field Artillery from North Hudson included George W. Bier, 717 Bergeline avenue, West New York; Charles C. Klein, 4171 Boulevard, North Bergen; William F. Krumme, 317 Courtlandt street, West Hoboken; Elmer Conklin 406 Lake street, West Hoboken; Louis Vercelli, 613 Hague street, West Hoboken.

With the 307th Machine Gun Battalion were Robert W. Roberts, 1 Grand street, Weehawken; Samuel Sachs, 502 Stevens street, West Hoboken; Arthur McMurray 24 Lincoln street, Jersey City; Daniel J. O'Hare, 1005 Hackensack Plankroad, North Bergen; William Muller, 532 Twenty-fourth street, and William W. Renz, 471 Hudson avenue, West New York; Vincent Hardick, 534 Fourth street, Union Hill; Chester A. Casdoff 1203 Bloomfield street, Hoboken; Henry J. Kempf, 130 Thirty-first street, North Bergen; Noe Tagliolere, Hoboken; Arthur Klemm, 513 Thirteenth street, West New York; Henry Mitthausen, 1308 Liberty street, North Bergen; Harry Goger, 224 Fourth street Union Hill; Archibald McCormick, 353 Fourteenth street, Hoboken.

Another unit of the Seventy-eighth Division arrived in Brooklyn on Saturday on the Patria, the complete battalion of the 308th Machine Gun outfit being on board. Local boys with this unit included Corporal William Ackert, 116 Jefferson street, Union Hill; Edmund Anderson, 1945 Park avenue, Weehawken; Daniel C. McCormack, 814 Willow avenue.



Dispatch May 23/19

### Leviathan Beat Emperor Thru Improved Engines

The improvements the American Naval Engineers made in the Leviathan when they rebuilt her engines after the German attempt to ruin them was well shown this week in the race with the Emperor, which ended at Ambrose Channel yesterday.

Handicapped by ten and a half hours the Leviathan overhauled her sister on Tuesday, picking up all the miles that had been reeled off before she started and then left the Emperor astern during the last hours of the greatest ocean race the world has ever seen.

### HOBOKEN GOAL OF THE TWO BIGGEST VESSELS AFLOAT

And the Leviathan With American Improvements Overcame Handicap and Won

### MORE BLUE AND GREY DIVISIONS COME IN

Hoboken was the finishing point yesterday of a race between the two fastest steamers in the world, the S. S. Leviathan, and the transport Emperor, which resulted in a victory for the Leviathan by about two hours, their being that time between the vessels when they passed into Ambrose Channel yesterday.

One of the most remarkable scenes ever seen in the harbor of New York was witnessed when the two gigantic vessels were out in the river together. The Leviathan came up with about 12,000 troops aboard while the Emperor carried only about 3,000, not having been transformed.

As the Leviathan was being swung around into the south side of Pier 4 the Emperor made her appearance off the dock and was warped into the north side of Pier 4 about half an hour later.

In the race across the Atlantic, officers of the Leviathan said the Emperor left about 10 o'clock on Thursday morning and the Leviathan at 8:30 that same night. On Monday the Emperor was sighted dead ahead and, after an all day and night chase, on Tuesday morning at 1:30 she passed the Emperor and gradually crept away from her, beating her easily into New York.

#### Showed the Improvement.

When the damage to the Leviathan was repaired and her engines put into commission after the German attempt to wreck them, the American Naval engineers made improvements which resulted in a material increase in her speed and showed her betterment on the trip.

The vanguard of the Eighty-ninth Division came home on the Leviathan and were greeted down the bay by Major-General Leonard Wood, who trained the division at Camp Funston and went to the seaboard with them when he was relieved of his command.

There were also a number of units of the Thirty-third Division on the Leviathan.

Some twenty German officers and engineers came back with the Emperor and among them two Hamburg-American captains well known to Americans. They were Commanders Thomas Kier and Fritz Kruse. Both had been in command of the Emperor when she was in service before the war and for twelve years, they had been on the Hamburg-American liner Cleveland which used to make the round the world trips and which is now the transport Mobile.

#### 30,000 Come in Day.

It was a record day for Hoboken yesterday in another way in that some 30,000 troops came in on six transports and were debarked at Hoboken, a record for one day's troop

movements at the Port of Embarkation.

The Santa Barbara which is bringing back the members of the Hudson County Ambulance Unit recruited in Hoboken and North Hudson, and is due to arrive in the Port of New York on Saturday, has not been heard of by radio as yet. No pier at Hoboken has as yet been assigned to the Santa Barbara, but efforts are being made to have her brought to Hoboken, rather than to dock on the east side of the river, because of the fact that the boys of this company are local troops.

Thousands jammed River street, Hoboken, yesterday morning to greet three more units of the Blue and Gray Division arriving on the U. S. Transport Manchuria. There were 4,180 soldiers on the vessel and the majority of them were of the Twenty-ninth Division including the 104th Engineers, the 104th Sanitary Train and the 104th Train Headquarters.

The Manchuria was the first of the transports to come up through the fog, nosing her way up the river and into her slip at Pier 3.

The soldiers were hurried off the ship and out in front of the piers where they were welcomed by Governor W. N. Runyon, U. S. Senator Walter E. Edge and Mayor Connelly of Trenton.

Senator Edward I. Edwards had been down the bay earlier to greet the New Jersey boys from a river steamer with the Welcome Tug Committee.

In the 104th Engineers there was a big percentage of Jersey City boys, but the engineers were organized at Camden, Trenton and Newark, and infantrymen placed in the units from other parts of the State and from Maryland.

#### The Men in Command.

Colonel Downing came back in command of the regiment which saw some hard service in France. They got into operation shortly after arrival in France and were in Alsace, east of the Meuse and in the Argonne Forest drive. For thirty-three days straight in the Argonne they were at it without relief.

Lieutenant Colonel O. M. Hurd of Leonia, second in command, who had been with the regiment since it was organized, declared that no regiment in France did better work and while none of the men were decorated, many of them deserved decoration.

The 104th Sanitary Train was a Maryland outfit and was in charge of Lieut. Col. W. Mitchell of Elkton, Md. Seven members of the organization were awarded the D. S. C., while thirty-two divisional citations were given. Colonel Mitchell was loud in his praise of the men of the ambulance companies, and he said they created a record for getting into action. They sailed from this country on July 5 and sixteen days later were in former German territory in Alsace, right into the front lines putting up field hospitals. They handled, he said, over 8,000 wounded cases, and one ambulance company alone in two days had 600 gas casualties.

#### The 104th Engineers.

One member of the 104th Engineer Train, Wagoner Charles Marsh of Philadelphia, received the D. S. C. This contingent was in charge of Lieut. T. C. Borden of Maryland.

Among the staff of the 104th Engineers was Captain William W. Firth, of 12 Oak street, Weehawken. Captain Firth had been with the regiment from the time it sailed for France and he declared that a better engineer regiment never came back from France.

There were a number of casual companies aboard representing the States of New York, Pennsylvania, Connecticut, Illinois, Minnesota, California and Iowa. The sick and wounded numbered 1,085. Among the passengers were sixteen French war brides and three bouncing babies.

#### A Proud Record.

During the past month the Manchuria celebrated her anniversary as a United States navy transport. On April 25 she completed one year of service in the business of carrying troops to and from France. Since that time she has been steadily at work in this patriotic duty. She has steamed some 55,000 miles, consumed about 25,000 tons of coal, used up 30,000 tons of fresh water, and issued 645,000 rations. In the nine voyages completed in her first year of service she transported 37,300 officers and men of the army. Add to that the number brought back on this, her tenth trip, and there is a grand total of 42,110. Under the efficient leadership of Captain C. S.

Freeman who published the orders placing her in commission on April 25, 1918, and of Lieutenant Commander Adrian Zeeder, who has had command since August, 1918, and with the aid of a fine crew of men, she has made a record for cleanliness, sanitation and discipline and general comfort of which all hands have a right to be proud.

On May 7, in accordance with an order of the Secretary of the Navy, the crew observed Navy Day. After a big smoker there was a Liberty Loan rally at which the officers and crew subscribed a total of \$50,000. Seventy-five per cent of the personnel bought bonds. One division subscribed \$9,200, averaging \$142.39 per capita.

Just to add another interesting item to this trip the vessel made a record turn-around in St. Nazaire. She docked at 4:50 a.m. May 11, and after loading troops, was under way again at 2 p.m., the same day.

Among the local boys on the Manchuria were John J. Bauer of 520 West Sixteenth street, West New York; Herman Dietech, 325 Summit avenue, West Hoboken; Charles McLaughlin, 757 River road, West New York; Corporal Hugh A. Markham, 66 Park avenue Hoboken; Christian Christensen, 92 Willow avenue, Hoboken; John Mansmann, 682 Buchanan avenue, West New York; Werner Engelbart, 115 Franklin street, Union Hill; Walter Weller, 815 Charles street, West Hoboken; Charles R. McGiggan, 68 Garden street, Hoboken; Norman P. Conway, 233 Third street, Union Hill, and Harry J. Kammer, 659 Palisade avenue, West New York.

Dispatch May 24/19

### THREE BIG SHIPS CARRYING TROOPS DOCK IN HOBOKEN

Many With Medals and Decorations Numbered Among the Returning Soldiers

### GENERALS AND OTHERS EARNED DISTINCTION

Three transports docked in Hoboken yesterday, including the Kaiserin Auguste Victoria with 5,700 troops, the Harrisburg with over 4,000 troops, and the Santa Elena with 864 troops. The majority of the incoming soldiers were of the 33d Division, of the Illinois National Guard.

Many members of the 131st Infantry of that division came back covered with decorations, including the commander of the regiment, Colonel Joseph Sanborn, who wore the D. S. O., the D. S. C., Croix de Guerre, and the orders of Leopold and the Legion of honor.

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Dispatch May 24/19

### HOBOKEN MEN COME IN AMONG THE CASUALS

Among the casualties who arrived on board the Harrisburg, which docked in Hoboken yesterday, were two Hoboken boys who had been in the Service Company of the Signal Corps. They were Jeremiah J. Camby, of 902 Bloomfield street, brother of Counselor Henry J. Camby, and Frank Derham, of 507 Grand street.

Sergeant Camby originally went to Brest, but was sent over to London on S. O. S. work. He is quite a banjoist and had the distinction of playing before Admiral Sims and the King of England. He played at the K. of C. in London and at the big Y. M. C. A. building, and his guitar is his most treasured possession, as it bears the autographs of King George, Admiral Sims and several other notables. He had the opportunity of seeing quite a bit of Europe. He spent seven days in Scotland, visiting Edinburgh, Aberdeen and other places of interest; also spent seven days in Ireland and two in Wales.

Dispatch May 27/19

### 311TH INFANTRY NOW ALL IN PORT FEW UNITS COME

Santa Barbara With the 309th Ambulance Company Aboard Has Not Reported

### MAY NOT BE IN UNTIL WEDNESDAY MORNING

The remainder of the 311th Infantry of the Seventy-eighth Division reached port yesterday on the Otsego and docked in the morning at Pier No. 2, Hoboken. A big reception was given to the boys, most of whom came from the southern parts of New Jersey, while a number of the members of the Medical Detachment were from the vicinity of Elizabeth.

Only a few units of the 78th Division remain to come and those are on the high seas on home-coming troopships.

The Santa Barbara is due to dock in Hoboken today but may not arrive until tomorrow. She will dock at Pier 2, Hoboken. Up to a late hour last night she had sent no word of her approach to port and transports usually report themselves twenty-four hours in advance of docking.

Major H. E. Watson, of Denver, Col., was commander of troops on board the Otsego and was attached to the 311th Infantry. The 311th Infantry landed in France on May 30, went to the Arzas sector for line experience, were in reserve at St. Mihiel and took part in the Meuse-Argonne offensive, being with the 78th Division in the capture of Grandpre, when the members of the regiment had to use scaling ladders to reach the top of the heights.

The regiment lost 296 killed and about 600 wounded, while 100 D. S. Cs. were awarded to members of the regiment for bravery. The chaplain was Captain Edward S. Boyer, formerly of the Calvary M. E. church, 129th street and Seventh avenue, New York City. He spoke very highly in praise of the men of the regiment.

Captain F. J. Webber, of Florence, N. J., was awarded the D. S. C. and Croix de Guerre for his brilliant work in the Argonne forest. Captain Webber was in charge of the medical detachment and he stated that seven of his men were awarded the D. S. C. for their work in the field.

Among the officers of the regiment was Lieutenant Dennis Mahon of 129 West Twenty-sixth street, New York City. He is prominent in Tammany politics in Harlem and is a graduate of Fordham University.



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### EIGHTY-SECOND DIVISION MEN ARRIVE IN PORT

Three Generals, Including Maj. Gen. Duncan, Came On the Sierra With 328th

#### WIVES OF SOLDIERS ALSO CAME ON SHIP

The S. S. Sierra docked in Hoboken yesterday with 1,511 troops, including another detachment of the 328th Infantry of the 82nd Division. Three generals were numbered among the passengers on board the Sierra, including Major General George B. Duncan, commanding the 82nd Division. His home is in Washington, D. C., and he went out in command of the 77th Division, was transferred to the 82nd and had command of that organization during its heavy fighting in the Argonne forest where so many of the men were killed and wounded. His chief of staff was Lieutenant Colonel Harold H. Shearer of Bay City, Michigan.

Brigadier General Julian R. Lindsey, commander of the 164th Infantry Brigade, was also on board. His home is in Atlanta, Ga., and he declared that the infantry regiments of the 82nd Division under his command did everything that was asked of them, which was a lot.

The other general was the commander of the 163rd Infantry Brigade of the same division, Brigadier General Robert D. Walsh, of Riverdale, New York.

There were eight officers and 373 men of the 328th Infantry on board, including the commander of the regiment, Colonel Richard Wetheril of Lanham, N. Y. The Eighty-second Division military police and the division postal company were also on board in addition to detachments of the 327th Infantry, and a number of small casual companies for discharge.

The French bride of Captain Roger Williams of the Eighty-second Division also returned as a passenger under the name of Mrs. Florence de la F. D. Williams, and Mrs. Marguerite Y. Lewis and her two-months-old daughter, wife and baby of Private John K. Lewis of the Mobile Hospital outfit, Maryland, and Mrs. Henrietta C. Bell and her three-months-old daughter, wife and baby of Private Percy M. Bell of the Air Service also were passengers.

The transport Manchuria which was to have docked at Pier 3, Hoboken, last night, will not arrive until 9 o'clock this morning. Several units of the Blue and Gray divisions are on board in addition to over 1,000 sick and wounded. With the docking of the Manchuria today and the other six transports in Hoboken a new record will have been set for the discharging of troops in one day at the Port of Embarkation. If all the vessels scheduled reach the piers there will be 27,000 troops in on one day.

The Jersey City Commissioners and the police band left Pier B at the foot of York street, at three o'clock yesterday afternoon on the steamer Tourist to meet the incoming steamer, Manchuria which brought several units of the 29th Division containing Hudson county and Bergen county soldiers returning from overseas.

Relatives and friends of the soldiers accompanied the officials on the Tourist. The north New Jersey veterans were in the 104th Engineers, the 104th Train Headquarters, the 104th Sanitary Train and the 104th Mobile Ordnance repair shop.

In answer to a telegram from Mayor Hague requesting that the transport Montpelier which is bringing men of the 78th Division from overseas should be sent to New York instead of to Philadelphia, Joseph P. Tumulty, secretary to the President, telegraphed the Mayor yesterday he would do what he could. The Montpelier and the Radnor are bringing the 312th Infantry, the members of which were drafted in New Jersey and mostly in Hudson and Essex counties. The Radnor will dock in Hoboken, Saturday. The Tourist with Jersey City officials, police band and friends of the soldiers will meet the Radnor down the bay.

The Cape May with the 326th Infantry is to dock on Wednesday.

### 113TH REG'T HAS ROYAL WELCOME IN THREE CITIES

Jersey City Turned Out Great Crowds to Honor the Fighting Heroes There

#### COMMAND THEN WENT TO NEWARK AND CAPITAL

The welcome home given to the men of the old Fourth Regiment when they marched through Jersey City yesterday morning with the 113th Infantry was all that thoughtful affection, appreciation and enthusiastic patriotism could make it. Business, so far as the law and necessity would permit, was suspended and the people turned out 100,000 or more to fill the sidewalks along the line of march and to cheer and sing and wipe their eyes when the Argonne veterans in khaki with the metal helmets, rifles and accouterments they carried on the march in France passed by with springy step and smiling faces.

The regiment arrived from Camp Merritt at the Pennsylvania Railroad station in Jersey City on two trains, formed in Montgomery street and Exchange place in the order as published and marched in Montgomery, Grove and Mercer streets, Glenwood avenue, the Boulevard and Virginia avenue to the West Side avenue, Newark & New York Railroad Station, where they entrained for Newark. The start was made promptly at 9 a. m., and was announced by the exploding of aerial bombs of which an abundant supply was distributed along the line of march. At the City Hall, 100 Grand Army veterans in uniform, discharged soldiers of other commands than the 113th Infantry and women with little children, mostly relatives of the soldiers, greeted the soldiers from a grand stand on the Grove street side. Across Grove street at the grand stand was a white banner, from which hung an American flag. The banner was inscribed, "A grateful city and a grateful nation extends its heartfelt thanks to you who served this flag."

Men from the War Camp Community service in their olive uniforms were stationed along the line of march with megaphones to lead the singing of choruses of men from industrial plants and of school children who here and there scattered flowers for the soldiers to tread upon. Colonel Finley walked at the head of the regiment. He has been in command of the regiment since it started for home. The Colonel who commanded it on the firing line, a regular army man, remains in France. The police guard of mounted men and patrolmen under Captain Timothy Murphy led the procession and were immediately followed by Mayor Hague, Commissioner A. Harry Moore, chairman of the Welcome Home Committee; City Commissioners Fagen, Gannon and O'Brien, Colonel George T. Vickers, of the Welcome Home Committee, who was the commander of the Fourth Regiment when it went to the war, were all in one line.

The Police Band, the 113th Regiment Band and two other bands furnished stirring music. The Police Band that marched ahead of the Third Battalion, composed exclusively of Jersey City boys, played "Should Old Acquaintance Be Forgotten?" and "Home Sweet Home" with fine effect as they passed the City Hall.

A regrettable incident occurred at the residence of Henry Byrne, former City Commissioner in Clifford avenue. A German flag hanging with the American flag and the flags of the Allies was observed by Dr. George B. McLaughlin and Captain Fred Long, a Marine Corps officer. Two sailors rang the bell to order the flag taken down. The family were away and the sailors ripped the flag down and burned it in the street. The explanation was that a 10-year-old boy, who did not know the flag was a German flag, put it out with the others.

The regiment left Jersey City for Newark at 10:30 o'clock while the bands played and the crowd sang "Till We Meet Again." After parading in Newark and Trenton the regiment went to Camp Dix for demobilization.

### NO RADIO FROM TRANSPORT WITH 308TH ARTILLERY

Was Due Yesterday and May Dock On Wednesday; Calameres With Fourth Today

#### OLD VATERLAND WILL COME IN SATURDAY

No radio has been received from the transport Pesaro which was due in Hoboken on Sunday, but will probably not arrive until Wednesday. The Pesaro has on board a unit of the 78th Division, including a big contingent of Jerseymen. The 308th Field Artillery is on the vessel.

Other transports with the Seventy-eighth Division troops are expected this week.

The Calameres, with nine companies of the 113th Infantry, including the Old Fourth Regiment, will dock in Hoboken tomorrow at 2 p. m. Information has been received to this effect at Captain Edward Murphy's Army information office at the Port of Embarkation.

The Hamburg American liner, now a U. S. transport, and sister ship to the Leviathan, formerly the Hamburg American Liner Vaterland, will arrive in Hoboken on Saturday. The vessel, with over 10,000 troops, has sailed from Brest. She is the second largest vessel in the world, but has not been seen on the high seas since the beginning of the war in 1914.

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### THREE BIG SHIPS CARRYING TROOPS DOCK IN HOBOKEN

Many With Medals and Decorations Numbered Among the Returning Soldiers

#### GENERALS AND OTHERS EARNED DISTINCTION

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Many members of the 131st Infantry of that division came back covered with decorations, including the commander of the regiment, Colonel Joseph Sanborn, who wore the D. S. O., the D. S. C., Croix de Guerre, and the orders of Leopold and the Legion of honor.

Two sergeants in the regiment from Chicago had also a good time in France, both being laden down with medals for big stuff on the firing line. Private Jacob Alex had the Congressional Medal, the Medal Militaire, the D. S. C., and the Croix de Guerre, while similar decorations adorned the breast of Corporal Thomas Pope also of Chicago. They both were prominent in spectacular feats, Alex killing seventeen Germans with his bayonet and capturing ten machine guns, while Pope took a flying leap into a trench, killed seven Boche and held three machine guns.

Lieutenant General Robert Lee Bullard also returned on the Kaiserin. He was in command of the Second Army. He went out with the First Division, was promoted to Major General and last October to Lieutenant General. He is a commander of the Legion of Honor and the Order of Leopold, wears the D. S. M. and the Croix de Guerre.



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# MANY MORE JERSEY SOLDIERS ARRIVE AT HOBOKEN PIERS

## MANY MEN FROM HUDSON COUNTY COME SATURDAY

Men of 312th Infantry Reach Port on the Radnor Which Docked in Brooklyn Pier

## OTSEGO WILL COME TO HOBOKEN THIS MORNING

Part of the 312th Infantry in which a big majority of the Hudson county boys in the Seventh-eighth Division were assigned on being drafted in 1918 have arrived home on the transport Radnor which docked at Bush Terminal on Saturday.

A big delegation of folks from Hudson county went down the bay on a welcome boat to give the boys a rousing reception and the soldiers were mighty glad to see their relatives and others from Hudson county who had gone forth to meet them.

The 312th Infantry has a glorious record. It took part in one of the hottest phases of the Argonne-Meuse offensive and lost many men in killed and wounded. Many prominent North Hudson and Hoboken boys were amongst those who returned.

Counsellor Walter P. Carling, one of the first young men from Hoboken to go to Dix, was in this outfit. He is a corporal in Company K.

The Otsego with 18 officers and 591 men of the 311th Infantry, which reached port yesterday afternoon two days overdue, will not dock until this morning when she will tie up at Pier 2, Hoboken, at 8.15 a. m. The Santa Barbara with the 309th Ambulance Unit, will not arrive until Tuesday.

The following were among those on the Radnor on Saturday:

### Hoboken

Henry T. Maegels, 317 Washington street; Corporal William F. Reiter, 229 Garden street; Sergeant Ray J. Kerwin, 58 Paterson avenue; Herbert W. Leonard, 263 Eleventh street; Axel C. Olsen, 151 Willow avenue; Thomas F. O'Rourke, 10 Paterson avenue; Sergeant Michael Whalen, 16 Clinton street; Corporal Walter F. Carling, 1041 Bloomfield street; Corporal Frederick C. Kettler, 107 Willow avenue; Corporal John Lyons, Jr., 63 Willow terrace; Dennis A. Nolan, 705 Park avenue; Vincent Perrine, 125 Washington street; Louis Pulveritis, 72 Hudson street; Sergeant Edward Schroeder, 1045 Bloomfield street, and Corporal William Van Dallon, 304 Clinton street, all from Hoboken.

### North Hudson

Sergeant Henry Fricke, 136 Blum street, Union Hill; Lawrence Brendal, 720 Polk street, West New York; Winfield Danielson, 1573 Hackensack plankroad, North Bergen; Gus Thalg, 126 Fifth street, Union Hill; John Gehweiler, 161 17th street, West New York; Carl Girola, 374 Hudson avenue, West Hoboken; Sergeant John Lowsky, 608 Palisade avenue, West New York; Corporal Nicholas Pawelko, 779 Bergenline avenue, West New York; William K. Strube, 620 New street, North Bergen; William P. Brennan, 526 Park avenue, Weehawken; Sergeant Oscar R. Mueller, 416 Division street, West Hoboken; Ardashes Metdonian, Shiffen street, West Hoboken; Sergeant Carl Meyer, 629 Hill street, West Hoboken; Antonio Stella, 541 16th street, West New York; August Vauthier, 172 Central avenue, West Hoboken; Corporal Fred W. Bruckman, 618 Jefferson street, West New York; Harry D. Darke, 207 9th street, West New York; Bruno T. Dankert, 725 Jackson street, West New York; George Greiner, 1396 New Durham avenue, North Bergen; Henry C. Gottfried, 208 34th street, Woodcliff; Raymond D. Helines, 1465 Ridgeley street, North Bergen; James C. Mackey, 810 Fisher avenue, North Bergen; Corporal Geo. McMullan, 647 Monroe place, West New York; Sergeant Arthur C. Meil, 82 Park avenue, Guttenberg; Corporal Hessman, 207 Oak street, Weehawken Heights; John P. Mescall, 27 Hudson avenue, Union Hill; Corporal Frank A. Truncelitto, 516 John street, Union Hill; Sergeant Thomas D. Miller, 407 13th street, West New York; Corporal

Blue and Gray Division Men Pouring Into Country Fast Now—Western Troops Also Arrive On the Siboney—Some of the Records Made By Men of the Signal Corps.

## MANY HUDSON MEN WERE IN THE UNIT

Jersey was again gaily demonstrating her gladness at the return of her sons when another rousing reception was staged on the waterfront for the three units of the Blue and Gray Division which arrived in Hoboken yesterday on the U.S.S. Iowan.

The vessel carried 1,787 soldiers forming the 111th Machine Gun Battalion, the 110th Machine Gun Battalion, the 104th Field Signal Battalion and two detachments and Company H of the 113th Infantry.

Major A. H. Conary of Minneapolis, Minn., was commander of the troops on board and he stated that the vessel had a pleasant trip from France. The health of the troops was good except that one soldier died on the way over. He was Private William J. Carey of Company B of the 104th Field Signal Battalion of Glenwood avenue, Bloomfield, New Jersey.

Major Thomas Armstrong, of 85 Summit avenue, Jersey City, came back in command of the 104th Field Signal Battalion. This unit was organized from the old Field Signal Corps of Jersey City, which made up Company A. When the war started another company was formed in Jersey City, later lettered as C and Company B was made up of Washington, D. C. National Guardsmen.

### Major Promoted.

It had been overseas eleven months Major Christian Heidt, of Jersey City being in command of the battalion. He was promoted to Divisional Signal Officer of the 29th Division last October and Major Armstrong, who is an official with the Equitable Trust Company, has been a member of the National Guard in Jersey City for twelve years. He went out in command of Company A as captain, received the Croix de Guerre and was promoted when Major Heidt went up as Divisional Signal Officer.

Much of the good work of the battalion was performed in the Verdun sector, and during the war eleven men of the battalion were killed, and nearly 40 per cent gassed and wounded. Company C suffered the most heavily in this connection, 110 members of the total strength of 180 being gassed.

Five men of the battalion were awarded the Croix de Guerre, Corporal Sam Hoffmann, Private Edward K. Attle, Private Walter Ayott and Private F. H. Ainsworth, and Major Armstrong. Private Ainsworth was later killed in action.

Sergeant John Dorsey of Washington, D. C., a member of Company B, was awarded the D.S.C. posthumously, this for an especially daring bit of heroic work in which he attempted to rescue three of his comrades on October 20 fifteen miles north of Verdun when they had been buried in a dugout by a German shell. In the face of a terrific enemy barrage he attempted to extricate the men from the debris and was himself killed.

### The 111th Machine Gun.

The 111th Machine Gun Battalion was commanded by Major A. H. Conary. Lieutenant D. O'Rourke, of 125 Lexington avenue, Jersey City, the battalion adjutant, stated that the battalion lost 15 men killed in action and 162 gassed and wounded. Eleven D. S.C.s were awarded and three Croix de Guerre and numerous members of the battalion were cited for bravery.

It was composed of companies from the old Fourth Regiment of Jersey City, the Second New Jersey Infantry and the Third New Jersey Infantry of the old National Guard.

Captain Albert Elsea of Lamar, Mo., who came back in command of Company A wore the D.S.C. and the Croix de Guerre. Those decorations were awarded while he was in command of

the 139th Machine Gun Battalion of the 35th Division. He also received two citations and was wounded twice. He took command of Company A of the 111th Battalion last September and was with the battalion in the Argonne forest fighting.

Captain F. S. Smith was in command of the 110th Machine Gun Battalion. His home is in Altoona, Pa. A detachment of one officer and four men from Base Hospital No. 77 was in command of Lieutenant Colonel James Kerr of Pittsburgh, Pa.

### A Dispatch Man Back.

William McKinley of 215 Jewett avenue, Jersey City, a former member of the Hudson Dispatch staff, returned with the 104th Field Signal Battalion, with the rank of master electrician. At the outbreak of war he tried to get into the navy, but later made the signal corps, joining at the armory on Bergen avenue.

The 104th was organized from the old signal corps of Jersey City. At that time the Jersey City men were made into Company A, while the second Company B was made up of men from Washington, D. C.

A third company was started in Jersey City of 75 men, lettered as Company C, and this was later filled up at Camp McClellan with men from nearly every state in the Union.

The Battalion, according to McKinley, who is historian of the outfit, did very fine work in France and had forty per cent of their number gassed when working up in the first line trenches. They received a congratulatory message from General Morton, the division commander, for the excellent communications which were maintained.

One of the bravest men in the outfit, he declared, was Sergeant Dorsey, who lost his life while trying to rescue three members of the A company who were buried in a dugout by a gas shell.

### Killed in Rescue Work.

Sergeant John Briggs, Sergeant Wallace Titus and Private Henry Werner, all of Jersey City, were engaged in the

front lines in difficult work when a shell struck their dugout burying them in the debris. Sergeant Dorsey, whose home is in Washington, D. C., went out under terrific fire and attempted to dig out his comrades from the caved-in dugout. It was while engaged in this heroic work that he himself was killed and he was awarded a D. S. C., the only one awarded in the outfit.

Captain A. A. Woods of Jersey City, was promoted to take charge of Company A when Major Armstrong was promoted to take charge of the battalion.

Major Chris. Heidt, the Blue and Gray Divisional Signal officer, is on his way home on the Powhattan, which reached Newport News last night.

### On the Siboney.

The headquarters of the 65th Infantry Brigade and the 130th Infantry, with the 120th Machine Gun Battalion of the 33rd Prairie Division, returned on the Siboney, which docked in Hoboken yesterday. There were 3,335 troops on board the vessel which came in for part of the reception accorded of the Jersey troops on the Iowan.

There were 63 officers and 2,874 men, with the 130th Infantry, which was commanded by Colonel John W. Clinman of Chicago. It was originally the First Infantry of the Illinois National Guard, and sustained heavy casualties in the fighting in France and came back with replacements from many other states in the Union.

Brigadier General Edward L. King was in command of the Brigade Headquarters and also returned on the vessel. He went overseas as Chief of Staff of the 28th Division, having graduated from West Point in 1896. His home is in Bridgewater, Mass., and he was promoted to Brigadier General in France and assigned to the 33rd Division. He wore the decorations of the Distinguished Service Cross and the Croix de Guerre.

### New York Policemen.

Two of the members of the 123rd Machine Gun Battalion were formerly members of the New York Police Department. They were Lieutenant Geo. F. Flood of 24 Hawthorne street, Brooklyn, and Lieutenant F. D. Ballentine of 1510 New York avenue, Brooklyn. Both men went over as sergeants in the 307th Machine Gun Battalion of the 77th Division, were promoted for bravery and distinguished action, and transferred to the 33rd Division outfit, with whom they came back yesterday.

## TROY BRINGS MEN OF SOUTHWEST TO HOBOKEN PIERS

Soldiers Who Saw Heavy Fighting and Lost Heavily Come on Big Ship's First Trip

## IMPERATOR SAILS FOR BREST TO CARRY MEN

The S. S. Troy, formerly the Minnesota, the largest freighter in the world which transformed into a transport and outfitted at the W. and A. Fletcher docks in Hoboken, completed her initial trip to New York yesterday docking at Pier 4, Hoboken, in the berth vacated an hour earlier by the Emperor. The Troy carried almost 6,000 troops. She has a gross tonnage of 28,000 tons and measures 630 feet long.

The troops on board the Troy were of the Thirty-sixth Division, Oklahoma and Texas National Guard, and Eightieth Division, the Blue Ridge Division, from Virginia and Western Pennsylvania.

Colonel G. W. Knight of Newark was in command of the 305th Engineers of the latter division. The regiment came back 40 officers and 1,518 men strong, took a large part in the final phases of the campaign in France and lost about 20 per cent. of their strength.

The Emperor sailed from Hoboken for Brest yesterday morning and its accommodations for troops has been so increased that it will be able to handle 13,000 all told on the return voyage.

Pisani, 444 Bergenline avenue, West New York; William Waters, 407 Park avenue, West New York; Herman J. Fillam, 213 5th street, Union Hill; Fred B. Treidell, 52 Fulton street, Weehawken; Sergeant Alexander H. Williamson, 214 Palisade avenue, Union Hill, all from North Hudson.



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### HUDSON CO. BOYS COME HOME WITH VARIOUS UNITS

Captain Renner of Union Hill,  
Sergt. Mortensen of Hoboken  
Are Among Them

### LIEUT. RENNER LEFT BEHIND THRU CRUSH

The rearguard of the Seventy-eighth Division is on its way to port, the final detachments being on the Santa Anna, which is expected in on Wednesday or Thursday. The 303rd supply train arrived in Hoboken yesterday on the K. I. Luckenbach.

It was in command of Major Lockwood W. Doty, of Lockport, N. Y., and numbered 9 officers and 438 men. Among them was Morten Mortensen, stenographer to the Hoboken Law Department. He went overseas with the headquarters of the Seventy-eighth Division and was recently transferred to the supply train.

Sergeant Mortensen was glad to get back home, but because of his change of unit his relatives did not know that he had arrived. While in France he made a trip to Nice and to Paris, and while he thinks a lot of the French capital was real glad to get back to Hoboken.

### Captain Renner On Board.

Captain Harry W. Renner, of 427 Bergenline avenue, Union Hill, was in command of Company F of the supply train and had been with the division since it went overseas. Lieutenant Robert S. Renner, of the same address, was scheduled to come back on the Luckenbach, but there was not sufficient accommodations and another officer were kept behind at Bordeaux to come on another vessel.

Other local men with the outfit were August N. Marrone, of 456 Sixth street, Hoboken; Louis A. Althoff, of 21 Fourth street, Union Hill; Sergeant Manly C. Rogers, 44 Duer place, Weehawken; Charles Maltaur, 304 Spring street, West Hoboken; Corporal E. G. Jeffrey, 213 Third street, Union Hill; Cyril N. Hannan, 69 Tonnele avenue, North Bergen; August F. Junker, 574 Hudson avenue, West New York, and John Healey, 1905 Willow avenue, Weehawken.

The supply train operated at St. Mihiel and in the Mause-Argonne offensive, taking supplies and ammunition to the Twenty-ninth and Seventy-eighth Divisions. They never got nearer the front lines than the ammunition dumps and suffered no casualties.

Their work was not such as called for conspicuous action and none of the members of the organization was decorated.

### Were Delayed At Sea.

The K. I. Luckenbach was two days overdue, having had engine trouble and boiler trouble, which developed three days from port, and caused the speed to be cut down to five knots.

The Louisville and the Pueblo arrived in Hoboken on Saturday and the former carried the famous 94th Pursuit Squadron, of which the late Major Lufbury was commander until he was killed. "Eddie" Rickenbacker was also of this outfit, and in command of it on the journey home was Major Read Chambers, of Memphis, Tenn. Only 24 years of age, Major Chambers was one of the most daring flyers in France. He took part in thirty-one aerial combats and on one occasion landed his machine while he was asleep.

He was decorated with the D. S. C., had the Croix de Guerr with two palms and three stars, and was made an officer of the Legion of Honor.

When the Pueblo was 150 miles from Brest in the Bay of Biscay a giant wave struck the ship, washing two soldiers overboard. Both were from the Southwest. One was rescued, but died, while the other soldier's body was not recovered from the seas.

## MANY TRANSPORTS LADEN WITH MEN COMING IN TODAY

Almost Eighteen Thousand  
Troops Will Reach Port During  
Day If All Ships Come  
As Scheduled

### MOST WILL LAND AT HOBOKEN AND BUSH

Nine transports, eight of them troopships carrying American soldiers back from France are scheduled to arrive in the Port of New York today. There are 17,732 soldiers on the nine vessels which will dock at piers at the Bush terminal, the Army piers, Hoboken and at New York City.

The vessels coming in today are as follows:

Santa Anna, which sailed from Bordeaux on May 24 with 1428 troops. Major General James H. McCrae, commander of the Seventy-eighth Division is on board in addition to the following organizations: Seventy-eighth Headquarters, 17 officers and 90 men and the Headquarters troop of this division composing 3 officers and 129 men; 603rd Engineers, 34 officers and 1098 men; 12 casual officers and 7 civilians. The vessel was originally scheduled to dock at Pier 5, Hoboken, but has been diverted to Pier No. 6, Bush terminal at 8 a.m.

The S. S. Pretoria with 2986 troops will dock at Pier 2, Hoboken at 11 a.m. She has on board the 144th Infantry of 95 officers and 2812 men; Brigadier General George H. Jamieson and the 72nd Infantry Brigade Headquarters of 25 men; 25 officers of the 141st Infantry; 14 casual officers, 4 nurses and 4 civilians.

The S. S. Pannonia sailed from Marseilles on May 23 with 2503 troops. She will dock at Pier 54, North River at 8 a.m.

The troops on board include the 417th Field Signal Battalion, 14 officers and 413 men; 67th and 68th Transportation companies, 6 officers and 515 men; 54th Sanitary squad, 1 officer and 22 men; eight casual companies for discharges 73 casual officers and 16 civilians.

### Ninth Corps Headquarters.

The S. S. Duca D'Oasta, which sailed from Marseilles on May 23 with 1778 officers and men will dock at Pier 97, North River in the afternoon. The organizations on board include Ninth Corps Headquarters of 20 officers; Ninth Corps Headquarters troop and detachment, 6 officers and 462 men; 140th Field Artillery, complete, 58 officers and 1000 men; three casual companies, 15 casual officers and 18 civilians. Brigadier General William K. Naylor of the Ninth Corps Headquarters is on board.

Sailing from Brest on May 29 the S. S. Von Steuben, carrying 2814 troops will dock at Pier 5, Hoboken at 6 a.m. The organizations on board include: 514th Engineer Service Battalion, colored, 8 officers and 868 men; 144th Infantry, machine gun company and Company F, 12 officers and 333 men; 111th Sanitary Train field hospital sections, medical supply unit and camp and divisional laboratory field hospitals, 11 officers and 309 men; 144th Infantry detachment Company F, 2 officers and 117 men; 522nd Engineers, colored, 2 officers and 237 men; 20th Company First Regiment Air Service mechanics, 3 officers and 150 men; two casual companies, 29 casual officers and 500 sick and wounded convalescents. Major General Charles J. Bailey of the 81st Division, is a passenger.

### The Madaska.

The S. S. Madaska, which sailed from St. Nazaire on May 26 is due to dock at 6:30 a.m. at Pier 9, Hoboken. It has 2835 troops aboard including Brigadier General Henry W. Butler, commanding the 165th Field Artillery Brigade. The organizations on board include the 313th Engineers, 52 officers and 1546 men; 343rd Machine Gun Battalion, 14 officers and 253 men; 288th Military Police Company, 3 officers and 177 men; detachment of the 313th Field Battalion Signal Corps, 1 officer and 24 men; 165th Field Artillery Brigade Headquarters of 8 officers and 62 men; 315th Mobile Veterinary Section, 1 officer and 21 men; Third Clothing and Bath unit, 1 officer and 21 men; 13th and 14th Mobile Bath units, 12th Mobile Surgical unit, five casual companies for discharges, 22 officers and 85 men sick and wounded; 5 casual officers, 1 nurse and 6 civilians.

### Many Artillerymen.

The S. S. Santa Cecilia which sailed from St. Nazaire on May 26 is due to dock at Pier 6, Bush terminal in the morning. She has on board 2064 troops composed of the following organizations: 343rd Field Artillery, 12 officers and 1466 men; 345th Machine Gun Battalion, 6 officers and 347 men; and a casual company of 1 officer and 22 men.

On board the S. S. Eurana which sailed from Bordeaux May 24 are 1794 troops. She will dock at Pier 7, Hoboken at 2 p.m. The vessel carries the 320th Infantry including medical detachment, 2nd Battalion Headquarters Company, Supply Company and Companies D, F, H, L, and M, 36 officers and 1701 men; four casual companies and 3 casual officers.

The ninth transport due today is the Polar Sea from St. Nazaire on May 2. She will dock at the Bush terminal, Pier 3 at 8 a.m. The vessel carries but one casual officer.

## AGWIDALE AT HOBOKEN AFTER IMPERATOR BUMP

Bow Was Crushed in But Collision  
Bulkhead Kept Water  
From Entering Hold

### STORY OF COLLISION WITH THE BIG SHIP

The steamer Agwidale, which was in collision with the giant transport Emperor early Wednesday morning about twenty-five miles off the Nantucket Lightship, arrived at New York yesterday afternoon and proceeded directly to the drydock of the Tietjen & Lang Company at Hoboken. The bow of the vessel was smashed in but the collision bulkhead held, which allowed the vessel to come into port without assistance.

Captain P. E. Crosby was master of the vessel, which was from Rotterdam and Falmouth, England, in ballast. Launched at Newport News in 1918, the Agwidale is one of the new ships built by the U. S. Shipping Board and is a 7,500 tonner and has made three trips across the Atlantic.

She was bound for a point off the Nantucket Lightship for orders and just ten minutes before the collision picked up a message ordering her to proceed to Galveston, Texas, but after the collision was forced to put into New York.

Second Mate Rasmuson was on the watch. He went on duty at midnight on Wednesday when it was clear. About 1 o'clock a. m. they ran into a heavy fog, and Captain Crosby was summoned and took charge. They slowed down and sounded their siren, and heard the siren of another vessel six points to starboard. According to the second mate, they gave two blasts, signalling that they had stopped motion altogether and repeated this without any answer from the Emperor.

The big ship loomed up ahead and a colored lookout on the Agwidale made a grand leap from his post for safety.

### Struck Glancing Blow.

"The Emperor struck us a glancing blow," says the second mate, "and disappeared in the fog. That was at 1:58 a. m. A general alarm was sounded and an S. O. S. sent out broadcast. Boats were swung ready for lowering and all hands went to stations promptly.

"The Emperor hailed us from the bridge in passing, wanting to know if she would stand by, and Captain Crosby said yes until the damage was known.

First Officer Jacobson reported that there was no water visible in No. 1 hold and it was apparent that the collision bulkhead was not damaged. We heard by wireless from the Emperor that she was not badly damaged and was proceeding on her voyage. Her plates were bent with the collision but not broken through."

A survey of the damaged Agwidale will be held today at the Tietjen & Lang drydocks, and work started immediately on repairs. There was some excitement on the Agwidale when the vessels struck but it quickly subsided when it was learned that all was well and that the vessel would be able to proceed without assistance to New York.



Dispatch June 20/19

## BRAZILIAN PRESIDENT WILL VISIT IN HOBOKEN

Many Years Ago Don Pedro, Then Emperor of That Nation, Remained Several Days In the City —President Will Simply Pass Through From the S. S. Imperator.

### SHIP WILL DOCK AT PIER FOUR TODAY

President-elect Pessoa of Brazil will arrive in Hoboken this afternoon on the U. S. S. Imperator. The president-elect of the South-American Republic is accompanied by his party who started from France on the French battleship Jeanne d' Arc, but in mid-atlantic the Frenchman had engine troubles and the Imperator was hailed and President-elect Pessoa and his party put aboard the American transport, which is carrying also 9,807 troops from France.

Unusual plans are being made in Hoboken for the reception of the distinguished citizen of Brazil. A member of the Secret Service from Washington has arrived at Hoboken and with Chief of Police Patrick Hayes and Major D. C. Craig, head of the Port of Embarkation Military Police, has made arrangements for the policing of the pier and that section of the city through which the party will proceed in automobiles.

The vessel will arrive at Pier 4, which is being elaborately decorated for the occasion. The presidential party will walk from the pier stairs into an automobile, only a few steps being made from the covered-in structure to the waiting automobile. Two members of the motorcycle corps of the Hoboken Police Department will precede the party through Hoboken to the Lackawanna ferries, where they will proceed to New York and to the Pennsylvania station, where they will leave immediately for Washington, D. C.

The visit of the President-elect of Brazil at this time recalls a visit from the head of the Brazilian government some fifty years ago. Brazil was then an empire and its emperor was Dom Pedro. The emperor lived for a few days at the then aristocratic Neopolitan Hotel which was situated at First and Washington streets.

Some of the old residents of the city will recall this visit of an emperor to Hoboken. Since that time much has elapsed, Brazil no longer has emperors in power.

Dispatch June 16/19

## BRIDAL SHIP IN WITH USUAL LOT OF BETTER HALFS

Twenty-nine Children Come With Them; Some American Veterans of English Army

### ONE BRIDE BROUGHT A FOSTER CHILD

The U. S. Transport Plattsburg maintained her reputation yesterday as a bridal ship obtained during the war when she brought back to Hoboken, including her 2100 soldiers, the wives of 69 soldiers or sailors of the United States and twenty children.

Twenty-five of the brides were from the Emerald Isle, eight of them Scotch lassies and the remainder from England. Since the signing of the armistice the Plattsburg has brought back to the United States over 300 brides, who have become wives by marrying men of the United States Army or Navy while on duty overseas.

Though married only last October to Private Victor G. Burke, Mrs. Burke, who was Louise Violet Porter before she became the soldier's husband in London, brought ashore at Hoboken yesterday a fourteen-months old baby boy.

She hurried to explain that it was an adopted baby, and relating the circumstances under which she became its foster mother said: "A friend of mine, the wife of a British soldier who was killed in France died after giving birth to the child. Mr. Burke and I decided to look after the child, bringing it to America with us and make it an American citizen, especially as my dead friend's relatives did not seem to have any desire to trouble about the baby."

Private Burke's home is in Pasco, Wash. He was attached to a hospital unit in London. He arrived in this country some time ago and was mustered out of the service. He was at the piers to meet his wife and the baby boy.

### Some of Those Aboard.

Among the sailors wives who arrived on the Plattsburg were Mrs. Alice Staude, wife of Albert Staude of the U. S. S. Mellville; Alice Phipps, wife of Raymond Phipps of the U. S. S. Dixie; Violet H. Miller, wife of Howard Miller of the U. S. S. Shaw; Mary A. Davis, wife of Ralph Davis of the U. S. S. Allen; R. B. Cheshier, wife of Albert Cheshier of the U. S. S. Imperator.

Other wives on the Plattsburg who came to this country have no husbands waiting for them. They were Americans residing in Europe when the war broke out, and their husbands joined the Entente armies and dropped out of sight. They were brought together by the American Red Cross and sent home to America.

There were also a number of ex-Army men on board, Americans who had been fighting with the British Army before America got into the war, and were returned to their homes at the expense of the United States.

Among the sick and wounded convalescents on the Plattsburg was Private Henry Walker of East Ninth street, New York City, a member of the Twenty-seventh Division, who was stricken with pneumonia just before the division sailed for home and has been in a hospital for two months.

Captain Walter V. Buck was troop commander on board. He returned with the second battalion headquarters and three companies of the Twenty-third Engineers. The remainder of the troops were casuals.

Dispatch June 12/19

## 4,060 PERSONS IN HUNT FOR SMALL BOY TWO HOURS

They Were On Transport and Included a Division Headquarters and Brides

### LAD HAD CLIMBED TO BERTH AND SLEPT

The Cap Finisterre docked in Hoboken yesterday with nearly 4,000 troops and sixty-one war brides, among whom two were Greek girls married to American sailors whom they met at Constantinople, and who were awaiting them on the piers; two Scotch girls, one Russian and two Italians, the remainder being French.

The troops on board included the Eighty-first Division Headquarters, two Motor Transport Repair Units, the 309th Engineers, two companies, and the 28rd Engineer Train, and a number of casual officers.

A considerable stir was caused on the vessel when she was on the way into port. Robert Smith, son of Mrs. Clark J. Smith, the wife of a sailor who lives in St. Paul, Minn., was missing for two hours.

Every person aboard was enlisted in the hunt for the youngster. His mother was frantic. She believed that the child had fallen overboard. The search continued for two hours but no trace of the infant could be had.

Finally one of the cabins which had already been looked into was casually searched again, and lying on the top bunk was the child snugly curled up in a ball and fast asleep.

A folding camp stool lying on the floor explained how the child had reached the top bunk and was out of sight when the cabin was first searched. Climbing on the chair as he clambered up on to the bunk he must have kicked the camp chair over, and being without means of descent he cried himself to sleep.

The giant transport Leviathan is due to dock at Pier 4, Hoboken, this morning at 9:30. Carrying 11,942 troops and seven soldiers' wives, she left Brest on June 5. The Fifty-first, Fifty-second and Fifty-third Infantry Regiments, Second Regiment Air Service Mechanics, four companies; nine aero squadrons, and 166 casual officers as well as detachments from other organizations are aboard the big vessel. The Imperator left Brest yesterday.

Dispatch June 11/19

## MYSTERY SOLDIER PROVES TO BE AN INDIANA YOUTH

Three Other Parents Waiting at Army Piers Disappointed When They See Soldier

### DR. McLEOD ANGRY THAT HIS HOPES WERE RAISED

When the Mount Vernon docked in Hoboken yesterday it brought back nearly 6,000 troops including Roland Phillips, "the mystery soldier," who it was believed might be the son of Rev. Dr. James Malcolm McLeod of the Reformed Collegiate Church of St. Nicholas, Fifth avenue, New York.

Mrs. Roland Phillips of Flushing, L. I., who was notified by the Government that her son by that name had been killed in action last July, was also hopeful that the mystery soldier was her son back from the grave.

George M. Howard of Brooklyn was on hand in the belief that he might possibly be his brother, listed as missing in action.

Mrs. Emma Phillips of Evansville, Ind., was not at the pier but she was worried because her son had stopped writing home, and she believed it might be he.

The mystery soldier proved to be the son of the Indiana woman. He was twenty-two years of age and a member of the 162nd Infantry Machine Gun Company.

He was found wandering in Paris in a stupor. The American army surgeons believed he was suffering from amnesia. Correspondence was carried on with the Rev. Dr. McLeod by the soldier from the hospital.

It was this that made the minister and his wife have hopes that their son, Henry Blakeley McLeod, had been found.

Dr. McLeod was very much disappointed when he saw Phillips and more angry and grief stricken when he demanded why the soldier had buoyed up their hopes and kept them in suspense, causing them grief and anguish.

### Not His Fault.

Phillips said that it was not his fault but the fault of the army officers in France. He said he had not written the letters to Dr. McLeod but that a nurse attending him had.

Major Henry C. Craig, chief of the military police in Hoboken, had gone down the bay to meet the Mt. Vernon and the soldier admitted that he was Roland Phillips of the 162nd Infantry Machine Gun Company. He appeared to be perfectly rational.

Mrs. Roland Phillips of Flushing, L. I., when she saw the lad in General McManus' office, collapsed as she realized that it was not her son.

He was taken back to the transport and later transferred to a hospital in New York for observation.

Dr. McLeod's son, Corporal Henry Blakeley McLeod, was a member of Company M of the 49th Infantry. Last July while at Camp Merritt he disappeared. His outfit went to Camp Mills and the boy never appeared there. He was 19 years of age and as he had considerable money in his possession it was believed he met with foul play.

A reward of \$1,000 was offered for information concerning him, and circulars with his picture posted all over France and the United States, but no trace of him has been found.

The troops on the Mount Vernon included the vanguard of the Sixth Division, the first regular division to return home from France. They did not see a whole lot of action. They were there but fortunate enough not to get a chance.

The speed at which the troops are being returned is evident from the fact that two weeks ago the Sixth Division was in Germany and to-day the vanguard is home.



Dispatch June 13/19

# PERSHING'S CHIEF OF STAFF COMES HOME ON RECORD BREAKING TRIP OF LEVIATHAN

Major-General James W. McAndrews, Chief of Staff of the American Expeditionary Forces under General John J. Pershing, arrived in the United States yesterday, when the U. S. Navy transport Leviathan docked at Pier 4, Hoboken.

Thirty-five years experience in the Army enabled him to be a very valuable chief of staff for General Pershing. A graduate of West Point in 1888, he participated in the Sioux Indian war, 1890-91, the Spanish-American War, and served throughout the Philippine Insurrection campaign.

He went to France in June, 1917, as colonel of the Eighteenth Infantry. Promoted to a Brigadier-General in August of that year he was further promoted to Major-General in April of last year and was selected on May 1, 1918 as chief of staff of the American Expeditionary Forces, in which capacity he has served since that date.

He comes home to take command of the Army General Staff College at Washington, D. C., formerly known as the Army War College.

### Wears Many Ribbons.

General McAndrews has been decorated by the big nations of the Allied Armies in Europe. He wears the ribbons of the Distinguished Service Medal, is a Grand Commander of the Order of Leopold of Belgium, Knight Commander of St. Michael and St. George of England, Commander of the Italian Order of St. Maurice and Lazerus. In addition he was awarded the Croix de Guerre with two palms and is a Grand Commander of the Legion of Honor.

General McAndrews is a fine type of American soldier. A big strongly built man of ruddy complexion and charming manners he received the newspapermen in his suite of rooms on the Leviathan in a thoroughly Democratic manner. General Headquarters was stationed at its furthest point in enemy territory at Treves.

Speaking on the date of General Pershing's return General McAndrews said he had no definite information on the matter except the announcement he had read from Secretary Baker at

Washington that the Commander-in-Chief of the A. E. F. would be back towards the end of July or the beginning of August.

### Pershing Coming.

"General Pershing does not want to return," said General McAndrews, "until everything is definitely settled in Europe. His return, I presume, will rest in a great measure on the signing of the peace terms."

The Chief of Staff's home is at Scranton, Pa., and his wife was at the pier to meet him when he returned yesterday. Two weeks ago he was in Treves, and he stated that just two months ago he had made a tour of the American Army of Occupation.

"I must say," he declared, "that our troops in the occupied enemy territory are awfully well behaved and we consider them among the best troops in Europe."

Of course they are anxious to come home, but the First Division is now beginning to pride itself on the fact that it was the first to go over and will be the last to return."

Questioned relative to the reports of clashes between American soldiers and German civilians in the occupied area and the reported deaths of six American soldiers, General McAndrews said that he was without official knowledge of the reports, but stated that a most thorough investigation would be made.

### No Great Trouble.

In view of the size of the American Army of Occupation and the few reports of real clashes he said that the indication was that such occurrences were rare. In fact he said there had been very little trouble along those lines.

A member of General McAndrews staff who returned with him was Colonel James Gowen, who is also going to the General Staff College at Washington.

The Leviathan broke two of its own records this trip, making a quicker turn-round than its best previous effort, and carried 32 more souls aboard than on any previous trip. She carried 14,300 all told including officers and

crew. There were 62 officers and 2,209 members of the crew, 8 nurses and 6 supernumeraries, 36 navy passengers, 11,282 in the Army passenger list and 51 civilians connected with Welfare organizations.

The giant transport made the round trip in 15 days and 11 hours and 34 minutes. Clearing Ambrose Channel on May 27 at 6:26 p. m., she arrived back yesterday morning at 6 a. m. Her best previous record was on her last trip which she made in 15 days 15 hours and 3 minutes. From August 22, 1917 to June 8, the Leviathan burned 198,310 tons of coal and had steamed 107,925 miles, a distance equal to more than four times round the world.

### Heard of Collision.

Commander Adolphus Staton, the executive officer, stated on arriving at Hoboken yesterday that the ship had received a wireless when the Graf Waldersee was in collision with the Redonda, and while they kept in communication with the Graf Waldersee all during the night and repeatedly asked if she wanted assistance the wireless reply came back in the negative.

Six private soldiers, all tubercular patients, died on the trip over. They were Munzey Boswell, Company A, 324th Regiment, Labor Battalion of Army, Mississippi, died on June 4; William Huff, Company D, Labor Battalion, of Garlandville, Miss., died June 5; Andrew D. Arnold, B Company, 346th Infantry, South Dayton, N. Y., died June 8; Stonewall Williams, C Company, 537th Engineers, of Highland, Miss., died June 11; Clarence Richardson, 309th Labor Battalion, Jefferson, Tex., died June 11, and John Williams, 433rd Labor Battalion, of Ferris, Tex., died June 11.

### The Units On Board

Additional units of the Sixth Division, dubbed in France "The Sightseeing Division," from the many and long hikes it undertook in France to get into the fighting, only to be balked when they arrived at the lines, the vanguard of which already arrived in port, arrived on the Leviathan. They included Brigadier General William R. Dashiell, of the Eleventh Infantry Brigade, with his staff and headquarters; Fifty-first Infantry Regiment, commanded by Colonel Thomas F. Slaven; Fifty-second Infantry Regiment, commanded by Colonel Thomas V. Smith; Fifty-third Infantry Regiment, commanded by Colonel Frank C. Stritzinger, and the 318th Engineers Train, commanded by Lieut. Charles Smith.

When these units embarked on the Leviathan the last units of the Sixth Division had quit the outpost of Western France, the other units being on their way to port on other transports.

A wearer of the D. S. C. who was among the sick and wounded convalescents on the Leviathan, who had had a stirring career in France, was Sergeant E. W. Leary, of Headquarters Company of the Sixth Field Artillery. He is still suffering from shell shock. Over there for two years, he wears the Croix de Guerre, the D. S. C., and on his victory ribbons show nine stars, denoting that number of times in major engagements, and he has six wound stripes. The D. S. C. and Croix de Guerre he received for distinguished acts of bravery at Cantigny and St. Mihiel.

A youthful veteran of the war who returned on the Leviathan as a casual was Sergeant Wilson M. Ramsay, 18 years of age last January, and wears three service and two wound stripes. A member of Company M of the Second Connecticut Guards which became the 102nd Infantry, in which his father, Major Ramsay, was an officer, Major Ramsay returned some time ago on the Leviathan's last trip to reorganize the Second Connecticut National Guard.

Sergeant Ramsay received his baptism of fire at Chenin des Dames on March 20. In the Toul sector on April 19 the Huns put over a barrage which killed forty of his company. He was blown forty yards, gassed and his nose crushed. After being patched up he re-joined his company at the St. Mihiel drive and played a conspicuous part in capturing a boche band, forcing it to march into the American lines

playing the "Star Spangled Banner." He was a corporal then, but led his depleted battalion in the attack and was promoted to sergeant and recommended for the D. S. C.

On November 13 he was conducting a party of raw replacements, when one of them kicked a dud shell. It exploded, killing the kicker and wounding several others, including Sergeant Ramsay. After coming out of the hospital, on his own volition, he went to a M. P. company commanded by his father.

Dispatch  
June 21/19

## IMPERATOR HAD A DISTINGUISHED VISITOR ABOARD

### President Elect of Brazil Receives Official Honors When Giant Ship Docks Here

### MANY SOLDIERS CAME ON THE BIG TRANSPORT

The President-elect of Brazil, Dr. A. C. Pessoa, and his party, who were transferred from the French battleship Jeanne d'Arc, when it broke down in mid-Atlantic, arrived at Hoboken yesterday on the U. S. S. Imperator.

Elaborate preparations had been made for his reception and the official welcoming party went down the bay to meet him at Quarantine.

The big transport was docked about 3.30 yesterday afternoon and only a short while before the heavy thunder storm turned day into night. Officers of the ship were glad that they had been able to dock before the storm broke, as she was light and not easy to handle.

Pier Four was decorated with the flags of the allied nations, there being a big display of the national colors of Brazil in the lane of flags through which the President-elect and his party walked from the vessel down the pier to the waiting automobiles outside.

Vice Admiral Gleaves and his staff and a number of naval officers from the Brazilian warship San Paulo, which is in the harbor met the party at the gangway and as they left the ship a guard of honor was drawn up on the upper deck of the pier and came to attention at the salute.

The Port of Embarkation band played the Brazilian national anthem as the party reached the dock and the procession proceeded immediately to the end of the pier where they boarded waiting automobiles which carried them by the Lackawanna ferry to New York.

Just before they entered the automobiles the Star Spangled Banner was played by the band during which the company came to a halt and waited with uncovered heads until the air was concluded. Two members of the Hoboken motorcycle squad led the parade of automobiles to the Lackawanna ferry, while there was an extra detail of military police on River street and a detail of police from the Hoboken city department on duty. The policing arrangements were carried out by Major H. C. Craig and Chief of Police Patrick Hayes.

The Imperator carried nearly 11,000 passengers, the greatest human cargo ever shipped on the giant vessel. It was her second trip as an American transport and it was stated that her next trip might be her last as a troop-

ship. There were 9,807 troops aboard, the majority of them being of the Seventh regular division. The troops were commanded by Colonel Edgar A. Simpson, of Richmond, Va. Among the units were the Eighth, Seventy-ninth and Eightieth Field Artillery Regiments and the Fifty-fifth infantry.

They never saw much action in France, not getting overseas until August of 1918. The artillerymen never fired a shot but the infantry of the division got into the lines for about a month before the armistice was signed. They were not heavily engaged.

Washington, June 20.—Dr. Epitacio Pessoa, president-elect of Brazil, is expected to arrive in Washington tomorrow at two o'clock. He will make his headquarters at the home of Mrs. B. H. Warder, a prominent Washington society leader, who has loaned her house to the State Department for the period of the president's visit.

The schedule of entertainment will be as extensive as the somewhat limited stay of the party permits. It includes a trip to Mt. Vernon on the President's yacht, Mayflower.

In anticipation of Dr. Pessoa's coming, Director General John Barrett of the Pan-American Union issued the following statement prior to his departure for New York, where he will assist in welcoming the nation's guest:

"The Government and people of the United States are about to have an opportunity to show in tangible and practical form their realization of the new era of relationship between the United States and its sister American republics. They will also enjoy the best opportunity they have yet had of reciprocating to Brazil the generous hospitality it showed ex-President Roosevelt and ex-Secretary of State Elihu Root, when they visited Brazil. "Dr. Pessoa, the new president-elect of Brazil and one of the most brilliant younger statesmen of the Western Hemisphere, will arrive in New York on June 20. En route back to Brazil, after serving as president of the Brazilian delegation to the peace conference, chosen president-elect during his absence and having just been shown extraordinary honors in France, Italy and England, he should receive from the Government, people and press of the United States a welcome that will not only be appreciated by himself, but by the people of Brazil and all Latin America."



Dispatch June 28/19

Dispatch June 24/19

# BRIDES, BABIES, BUDDIES, FLIERS AND NURSES HOME

**Transport Zeppelin Brought In a Big Quota of Men and Women and One More Passenger Than She Started With in the Person of Miss Violet Zeppelin Clark, Believed to Be First Child Born on Transport.**

## BEYER WILL TAKE COURSE AT COLUMBIA

The transport Zeppelin carried many interesting passengers, in addition to Commander Towers and Lieutenant Commander Read and the members of the Sea Plane Squadron, which accomplished the first crossing of the Atlantic by air.

One more passenger arrived when the vessel docked in Hoboken yesterday afternoon than the original passenger list carried, and the "extra" passenger was brought into the world after the ship left Brest.

She is Violet Zeppelina Clark, the daughter of Sergeant and Mrs. Hugh Clark, and officers of the ship believed that it was the first war baby to be born on a United States transport.

Mrs. Clark was Mlle. Bertha Collins before she met, was wooed and married at Versailles by Sergeant Clark, who was with the American Air Service attached to the French Army.

The war baby arrived on the morning of June 18th, Lieutenant Commander Baker and Lieutenant Brown, of the Navy Medical Department, being in charge. A quartet of nurses under Chief Nurse May Maloney saw to it that nothing was overlooked.

Commander W. W. Galbraith, in charge of the Zeppelin, became the baby's godfather, and Chief Nurse Maloney its godmother. Clothes for the baby were provided by a number of brides abroad, some Ordnance girls, and Lieutenant Walter Brenneman, of the 805th Pioneer Infantry, who had purchased baby clothes in Paris for his own baby at home, but instantly turned them over to Zeppelina.

**The Troops On Board.**  
The troops on board the Zeppelin were the 805th Pioneer Infantry, the Tenth Field Signal Battalion and a number of casual companies for discharge. There were also 28 casual officers, 9 nurses, 70 civilians and 40 prisoners.

Colonel C. B. Humphrey, of New York City, was in command of the troops on board and he is also colonel of the Pioneer Infantry officered by white men with the rank and file colored.

Major Paul S. Bliss, adjutant of the pioneers, who was a newspaper man and for some time a movie actor, had some interesting comments to make on what France has given to the doughboy. Major Bliss several years ago was one of the editors of the New York Telegram and when the war broke out was associate editor of the *Metropolitan Journal*.

The Pioneer Infantry, he said, since the armistice was signed has been cleaning up the cannon and material abandoned in the Argonne forest by the Germans or thrown away by the American doughboy before he went over the top.

"The American doughboy can throw away more material when he is going over the top than any other soldier in the world," said Major Bliss. "I mean that, because altogether this regiment recovered some \$600,000,000 worth of material during the six months we were at the job."

"We went into the war as combatant troops and it was speedily recognized that good roads would win the war, and the Pioneer Infantry were formed to make them."

**Boom for Art.**  
"There is going to be a great big boom for art in this country now that the doughboys are back. Everywhere they went in France they saw the art of Europe. And there's also going to be a big boom for firesides. Personally I am going to get down in a house of my own, get linen windows and live in peace."

Another passenger on the Zeppelin was Julie C. Stimson, of New York City, a graduate of New York Hospital and chief of the nurses of the A. E. F. She was director of the nursing service of the A. E. F. and was decorated with the D. S. M. by the British Government and also by the United States.

Speaking of the work in France in this connection, she declared that when the United States entered the war there were 400 nurses in the Army Nurse Corps. At that time the American Red Cross had 8,000 graduate nurses as an Army and Navy Reserve and the Red Cross enrolled within a few months 35,000 nurses. The first group of nurses to leave for France numbered 100 and with the big German drive on there were just 2,000 nurses with the A. E. F. in France. Due to transportation alone was there a scarcity of nurses in France, but by the time the armistice was signed here were 8,589 in France.

**The Hospital Population.**  
At that time there were 184,421 American soldiers occupying beds in base, camp and convalescent hospitals in France. To give some idea of the work of the nurses Miss Stimson stated that on November 16 at the Nesves Hospital centre there were 20,000 patients in ten hospitals at the centre cared for by 394 nurses. Angers, one hospital, had at one time 5,000 patients and 70 nurses. It was not uncommon during those periods of activity for nurses to work 14 and 18 hours a day.

In January the greatest number of nurses on duty in the A. E. F. was 10,081 and since that time it has steadily decreased until there are now but 3,000, and those are being rapidly being brought back home. Ninety-eight deaths occurred among the nurses in France. Several were wounded by enemy fire, but none killed. Six were killed in automobile accidents and one nurse committed suicide.

There were 47 French war brides aboard the Zeppelin. All but four were accompanied by their soldier husbands. The brides claim all parts of France as their former homes and all ranks of soldiers as their husbands. The privates carry off the majority with 19, sergeants 11, first lieutenants 4, corporals 3, captains 2, second lieutenants 2, cooks 2, major 1 and an army field clerk, bugler and bandsman.

Captain Samuel Holston and Captain Hiram Miller brought home brides, and Major Albert Scott. Among the French brides was an aviator, Mrs. Marie B. Thorsden, wife of Chief Gunner's Mate Thorsden. She had a pilot's license from the French Government and before the war made several exhibition flights, and if her husband does not object she is going to fly in this country.

**The Golden Cooties.**  
There was another organization on board known as the "Golden Cooties," so designated because of their insignia of the Educational Corps. In the Ordnance Department several of this company who went through France as a show became engaged and were married in France.

Another distinguished passenger was Georges S. Hellman, of 301 West 81st street, New York, director of instruction in the College of Fine and Applied Arts in New York. He was attached to the Educational Corps and had been in France six months conducting an arts course for the members of the A. E. F. Two schools were established he said and they had more applicants than they could accommodate, but that 1,500 were put through a regulate arts course.

## BERAUD SISTERS GET BACK HOME ON IMPERATOR

**West Hoboken Girls Saw 14 Months' Service in France as Telephone Operators**

## STATEN ISLAND NOW HOME OF THE FAMILY

When the Imperator docked at Hoboken yesterday she had on board the



The Misses Marie and Susan Beraud.

Misses Marie and Susan Beraud, who were among the first women of Hudson County to offer their services to the country during the war. The young women are the daughters of Mr. and Mrs. Francis Beraud, formerly of 346 West Hoboken, but now of Moodland Park, Staten Island.

The Misses Beraud have been Signal Corps telephone operators overseas since April, 1918. When they landed in their own country yesterday their faces were alight with the joy of returning home after their fourteen months' absence.

Previous to going into the service the sisters held secretarial positions in New York. The preliminary education of both of the young women was received at St. Joseph's Parochial School, West Hoboken. Miss Marie Beraud studied at St. Dominic's Academy in Jersey City and Miss Susan Beraud attended Eagan's School.

Before sailing for France the sisters were sent to a training school in New York, then to Camp Merritt. After being in the cantonment a short time they were assigned to the army press in Hoboken, after which they were sent to Lowell, Mass., where they completed their training.

Although the parents of the sisters had a son in the service, they unselfishly consented to their daughters enlisting.

Dispatch June 30/19

## SECOND CAVALRY REGIMENT ONLY ONE SAW ACTION

**Troopers, Back on Ryndam, Lone Mounted Troops to Get Into Fight in France**

## TROOPS FROM RUSSIAN FRONT ARE DUE TODAY

The Second Regiment of Cavalry, the only cavalry regiment in the A. E. F. to be used as such in action, arrived at Hoboken yesterday on the Ryndam at Pier 15. They are the proudest cavalrymen of the A. E. F. because of all the cavalry regiments in the American Army they alone got into action on horseback with their sabres swinging into the hordes of retreating Germans, at St. Mihiel, the Marne, and the Argonne Forest.

Colonel Arthur Thayer was in command of the regiment, a regular unit, that had been in France for over eighteen months. The casualties among the men were not heavy but the horses were mowed down right and left. It was estimated that 75 per cent. of the horses were killed in the fighting.

Today on the Von Steuben, the 339th Infantry returns and docks at Hoboken. This is the famous Michigan outfit that was in frozen Russia, south of Archangel, and one company of which protested to going into the trenches again, the insipient trouble at that time being called a mutiny.



Dispatch June 28/19

# STOWAWAY SAYS HE WAS BORN IN UNITED STATES

### John LeMaire Lost Father and Mother By Shell Which Destroyed Their Home at Chateau-Thierry in 1915.

### FATHER LIVED IN SALT LAKE CITY WHEN HERE

Born in the United States and taken to France six months before the big war broke out, fourteen-year-old John Le Maire returned to the United States on Saturday as a stowaway on the U. S. Transport Aeolus. He had lost his parents at Chateau Thierry in July, 1915, when a Hun shell wrecked their home. His father and mother were killed and he was wounded in the side with a fragment of the shell. In the uniform of a U. S. soldier he arrived in Hoboken on Saturday, this outfit having been supplied him when he got on board.

To Captain Moses, the commander of the ship, the stowaway told a remarkable story, which is believed to be strictly according to facts. At the present time he is at Ellis Island awaiting a decision from the emigration authorities as to whether he is a citizen or not.

The statement made by the boy when he arrived in Hoboken as follows:  
**Born in New Haven.**

"My name is John Le Maire. I was born in New Haven, Connecticut, on March 21, 1905, and my parents moved from there to Salt Lake City, Utah, when I was too young to remember much about it.

"My father's name was Pierre Le Maire, and my mother's name before her marriage was Suzanne Steadman. My father was an architect in Salt Lake City, in business for himself, and we lived at 2222 Linden avenue. I do not know whether my mother was born in France or America, but know my father was born in France,

but do not know what part of that country.

"My parents left Salt Lake City in April, 1912, for France, because my father had lots of friends in Rheims, who wanted him to return to France and go in architecture business there. I do not know the name of the ship we came across in, but it took us six days to go from New York to Liverpool. From Liverpool we went to Antwerp, Belgium, and from there we went to Chateau Thierry, about the second or third of May, 1912.

### Hun Shell Kills Parents.

"I went to school at Chateau Thierry from that time until 1914, when war was declared. My parents tried to return to the States, but could not, so we stayed in Chateau Thierry, and father still worked at Rheims. In July, 1915, a shell knocked our home to pieces, killing my mother and father, and wounding me. Some friends of my parents in Chateau Thierry took care of me and sent me to school in that town, from 1915 to 1918, until after the armistice was signed, when I started to stay with the soldiers, being with the 62nd Engineers most of the time, and on June 17, 1919, when I found out that part of that regiment was going on the S. S. Aeolus, I was smuggled aboard on that vessel, because I wanted to get to the States.

### Relatives in Salt Lake City.

"I have an uncle in Salt Lake City by the name of Deway H. Steadman, 1148 South West Temple street, Salt Lake City, Utah, and I would like to let him know where I am when we arrive at New York. Tell him that I like this ship, and the captain treats me well. Tell him that I would go straight to New York now and stay some place until he comes to New York to take me, or sends for me. I would like to send him a telegram from New York City.

"Another friend of my parents in Salt Lake City was Cal Rasmussen, who worked at the railroad station. His address is 974 E. Seventh street, South, and he has a son who was in the 62nd Engineers, and I knew him when we lived in Salt Lake City before."

Dispatch July 11/19

# TRANSPORT PAPER HAD WORLD BEAT ON THE ADDRESS

### Wireless Did Not Work Well So American Papers Did Not Get July Fourth Message

### PRINTED IN FULL ON GEORGE WASHINGTON

Chaplain P. F. Bloomhardt of the U. S. S. George Washington, scored a beat on the world in his ship's newspaper, "The Hatchet," when he printed the President's Fourth of July speech when it was delivered at sea from the hatch of the vessel at the Fourth of July exercises on board the President's ship.

Delivered in the afternoon, the speech was set up and printed in a special number of "The Hatchet" and circulated to 3,000 persons on the ship, including the Presidential party by 6 o'clock in the evening.

Because of electric storms in the Atlantic Ocean the wireless from the ship was not in perfect working order, and the reports of the speech received on the Atlantic coast were so garbled that Washington refused to send out the speech.

It was not until the George Washington arrived at Hoboken and Chaplain Bloomhardt issued copies of his newspaper to the New York newspaper men that the text of the speech was printed in the New York dailies.

Chaplain Bloomhardt's home is in East Orange. He has been in the Navy service since the George Washington was taken over from the Germans and put in commission as a transport. Incidentally he has published since the armistice one of the naggiest papers that have been gotten out on a trans-Atlantic liner.

Dispatch July 4/19

# NEW YORK GUARD SOLDIERS BACK FROM GERMANY

### Old Tenth New York Went As 51st Pioneers; Saw Wide Service

### MANY OTHER UNITS ALSO RETURN HOME

The old Tenth Regiment, New York National Guard, returned from France yesterday on the Transport Wilhelmina. They left the United States on July 26 last year as the Fifty-first Pioneer Infantry, have been in France since last August, took part in the St. Mihiel drive as combatant troops, and with this exception were engaged in engineer work.

The Wilhelmina which carried 1,801 troops sailed from St. Nazaire on June 24, had an uneventful journey to the United States and docked yesterday morning at Pier Eight, Hoboken.

Colonel G. R. Gilbert, a regular army officer, whose home is at Washington, D. C., was troop commander on board the vessel. He was also commander of the Fifty-first Pioneer Infantry. The latter as the Tenth Regiment of the National Guards of New York, went to Camp Wadsworth for training, many of the men were transferred to the Twenty-seventh Division and the regiment received replacements from drafted units and sailed overseas as the Fifty-first Pioneer Infantry.

Following the St. Mihiel drive they were in the Toul sector and went with the Army of Occupation into Germany, being stationed at Coblenz. There were 68 officers and 1,537 men in the regiment returning yesterday.

Major Sylvanius Purdy, of 364 West One Hundred and Nineteenth street, New York City, the surgeon of the regiment, was a member of the old guard regiment and went with the Pioneers to France. He said that the casualties amounted to about two per cent. Other officers of the old organization who went through with the Pioneers were Captain W. D. Anderson, Captain H. Harris, supply officer, Captain Townsend and Captain Miles, all from Albany, the headquarters of the old Tenth Regiment.

### Photo Unit Arrives.

Several casual companies and the First Museum Unit, Photo Division of the Medical Department, were also on board. The latter outfit was in command of Major Robert Ross, of Los Angeles, California. He was formerly with the Fox Film Company and stated that his unit which photographed wounded soldiers and soldiering under operations and divers other matter for the records of the Medical Department, had filmed 200,000 feet of action on the front and 30,000 still pictures had been taken.

None of his men when they went to France, he said, knew anything about surgery or medical work, but that their work had almost made them graduate into physicians.

There were also 67 guarded prisoners on board the ship and they were met by a special guard and placed in the military prison on the piers, pending their transfer to military forts.

Dispatch July 11/19

# HOBOKEN'S ONLY AVIATOR RETURNS ON THE NOORDAM

### Captain Endler Had Plane Shot Down Twice; Now at Camp Mills

### MADE A CAPTAIN AFTER SIGNING OF ARMISTICE

The only flier from Hoboken in the American Air Service who served until the finish of the war arrived home on the S. S. Noordam and is now at Camp Mills awaiting discharge. He is Captain Joseph E. Endler of Castle Point Terrace, who had many thrilling escapes over the German lines in a big bomber.

Captain Endler went to France as a cadet in the air force and received his flying experience in France. He made rapid progress and was attached to Air Squadron No. 9. Twice, during the war his plane was shot down by Germans but he managed to volplane to the American lines.

He received his commission on graduating as a pilot and during the war was promoted to a first lieutenant. After the signing of the armistice he was one of the few airmen to go with the Army of Occupation and one of the few officers in the A. E. F. to be promoted to captain after the signing of the armistice.

Captain Endler saw Hobe Baker fall to his death when he went up in an exhibition flight, the last he was to make before sailing for home.

Educated in the Hoboken schools Captain Endler was a graduate of St. Peter's and has been in France for eighteen months.

As he returns to this country his younger brother, John Cyrus Endler goes to France as a second lieutenant. Lieutenant Endler was one of the graduating class at the West Point Military Academy a month ago.

The class graduated a year ahead of time, and on orders from the War Department the 227 new officers are going to France. They arrived in Hoboken yesterday and were quartered on the Leviathan on which they will sail to France on Sunday.

They are on their way to General Pershing and will be accompanied by officers who have been through all the fighting in France. The new officers will go all over the battlegrounds of Belgium and France, when the details of the battles will be rehearsed for their benefit, and manœuvres illustrated to them through charts.

Lieutenant Endler was a pupil at No. 2 School, Hoboken, and a graduate from St. Peter's.



Dispatch July 1/19

## BACK FROM NORTH COMES THE 339TH HAPPY AND WELL

Never Mutinied and Yarn to  
That Effect Claimed to Be  
Wholly "Bunk"

### ALLEGATION BASED ON ONE BOY'S FAILURE

Back from the frozen North, from Arctic Archangel where for nine months they had been fighting the "Bolos" of the Bolshiviki, came forty-six officers and 1,495 men of the 339th Infantry, comprising Companies A, E, G, I, L, M, a machine gun company, medical detachment and headquarters of the Third Battalion.

They landed in Hoboken yesterday on the U. S. S. Von Steuben which carried almost 2,000 soldiers, the rest being made up of casual companies and detached units from France.

The members of the 339th Regiment took adequate means to advertise the fact that they were on their way home as up between the masts of the ship had been raised a huge white polar bear sign.

The steel helmets of the soldiers were camouflaged white with the word "Russia" printed across it, and for an insignia they wore on their shoulder straps the letters "N. R." in white.

It was Company I of this regiment which was supposed to have mutinied while in Russia, the allegation which made its way to this country being that the men refused to load up trucks to go back to the trenches.

Major J. Brooks Nichols, a Detroit manufacturer and a millionaire, who was in command, characterized the mutiny stories as just "pure bunk."

"More bunk has been published about the North Russia expedition than any phase of the war," he declared. "Just what gave rise to the incident which has been greatly exaggerated, was the misunderstanding of an order given to a soldier who spoke and understood English imperfectly. The boy was a private, a Pole, and was unfamiliar with English.

#### All That Could Be Desired.

"I consider the 339th all that an officer could desire in soldierly bearing and discipline, and as fighting troops, second to none."

Speaking of the conditions prevailing and the feeling in that section of Russia from which he departed, Major Nichols who had been decorated with the British D. S. C., the Legion of Honor and the Croix de Guerre, that among the better class of Russians optimism prevails. It is the general feeling that the Bolshiviki have only a few months to run, but on account of the chaotic state of affairs nobody would predict anything definite as to the immediate future in Russia.

That the officers of Company I have the same story to tell about the incident which gained for the company the reputation in America of having mutinied was borne out by Captain G. H. Winslow, of Madison, Wis. Discussing the situation as it developed at the time in Russia, he said:

"There was no mutiny. As the result of statements made by several men in America, and which the boys read in clippings and newspapers which they received from folk at home they started to ask themselves why they were in Russia at all.

"Colonel Stewart told them that whatever they were originally sent there for they were there now to protect themselves. The original plan of going into Russia was never deviated from. The mission was for the following purposes: To guard huge stores and supplies at Archangel, which had been sold by the Allies to the old Imperial government; to prevent the Germans coming through Finland and Russia and establishing a submarine base on the White Sea to assist the Czecho-Slavacs and to re-establish the Eastern front and help Russia reorganize her armies.

#### What Really Occurred.

The incident that developed the mutiny stories was explained by Captain Winslow who said that a sergeant gave orders to a private to load a truck.

The private disobeyed. When an officer was brought up it developed that the boy understood English very imperfectly and when the order was interpreted to him it was carried out immediately. There was no further trouble, and no punishment was meted out to him or anyone else.

Asked if it was not a fact that there was a good deal of dissatisfaction because soldiers in the other armies were slacking on the job and refused to work, Captain Winslow said there was a good deal of discontent for that reason.

While the objects of the North Russian Expedition were well known among the troops no orders have ever been written in connection with them. It just seemed to be the general impression said the officers of the regiment.

The American troops in Russia consisted of the 339th Infantry, the 33th Ambulance Company, 337th Field Hospital Company, and one battalion of the 310th Engineers, about 5,000 troops all told. All have now left Russia with the exception of a headquarters company.

#### People Starving.

When the 339th first reached Archangel the people were practically starving, and the huge army stores had been very systematically plundered by the "Bolos." There was plenty of paper money in circulation but nothing to purchase with it.

It was the general belief that the Russians would form a big army if they got help, so the British sent some 500 officers there, but the Russians did not organize at all. The American expedition got a bad blow when in England before they sailed for Russia, they had their rifles exchanged for Russian guns, which were inaccurate, jammed, and they landed in Russia without automatics, without grenades, with nothing but the rifles.

#### No Celebration There.

Officers of the regiment told of how no news came from France or the United States after the signing of the armistice as to what position the American forces were in. There was no celebration in Northern Russia. The American boys there were fighting grimly in the cold against a better equipped and very superior force in numbers and had to "hold on" in the darkness and cold.

In March and April the Allied lines were contracted and the "Bolos" congregated for an attack and at Senkurst 350 men held a line of 80 miles against 5,000 "Bolos."

The enemy was defeated on all fronts and by May a brigade of English had arrived and the American troops after nine months of guerilla warfare were relieved.

An official report of the losses of American troops in North Russia shows that 5 officers and 99 men were killed in action; 35 men were missing in action; 3 officers and 77 men died of disease and 12 officers and 325 men were wounded in action.

That does not include some 400 men incapacitated for duty or invalidated home suffering from shell shock, frozen and trench feet, etc.

#### Good Work By "Y."

Americans who were taken prisoners were well treated and all have been released by the Bolshiviki. While the soldiers of the 339th had no opportunity of knowing what the Y. M. C. A. did in France the men were certainly strong in praise of the work of that organization in the North Russia campaign.

"They labored under the same difficulties," said an officer, "were hampered by the same delays and lack of transportation, but Y. M. C. A. men followed the troops everywhere giving candies, cigarettes and other comforts to the men and were always ready to serve hot chocolate to the men after a long hike.

It was said of the soldiers in Russia that there was more opportunity brought out than in France. One officer declared that a good platoon leader was better known to the high command than was a division commander in France.

#### Did Not Like Cold.

Some unusual stories were brought home by the troops. While the rank and file generally did not seem inclined to talk of their unusual experiences one soldier expressed the sentiment of the men when he said that if there is ever going to be another war they will have to pick a warmer climate for the stage setting than North Russia to get him.

Most of the officers of the American expedition were decorated and a number of the men. Sergeant Joseph Kantowitz, of Company M, who lives at 1451 Fulton avenue, Bronx, who was a survivor of the second Kieff massacre, was awarded the Croix de Guerre.

When the "Bolos" broke through the French on the railroad he led a platoon which reorganized the French and succeeded in holding the enemy. The Sergeant was also acquainted with Lenine and spoke against him from platforms in propaganda work.

#### His Many Burdens.

Sergeant Walter Dundon of Company M, of Detroit, had many burdens to bear in Russia. He was sent to the hospital with appendicitis and was notified there that his wife had died. When leaving the hospital a message came that his sister had died, and two nights ago a wireless informed him that his mother had died in Detroit. Several decorations came the way of Sergeant Mathew Drybeck of Calumet Mich. He was in Company A and received the British Military Medal, the Croix de Guerre, and the Congressional Medal of Honor. He succeeded in rescuing many wounded soldiers from the Bolshiviki forces on the Archangel Vologna railroad, under heavy fire on September 29.

On another occasion he manned a Lewis gun and cleaned out an entire trench of the enemy. On January 4 at Pinega the barracks were destroyed by fire. A hospital was nearby and he carried out many of the sick and wounded, and when he heard that there was a number of hand grenades nearby in a store, he crawled into the store and eliminated this danger by bringing them out.

#### Met His Mother.

Private Isaac Allikas of Company A, who was born in Petrograd and came to this country in 1912 had the pleasant experience of meeting his mother in a hospital at Archangel. He had last heard from her in 1914 when she was about to leave Russia when the war broke out. Through the American Red Cross he started inquiries for her when he reached Russia. He was wounded and taken to the hospital in Archangel where he met his mother who was a Red Cross nurse.

Then there was Private Jules Baert of Detroit. He was in Company I and fighting in the trenches with a French machine gun battalion. His conversation with one of the Frenchman resulted in the latter jumping up and throwing his arms around him and kissing him on both cheeks. It developed that the French machine gunner was his uncle.

#### First Killed a Russian.

It was a peculiar thing, said the officers of the 339th, that the first man of the American force to be killed was a Russian, Private Philip Sokol, of Company L.

Private Harry Mentzer of Western Philadelphia, does not think much of the "Bolos" as fighting men. The following story he told, which was affirmed by officers of the regiment gave him those opinions of the "Bolos." "On March 31, nine of us entered a blockhouse, and the following day we were attacked by 300 "Bolos." They had six machine guns and we had two. The fight lasted 90 minutes and then the Russians drew off, leaving 18 dead and taking away many wounded. Not a single casualty was recorded in our forces."

Another distinguished passenger on the Von Steuben was Laredo F. Taft, a famous Chicago sculptor, who has been in France since last January. He went over originally in the Y. M. C. A. service to lecture to the doughboys on French art, but admitted when he reached Hoboken yesterday that for the most part the doughboys were immune.

Three months ago he was enlisted by the Government in the American Educational Corps, in connection with which courses in art were being given at Dijon and Paris. He gave twelve lectures to students on the historical side of French art. What the war would do to French art Mr. Taft could not say. He believed in time that the war would have a deep and lasting impression on French art, but that as yet it had not developed.

Two other transports arrived in Hoboken yesterday. The Troy, the largest freighter in the world, arrived with 5,774 troops. With the exception of six casual companies and the 684th Motor Transport Company the organi-

zations on board were all of colored men, commanded by white officers. They included engineer companies and service battalions.

On the Infanta Isabella which was scheduled to dock in the East river but diverted at the last minute to Pier 14, Hoboken, there were 1,778 troops aboard. The troops consisted of casual companies and detached organizations and the 113th Supply Train of the 38th Division.



Dispatch July 7/19

Dispatch July 14/19

## TWO PRISONERS MISSING AND A SEARCH FOLLOWS

### Mt. Vernon Was Still Far at Sea When They Were Missed; Have Not Been Found

### EVERYONE LEAVING SHIP HAS TO BE EXAMINED

The escape of two general prisoners on the transport Mount Vernon, 250 miles from port held up the docking of the vessel for two hours as it was half past three o'clock before the ship with its 5756 army passengers was docked at Pier 1, Hoboken on Saturday afternoon.

As a result some 400 soldiers, fully armed and with fixed bayonets were distributed about the ship, a guard being stationed every twenty feet above and below decks on the big transport.

Major R. C. Rodgers, who was chief transport officer of the First Army in France came back in command of the 191st Provisional Battalion, and he was commander of troops on board the Mount Vernon.

He had no information to give out regarding the escaped prisoners except that they had been listed as missing since Friday night when the ship was about 250 miles from New York.

One of the prisoners was serving a life term on a charge of murder, and the other prisoner was doing a fifteen year sentence. They formed part of a company of 50 general prisoners from the A. E. F. in France who were being brought back under guard for different infractions of army regulations and were bound for Fort Jay.

Just by what means the prisoners escaped from the ship's prison has not been determined. It is presumed that they secured sailors' uniforms for disguise and escaped from their quarters in this manner.

#### Searched Boilers.

Captain L. E. Dismukes, the commander of the vessel when notified of the missing prisoners at once organized a thorough search of his ship. One boiler was out of commission on the trip across and guards were sent into the disused boiler to be certain that the prisoners had not crawled in there for concealment. Two other boilers which went out of use on the trip were also searched but they were too hot and could not have been entered by the prisoners as it would have been certain death.

Every precaution was taken against the men leaving the ship after it entered the port, and there were look-outs on every possible part of the ship to keep a watch on any person leaving the ship by the water route.

When the vessel docked armed guards were at every gangway, and on every deck a few feet from each other. Passengers were closely watched and a strict guard was kept on persons boarding the vessel from shore when the vessel tied up at Pier 1, Hoboken.

The officers of the vessel were summoned by the captain when the vessel docked and instructions given for every man to be on duty until it had been made certain that the two prisoners were no longer aboard the vessel.

On board the Mount Vernon were the 413th, 414th, 439th, Motor Supply trains, seven transportation and service battalions, a number of detached units of the Engineer and other branches of the army, several casual companies and 66 casual officers.

A hero of the Belleau Woods fighting returned in the person of Brig. Gen. Manus McCloskey of Pittsburg, Pa., and also well known in New York City, where his family is living at the Biltmore hotel.

#### Many Decorations.

Decorated with the Croix de Guerre and three palms, he was also made an officer of the Legion of Honor, and on his Victory medal had four major engagement stars, and three silver stars for divisional citations.

He organized the Twelfth Field Artillery and with the rank of Colonel took them to France and commanded them during the phases of the Belleau

Woods fighting, supporting the Marines with the Second Division in the fighting which turned the tide of the war. He was also with the Second Division in the attack on Soissons until July 18, 1918 and was then promoted for his excellent work as a leader of his artillery to Brigadier General.

As such he commanded the artillery of the 77th New York Division during all their active operations and was with them until they embarked for the United States last February.

General McCloskey was wounded severely at the attack on Soissons, and after recovering went to take command of the artillery brigade of the 77th Division. His aides who returned with him yesterday were Lieutenant W. L. Munro of Pittsburg, Pa., who was wounded at Chateau Thierry and received the Croix de Guerre, and Lieutenant Daniel J. Ely of Smithtown, L. I. who was recommended for promotion but lost out on the signing of the armistice.

#### General Wheeler.

Another general on board the Mount Vernon was Brigadier General C. B. Wheeler, chief ordnance officer of the A. E. F. He returned with the decoration of the Legion of Honor. His home is in Washington, D. C.

Among the civilian passengers on the Mount Vernon was Oscar T. Crosby formerly assistant secretary to the Treasury. In France he was financial officer of the Allied Conference, and president of the Inter-Allied Committee on War Finance. When questioned about the finances of the world today he said that was too big a subject to discuss without some preparation. He went to the University Club, New York City.

With the returning troops were eight soldiers and their wives, and three children. Thomas Martens, one of the soldiers, was formerly in the Belgian army; was wounded and discharged from that army in 1916. He came to this country, having lost his wife and child in Brussels when the Germans overran his country. He enlisted in the United States army and after the armistice through the Red Cross got word that his wife and child were still alive, and he met them in Paris to which place they were brought by the Red Cross, and they were with him on the Mount Vernon yesterday.

## IMPERATOR HAS BLAZE WHILE TWO DAYS OUT

### Ship's Own Fire Fighting Force Quickly Subdued Flames Which Were On the Funnel Deck and Shot to Tops of Stacks at Times As Inflammable Preservers Burned Briskly.

### PASSENGERS HARDLY KNEW OF THE FIRE

Fire broke out on the transport Imperator two days from port, causing damage of about \$500. The giant liner was carrying 9,452 troops, including 355 casual officers, two generals, the Italian Ambassador and his wife, son and daughter, and 584 nurses.

Captain Casey B. Morgan, commander of the vessel, told the story of the fire to newspapermen last night when the ship docked at Pier 4, Hoboken.

It was somewhat theatrical, said Captain Morgan, but there was no panic on board and the fire was put out in a few minutes.

Lieutenant J. V. Henning was the first ship's officer at the scene of the fire. He was on duty on the funnel deck when the fire broke out and he immediately sent in a fire alarm.

The officer on the bridge stopped the vessel and the fire department on the ship responded in thirty seconds. Two streams of water were put on the blaze, which was shooting flames twenty feet into the air, and some of them perhaps to the height of the stacks.

It was 6:20 on Friday evening and all the first-class passengers were in the dining-room eating. The fire was on the funnel deck, port side, just abaft of No. 2 stack. It was caused probably by the lighted butt of a cigarette being carelessly thrown away. It set up a big blaze as it landed in the midst of the Kopak life rafts and lifeboats.

This is very high inflammable material and the blaze had reached what at first appeared alarming proportions. The ship itself had not taken hold, however, and the efficient fire-fighting force of the ship had the fire out in fifteen minutes.

#### Quickly Overcome.

The vessel was only stopped in her course for five minutes, and went ahead again, when the firemen had things under control.

There was no panic. There were no soldiers on the funnel deck at the time, but the reflection of the flames, the shouts of the firemen and the pouring of water on the blaze was seen and heard by the passengers in the dining-room.

Apart from the reflection through the glass roof of the dining-room, however, the passengers had no idea that the ship was afire.

So thoroughly did the firemen go to work that it was all over before any of the passengers had any idea that the ship had been threatened.

Full ambassadorial honors were accorded Count Macchi de Celleri when he arrived in Hoboken. Meeting him at the pier were Rear Admiral M. Lovatelli, Italian Naval attaché at Washington; Consul General Tritton and several other Italian officials in this country.

When the naval attaché went aboard a guard of honor was drawn up on the deck of the Imperator and he was greeted by Captain Casey B. Morgan. Count de Celleri and his party when they left the vessel were accorded the usual honors. The ship's

Dispatch July 23/19

## TRANSPORTS IN WITH MORE MEN OF THE FIFTH

### Rotterdam Also Brought Secretary Lansing But He Went to N. Y. From Narrows

### REPORT THAT THREE SHIPS SAIL NO MORE

With 7,003 officers and enlisted men composing the last of the Fifth Division, the transport America reached her dock in Hoboken yesterday. Included in the number were 97 officers and 2,175 men of the Sixth Infantry; 6 officers and 21 enlisted men of the Tenth Infantry Brigade Headquarters; 49 officers and 1,319 enlisted men of the Nineteenth Field Artillery, and 29 officers and 622 enlisted men of the Fourteenth Machine Gun Battalion.

The arrival of the America brought out the report that the ship along with the Agamemnon, Great Northern and Northern Pacific has completed its last trip as transport. It was intimated that the United States Government is to refit the above named vessel at a cost of more than \$1,000,000 for transatlantic service.

Another transport, the Rotterdam, arrived in Hoboken late yesterday afternoon. It brought back 2,280 officers and men, as well as 164 nurses. Secretary of State Lansing was a passenger, but he was taken off the ship at quarantine.

band gave three ruffles and the Italian national march, while officers and soldiers stood at attention and the naval guard presented arms.

A detachment from the Central Records office at G. H. Q., France, also returned on the Leviathan with all the records of casualties in the A. E. F. They were carried in 92 boxes, weighing five tons.



Dispatch July 14/19

# ARMY OFFICERS CLAIM THEY WERE CROWDED; DECK CARGO BURNED ON SHIP AT PIER HERE; FIRE ON IMPERATOR AS SHE NEARS PORT JUNIOR OFFICERS CAME AS "STANDEES" AND HAD TO HUSTLE FOR THEIR FOOD AS DOUGHBOYS HAVE TO ABOARD SHIP

Naval Commander Objected to Taking So Great An Overload of "First Class" Passengers But After Holding Up Ship He Gets Orders to Sail With Them—Navy Puts the Blame Upon the Army Since It Objected to Having to Treat Commissioned Officers As Common Soldiers—Crowd of Officers Waiting Transfer Home Makes Treatment Accorded the Only Way Out—Officers Say They Will Demand Refund on Their Travel Allowance.

## ADMIRAL GLEAVES OBJECTED TO SO MANY HAVING RIGHT TO BOAT DECK

A transport load of officers, junior officers, mostly forced to travel in third class accommodations, arrived on the Cap Finisterre, in Hoboken yesterday, with all the earmarks of having spent nine days in the trenches, and with loud mutterings of mutiny and execrations of the Secretary of War Baker and the War Department in general for their experiences on the trip from Brest.

Positive refusal of the commander of the ship to sail from Brest, delaying for four hours after receiving orders to sail, and an open breach between the navy and the army authorities over the overloading of the first-class accommodations in the ship was told when the vessel reached port.

The situation which developed when the vessel arrived in Brest from Hoboken has not been equalled in the records of the transport and cruiser force since the vessels have been ferrying soldiers to and from France.

According to officials on the vessel, the commander of the ship sailed from Brest under written protest and only after a delay of four hours during which he had refused to allow his ship to move. It was only after direct orders from Rear Admiral Halstead, commander of the transport force in Brest that he sailed, first sending a letter of protest against sailing under the conditions which had been placed upon him.

### Three Times Too Many.

The transport carried altogether 2976 army passengers and 167 soldiers' wives and nine children. Of that number 1801 were supposed to be traveling as first-class passengers when there was accommodation for only 604.

It was the excess of first cabin passengers that was loaded on the ship which caused the trouble between the

army and the navy, and it is likely to be the subject of a bitter discussion between the two departments.

Leaving Brest July 3, the Cap Finisterre got into Hoboken yesterday, one death being the record during the trip, that of Lieutenant William Cannon, of San Francisco, an artillery officer, from appendicitis. Junior officers who traveled in the hold of the vessel claimed that the conditions on board contributed to the lieutenant's death.

The Cap Finisterre is one of the German vessels turned over to the United States by the German government as the result of the agreement to supply Germany with food.

### The "Standees."

This completed her third trip as a transport and she was in command of Commander F. R. McCrary, U. S. N. When first taken over by the United States government the vessel had accommodations for 255 first cabin passengers, 64 second and 750 troops. On her second trip she carried 589 first class passengers and 170 "standees," the latter being the name for officers who could not secure first-class cabins but are otherwise treated as first-class passengers, but had not cabins. They used the top deck for promenading and were given improvised sleeping accommodations.

The construction of the vessel is high amidships and extremely low fore and aft. With so many passengers on the boat or top deck the vessel was top heavy.

### Admiral's Diverse.

On reaching Hoboken at the end of the second trip, Commander McCrary made report to Vice Admiral Gleaves of the cruiser and transport force and on his advice protested against taking first-class passengers on the boat deck. Admiral Gleaves was quoted at the

time as saying it was a reflection on the transport service to carry army officers as "standees." Following that protest extra bunks were placed in the ship.

When the Cap Finisterre left Hoboken the commander was told by Admiral Gleaves that if they (the army authorities) put more aboard than he could accommodate to protest.

Everything went well until the vessel was one day out from Brest when Lt. Commander J. H. Desec, U. S. N., executive officer of the transport, wireless to the embarkation officials there that he could take 585 first-class passengers and 3005 troops. A wireless in return requested him to increase to the maximum possible for accommodations for first-class passengers. On receipt of this message they put two more tables in the dining room and succeeded in increasing the first-class accommodations to 604.

### Army Orders.

Officers of the ship in telling of what took place when the vessel arrived at Brest said: "When we arrived there an officer of the army transport service told us to get ready to take 604 in the first-class cabins and to take altogether 1801 first-class passengers, those above the 604 in the cabins to be accommodated as 'standees.'"

"This meant that 1197 junior officers and welfare workers were to be given first-class passage but as 'standees.' They were to sleep in the hold and on deck. On getting such orders the executive officer, on orders from Commander McCrary, went ashore and talked the matter over with Admiral Halstead. He then went to see Lieutenant Colonel O'Neill, one of the assistant chief of staffs of the army embarkation service. The executive officer pointed out that he had his orders from the navy and the navy was not taking orders from the army. Colonel O'Neill is then quoted as saying: 'Are you going to disobey my orders?' to which the executive officer replied: 'Absolutely. And furthermore we will place sentries on the boat decks and keep those men off the top deck. If they travel on the vessel they will do so as third-class passengers, get their meals a la cafeteria (that is standing in line and eat their food as best they can) similar to the conditions under which the doughboys eat when traveling on the transports.'

### Nothing Doing.

"Later word came from Colonel Vorhees that the officers would have to be taken aboard as first-class passengers, and they were put aboard. On July 3 the vessel was loaded and Com-

mander McCrary got orders to sail, but the commander replied 'nothing doing.' "Orders were received by the commander to sail but again he refused. For four hours they remained in Brest harbor at anchorage after we were ready and had orders to leave.

"Finally the embarkation officers got in touch with the navy officials at the port and following a conference Commander McCrary got word from Admiral Halstead to sail. He protested in writing and sailed when his protest was overruled."

### Navy Has Its Way.

The last word in the wrangle before leaving Brest was a statement made to the embarkation officials by Lieutenant Commander Desec to the effect that on board the captain of the ship was in 'supreme command,' that the safety of the vessel and the passengers was up to the captain and that all precautions would be taken to protect the lives of the passengers.

Thus it was that some 1187 junior officers, welfare workers, etc., traveled as third-class passengers. Before they arrived in the Port of New York they were ready for the advanced stage of Bolsheviki and their audacious comments about the Secretary of War, about the army department and a body responsible for their experience was heard on every hand.

There were 237 nurses on board, 422 civilian welfare workers and 167 wives and nine children. It was the biggest contingent of war brides that had been brought from France. Altogether there were 551 women passengers on the ship taking up most of the quarters.

### Captain Did His Best.

Commander McCrary did his best to make the lot of the first-class passengers traveling third-class as comfortable as possible. The officers claimed they did not get any hot water, had no opportunity to wash themselves properly during the trip, and that cold drinking water was very scarce. They had to stand in line for their food for a long time, and everything was just as disagreeable as possible.

There were 210 captains in third class accommodations and the remainder were lieutenants and male welfare workers.

Arrangements had been made by the commander, the executive officer and Lieut. Commander L. A. Odlin, the paymaster, to give a ball for those third

Continued on next page



class passengers on Saturday night. However, it was that evening that Lieutenant W. Cannon died from appendicitis. He went aboard at Brest in the best of health and the other junior officers claim that had there been proper accommodations where he could have lain down properly and gotten sufficient drinking water when he needed it, he might have recovered.

When he was taken sick he was rushed to the hospital but died on Saturday night.

#### Dinner on Saturday.

The last night the ship was at sea the ship's officers planned to give all the first-class passengers a dinner in the dining room. The big job was pulled off with 240 at each sitting and the 1801 first-class passengers had dined in four hours. Red Cross workers and Y. M. C. A. workers helped to serve the dinner.

The commander of troops on board the Cap Finisterre was Colonel J. C. Goodfellow, of the 315th field artillery, who was traveling as a casual. He stated that it was unfortunate that such conditions had arisen, but as there were 18,000 officers waiting to be brought home from France in excess of the number that could be accommodated according to the schedule the plan carried out was necessary.

Some of the officers claimed that not until they were aboard the ship did they have any idea how they were to travel home, and some of them declared that they would insist in getting the difference of the third-class and first-class passage money.

In the absence of Admiral Albert Gleaves, commander of the cruiser and transport force and Major General David C. Shanks, commander of the Port of Embarkation, from their headquarters in Hoboken yesterday, no statement could be secured regarding the treatment on the Cap Finisterre, and officers in command said they had no authority to say anything in the circumstances.

Commander McCrary said his statement could be received from Admiral Gleaves in the regular report which he would submit to his chief. No report of Commander McCrary was received at the office of the admiral yesterday.

Dispatch July 18/19

## TRANSPORTS SLOW IN REACHING THE PIERS THRU FOG

Three Ships Reach Piers But Larger Ones Will Not Come Up the River Until This Morning at Earliest.

### MANY RELATIVES HAD UNREWARDED WAIT

Two big transports scheduled to arrive with troops in Hoboken yesterday were fogbound outside the port, and did not get in last night. It is expected that both vessels will dock today, the Northern Pacific at 9:30 at Pier 1, and the Kaiserin Augusta Victoria at Pier 4 at 8:30 a. m.

While Captain Edward Murphy of the Army Information office at Hoboken received a wireless from the Victoria yesterday afternoon to the effect that she was fogbound and did not know when she would get in, no word was received from the Northern Pacific at all at "Army Information."

Three transports did make dock in New York yesterday, the President Wilson at Bush Terminal, the Pesaro at Pier 87 North River, and the Roma at Army base, Brooklyn.

Many relatives of the soldiers on board the transport Northern Pacific and the Victoria arrived in Hoboken early yesterday awaiting the possibility of seeing the soldiers, but they had an all day stand for nothing when the information was given out late in the afternoon that the ships would not dock.

Dispatch  
aug 8/19

### TROOPSHIP MOVEMENTS VERY LIGHT JUST NOW

The movements of transports to and from Hoboken is considerably light this week. Only one vessel is due in Hoboken today, the Great Northern, which on her previous trip made a record round trip journey and a record fast trip from Brest to New York.

The Imperator and the Mongolia are due in Hoboken tomorrow, and those are the only transports listed as coming to the Port of New York for several days. The transports are due at Newport News are also very few.

The George Washington sailed from Hoboken yesterday for Brest.

Dispatch aug 6/19

## CAPTAIN DIES ON LAST TRIP OF HIS VESSEL

Veteran Skipper of Finland Insisted on Making Trip Although Far From Well

### MORE OF SECOND CAME OVER ON THE SHIP

No bands were playing welcome music to the returning troops arriving on the transport Finland, which docked in Hoboken yesterday morning, and the former Red Star liner docked with only her ensign flying and that at half mast.

One day out from Brest the veteran skipper of the Finland, Captain J. B. Hill of Philadelphia, died at the wheel.

He had been with the Red Star line since 1888, and was one of the best known skippers of Atlantic liners. When the government took over the Finland as a transport Captain Hill was given the rank of Lieutenant Commander and later raised to full commander.

When the vessel left Hoboken on the last trip as a transport Commander Hill was a sick man and his physicians advised against him taking another trip across the Atlantic, but he insisted and one day out from Brest he dropped to the deck while on the bridge.

The transport was turned over to the command of Lieutenant Commander J. R. Rague, who is only 23 years of age and the youngest commander to bring a vessel of the Finland's tonnage into the Port of New York. He was an officer on the Finland under Captain Hill and was given a Lieutenant Com-

mander's rating in the Naval Reserve. More troops of the Second Division arrived on the vessel when she docked in Hoboken yesterday. The organization consisted of 80 officers and 1,000 enlisted men of the Second Ammunition Train, 14 officers and 364 men of the Fourth Machine Gun Battalion, 22 officers and 647 men of the Second Engineers, and the 346th Service Battalion.

Colonel Andrew D. Bruse of San Antonio, Texas, was in charge of this contingent of the Second Division, being commanding officer of troops on board the transport. He was decorated with the Legion of Honor, the D. S. C., the Croix de Guerre with silver star and two citations.

#### Father and Son Decorated.

Meeting the transport at the dock was Major General William J. Snow, chief of the Field Artillery in the U. S. Army. He was waiting to welcome home his son, Major William A. Snow, who was with the Second Ammunition train. Both father and son were decorated, with the D. S. C. and General Snow in addition has the Distinguished Service Medal and was made an officer of the Legion of Honor by the French government. Major Snow was wounded four times at Chateau Thierry.

Another "last man" of the Twenty-seventh Division arrived yesterday, this time in the person of Lieutenant Joseph of 740 West End avenue, who was with the 106th Field Artillery and was with the 106th Field Artillery and Provost Marshal General at Tours in a military police company.

In addition to the troops on board the Finland there were forty-six soldiers' wives and eight soldiers children. Thirty-seven of the brides are French and nine are from Luxembourg. Seven of the French girls picked New York soldiers. The husbands are as follows: William A. Baker, 1528 Amsterdam avenue, 51st Infantry Headquarters Company; Joseph Dow, 159 Carroll street, Brooklyn, 305th Infantry; Stahley Baer, 1182 Bushwick avenue, Brooklyn; Birgio Bolsi, 518 Morgan avenue, Brooklyn, Field Hospital No. 304; August Schalkham, 502 Jackson avenue, Bronx, 7th Engineers; Joseph Barkus, 952 Columbus avenue, 19th Field Artillery; and Joseph M. Zeck.

Dispatch  
mar 30/19

## "MYSTERY SHIP" HERE WITH MUCH DECORATED HERO

Von Steuben Brings Fourth Division Officer Who Has Been in Army 18 Years

### FOURTH ENGINEERS IN LINES 87 DAYS

Known to the members of the crew as the "mystery ship," the transport Von Steuben docked in Hoboken yesterday, carrying the Fourth Engineers of the Fourth Division, who were eighty-seven days on the firing line. There were forty-eight officers and 1,371 men in the engineers, under the command of Col. R. A. Wheeler.

Other units on board the vessel were two officers and fifty-five men of the Fourth Engineer Train, twenty-five officers and 678 men of the Twelfth Machine Gun Battalion complete, and fourteen officers and 400 men of the Fourth Supply Train complete.

In the Twelfth Machine Gun Battalion was one of the most decorated men in the Fourth Division. He is Lieutenant George Higley of Chicago, who has been eighteen years in the army. He went overseas with the 124th Machine Gun Battalion of the Thirty-third Division and was wounded once.

Lieut. Higley has the Distinguished Service Cross, the Croix de Guerre with palm, and a division citation permitting him to wear a silver star on his victory ribbon. Just before the boat left Brest he was called ashore and officially presented with the French Legion of Honor decoration and a second Croix de Guerre with palm.



Dispatch Aug 11/19

Dispatch Aug 4/19

# IMPERATOR IN WITH MANY OF WOMEN WORKERS

### Three of Them Had Been Dec- orated for Bravery at Front; Ship Only Half Laden

## DOZENS OF SMALL UNITS COME OVER

With a total of 5,482 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. The vessel was in the French port for six days when the greater part of the crew was given liberty.

There were thirty-five troopships awaiting to be loaded when the Imperator left Brest because it was claimed there were no troops in the port to be loaded, and this may have accounted for the big list of women passengers on the Imperator. The women on board numbered 816, including army and Red Cross nurses, "Y" workers and Jewish Welfare Board workers and other civilian aides. There were also seventy-eight brides, mostly French, wives of American soldiers, and fifteen children.

There were 535 army officers on board and 3,958 enlisted men from seventy-four different organizations, not including the casuals.

Captain Casey Morgan, commander of the vessel, took the giant transport out of Brest on August 3 and docked in Hoboken yesterday, after what he claimed was a most uneventful trip.

There were two high ranking officers traveling as casuals, Brigadier General Frank E. Bamford and Brigadier General John J. Bradley. General Bamford commanded the Second Infantry Brigade of the First Division, and when he left France the first units of the division had not left for home. General Bradley was attached to G. H. Q. and was placed in charge of the investigations into the activities of welfare organizations operating with the A. E. F.

### Three Women Decorated.

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, 16th Evacuation Hospital, 19th Evacuation Hospital, and numerous salvage, motorcycle and motor transport and casual companies.

Three of the women workers returning on the Imperator yesterday had been decorated, but none of them wore their decorations. Miss Cornelia Colt Davis of East Orange, one of the "Y" workers, was modest about the honor that had been bestowed upon her by Marshal Petain. It was a Croix de Guerre presented 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 Champagne.

For eight days she ministered to the fighters and was under shellfire all the time. Wounded brought back from the turmoil of battle were assisted by the "Y" worker, who fed men who were unable to feed themselves, using a glass tube to assist them in keeping alive.

### Nurse Was Wounded.

Another woman worker, who returned with a decoration was Miss Jane Jeffrey, of 86 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.

The Imperator also brought back seventy-eight champion American athletes, who at the Interallied Meet in the Pershing Stadium netted 92 points while their nearest competitors had only 12 points. Colonel Joseph Johnston was in charge of the team, which included all the champions who took part.

# "LEATHERNECKS" OF SECOND DIVISION LAND AT HOBOKEN WITH SHIPLOAD OF MASCOTS

### Army Regulars and Marines Bring Back Wonderful Col- lection of Animals; Men Frown on Proposed Parade in New York; General Le Jeune Is "Damn Glad" of Chance; Demonstration on Their Ar- rival Is Greatest Yet.

General John A. Le Jeune and nearly 7,000 men of his Second Division landed on American soil late yesterday afternoon after two years abroad. The contingent of soldiers and marines, they were mostly marines, the "leathernecks" of the Second Division, arrived on the transport George Washington, and brought with them the greatest collection of animals as mascots that have yet been brought to America on one transport.

Not since the local troops arrived at Hoboken has such a demonstration been given to homecoming troops. The waterfront thoroughfares in front of the Army Piers were crowded with relatives of the marines hopeful of getting a glimpse of "their boy" as they passed from one pier to another or were lined up in the yard for inspection and roll call.

A fleet of craft met the George Washington down the bay and escorted the transport to the dock and a signal honor was paid to the boys in the Second Division, who emblazoned their names large in the history of the World War.

And while the George Washington carried the Fifth Regiment of Marines complete, 139 officers and 3714 men, and the Second Battalion and Supply Company of the Sixth Marines, 43 officers and 1037 men, in giving out the history of the division the officers in charge asked that credit be given to the entire division and that it was the wish of the marines that their part of the glory of the Second Division was no more than that of the other units of the division of which they formed a part.

There was also on board the Second Division Headquarters, Headquarters Detachment and Troop, Third Infantry Brigade Headquarters, Fourth Infantry Brigade Headquarters (marines), 332nd Field Signal Battalion, 138 nurses from Savaney, 298 sick and wounded and forty soldiers' wives and two soldiers' children.

But it was the marines of the Fourth Brigade that comprised the bulk of the passengers on the transport which carried more troops this journey than ever before, and though quarters were somewhat crowded the men had not a kick coming, and said everything was fine.

### Frown on Parade.

Except the parade which is scheduled to be held in New York, Brigadier General McManus of the Port of Embarkation, stated yesterday that he had received orders from the War Department that all the units of the Second Division now on the way home would be held at the camps here.

General McManus said he believed it was the purpose of holding a parade of the Second Division in New York City, but no further orders as to arrangements for the parade of date had come through.

This information was wirelessly to the men of the Sixth Division at sea and a vote was taken among the men as to whether they wanted to parade.

When it was put to the men they declared with a strong voice "No," and further inquiries of the men as to whether they wanted to parade in New York strongly indicated that they did not want to parade, but they did want to get home.

Headquarters officers of the Second Division however, stated that they believed the men had thought the matter over and would parade. They did not know until yesterday afternoon, however, that parade was to be staged

in New York, and had believed that it was to be in Washington.

"It's like this," said one officer, "the men idolize their commander and anything he says goes with them. If they know he wants a parade then they will be for it."

### Will Stand by General.

And General Le Jeune wants a parade. The fine upstanding military man with a breastful of decorations is General Le Jeune who took the Second Division through their fighting in France and by his leadership made them the talk of not only the American Army but the armies of the world.

Born in Poin Coupee Parish, La., in 1867, he was appointed a second lieutenant in the Marine Corps in 1890. At the time the United States entered the war General Le Jeune was a Brigadier General detailed at Washington. He was assigned commandant of the marine training camp at Quantico, and ordered to France in May, 1918. On July 25 he took command of the Fourth Brigade and four days later assumed command of the Second Division. He conducted the operations of the Second Division in the Marbache Sector opposite Metz in August, 1918, the bitter struggle and brilliant capture of Mont Blanc in the Champagne in October, and the Meuse-Argonne operations including the crossing of the Meuse on the nights of the eleventh and twelfth of November, and the march into Germany.

He has been awarded the Distinguished Service Medal and made a Commander of the Legion of Honor.

The Second Division, known as one of the regular army divisions, was made up of the army, navy, marine corps and coast artillery, comprising the Ninth and Twenty-third Infantry, the Twelfth Fifteenth and Seventeenth Artillery, the Fifth and Sixth Machine Gun Battalions, Second Engineers, Second Sanitary Train and the Second Ammunition Train. The army was represented by those units, the Marine Corps by the Fifth and Sixth Regiments of Marines, the Navy by medical men, dentists, pharmacists and nurses, and the Coast Artillery by officers and men from that branch who served with the division.

### History of Division.

Although a regular army division there were only 2,500 men in the division, the remainder comprising emergency men who volunteered for the duration of the war, and reserve and National Army officers and men and National Guard officers.

The division advanced a distance of 62 kilometres against resistance, captured 12,026 prisoners, and 343 guns, one-fourth of the captures of the A. E. F. The total casualty list of the division is 25,989.

In a short history of the Second Division, which has been prepared by Headquarters under Captain Walter G. Long, of Philadelphia, who was a reporter on the Public Ledger, the deeds of the marines at Belleau Woods are vividly portrayed.

So for the heroes of the World War, but they care not for the glory of a parade in New York General Le Jeune thinks otherwise. Speaking of the parade he said:

"I have just heard from General Shanks that we are going to parade and I am damn glad of it. It is my earnest desire that the contemplated parade will be arranged by the War Department for many reasons. For one thing it would be a fitting windup for the Second Division and would be a marked distinction for our organization. It would constitute a recognition on the part of the Government of the splendid services the Second rendered to the Allied cause during the war. It would at the same time give the people of the city and state of New York a chance to see a magnificent body of fighting troops, and enable them to appreciate why it was that American arms prevailed against those of the mostly highly trained military nation of the world."

Also on board the George Washington was Major General R. Noble, Sur-

geon General at Washington in October, 1918, who had charge of the personnel and later the hospitalization in the United States and in France.

Brigadier General C. C. Neville, U. S. M. C., commander of the Fourth Brigade of Marines, also returned with

General LeJeune. He has been thirty-three years in the marines. His home is in Portsmouth, Va. He arrived in France in 1917, and assumed command of the Fifth Marines in January, 1918, and of the Marine Brigade at Belleau Woods.

For action at Chateau-Thierry he was awarded the Croix de Guerre with silver star; a Croix de Guerre with palm as well as the Legion of Honor for work at Belleau Woods. He was awarded a Croix de Guerre with palm for action southwest of Soissons, a Croix de Guerre with palm for Champagne and the Distinguished Service Medal for exceptionally meritorious services during the war.

Dispatch Aug 11/19

## MAJOR AND FRENCH BRIDE ON MONGOLIA

### Former Yale Registrar Returns With Wife; 51st Telegraph Battalion Aboard

Arriving on the Transport Mongolia on Saturday in Hoboken was Major Herbert Vreeland and his wife, whom he met and married in Bordeaux. Before going overseas Major Vreeland was registrar at Yale University. He arrived in France in June, 1918, but romance did not enter into his life until after the armistice had been signed when he was detailed as commandant at the U. S. Army Students' University at Bordeaux.

A French army officer introduced him to Mlle. Anne Baylin, the daughter of a prominent Bordeaux physician who died three years ago and left his daughter considerable wealth.

Major Vreeland was invited to lunch, stayed to dinner and within a few days became engaged to the charming young French woman. The Mongolia left Brest on July 30 and two days before that Major Vreeland was married to Miss Baylin at Bordeaux.

There were 2,441 troops on the Mongolia in charge of Major Wilfred Danvers of Salt Lake City. He was in the Signal Corps and in command of the 51st Telegraph Battalion, a section of which came home on the Mongolia.

The organizations included numerous small sections and detachments of medical, sales commissary, mobile laundry units, several casual companies, the 299th Military Police Company, three colored companies of the service organization, the Seventh Military Corps Military Police Company, forty-seven casual officers, thirty nurses and thirty-eight welfare workers.



Dispatch Aug 9/19

# GREAT NORTHERN ENDS HER CAREER IN THE ATLANTIC

### Will Be Used by Army as a Transport Between San Fran- cisco and Manila Depots

## THREE GERMAN GIRLS ARRIVE AS BRIDES

The transport Great Northern, which holds the transport record for the fastest trip from Brest to New York and the round trip from New York to Brest and return, docked in Hoboken yesterday on the completion of its eighteenth round trip to France in the transportation of troops.

Captain S. H. R. Doyle who has commanded the vessel during practically all of her war service has been ordered to shore duty at Washington, while Lieutenant Commander B. F. Tilley, the executive officer, has been assigned with 300 of the crew to a destroyer. The Great Northern completed her service in connection with the war yesterday and will be turned over to the army as a transport in the Philippine service.

During her career in the war as a naval transport the Great Northern took 35,000 troops to France and brought back 18,000. Her record fast trip to France and return was 12 days and 1 hour.

Leaving Brest on August 1 this trip she received distress signals from the British freighter Mount Baker of the Globe line which reported that she was out of fresh water, the salt water having gotten into the fresh water tanks.

Steaming 100 miles to the distressed freighter, Captain Doyle transferred 150 tons of fresh water to the distressed vessel through a hose line thrown from the one vessel to the other.

There were 1,650 officers and men on the transport when she docked in Hoboken yesterday and 231 brides and eight children of soldiers. Only half the troop space was utilized, naval officers claiming that there were no more troops available at the port of Brest when the vessel left.

### Three German Brides.

Among the brides which included many nationals, were three Germans, married to doughboys while they were billeted in Germany. The brides were accommodated in the hospital wards of the ship as there were no convalescents carried.

The troops included the Second Battalion of the Second Engineers, one of the last units of the Second Division to arrive home. Just before leaving France their colors were decorated with the Croix de Guerre and the staff of the battalion and detail of one man from each company was hurried to New York after the Engineers arrived to take part in the big parade of the Second Division.

The citation and decoration of the colors of the Engineers was for the famous work of the Engineers at the Meuse river the day before the armistice was signed. Under a terrific fire from the German guns and machine guns the regiment constructed two pontoon bridges across the river, enabling the Second Division to reach the other side of the river and dig in on the heights beyond just before the armistice was signed.

### Congressmen Return.

Major Theodore Wyman, formerly in the office of the Commissioner of Water Supply, Gas and Electricity in New York was in command of the battalion of engineers.

Included in the passengers were Congressmen James B. McClintock of Oklahoma, Mathew E. Neeley of Illinois and Innes B. Goodwell of Maine. They had been making a tour of the battlefields in France and on a special mission for the government.

Major General Charles B. Rhodes returned as a casual. He was hurt in an aeroplane accident last December and since that time has been in command at the base in the vicinity at Bordeaux.

Another officer travelling as a casual

was Captain Frank Pershing, a nephew of the commander of the A. E. F. and he was met at the pier as the vessel docked by his father.

Miss Mary L. Benton returned from France where she had been on a mission to select young French women to take courses at American universities. Miss Benton is dean of the Women's Department of the Carrelton College, Minn. While in Europe she accompanied the Countess Gozdava Turczymowitz on a Red Cross relief trip through Lithuania.

Dispatch Aug 13/19

# GREAT NORTHERN ENDS CAREER AS NAVY TRANSPORT

### Makes Fastest Trip from Brest on Final Run; Army to Take Her Over Shortly

## MANY OFFICERS CAME BACK ON BIG LINER

On her final trip from Brest to New York with troops the Transport Northern Pacific got the satisfaction of beating the transatlantic record among the troopships by completing the journey between the Pierre Noires lightship at Brest and Ambrose in the fast time of five days, 18 hours and 45 minutes.

Carrying 1,518 passengers the Northern Pacific arrived at Pier 5, Hoboken, yesterday afternoon in command of Captain R. Drace White, after a very pleasant voyage.

The record among the vessels of the cruiser and transport force was previously held by the Great Northern, a sister of the Northern Pacific, which on July 6 completed the journey from Brest to New York in five days, 19 hours and 38 minutes, and while the Northern Pacific has beaten the sister ship's record for the transatlantic journey she has not touched the round trip record which is still held by the Great Northern, 12 days, 1 hour and 37 minutes, also completed on July 6.

Captain White stated that he believed his vessel had completed the trip in the fastest time yet of any transport, and verification of the record of the Great Northern which is now in port at Hoboken affirmed this.

The Northern Pacific passed the Pierre Noires lightship outside Brest harbor at 7 o'clock on the evening of August 6 and reached Ambrose Channel yesterday afternoon at 1:45.

### A Coast Liner.

Built for service between Portland, Ore., and San Francisco during the exhibition the Northern Pacific was purchased by the War Department when the United States went to war. Captain White stated that the vessel was completing its final trip to France in the transport of troops, and would be commissioned for the Army Quartermaster's Department within five days.

On January 1 of this year when bringing 3,000 troops home the vessel ran aground coming into the port and the troops were taken off in extreme cold weather amidst many trying difficulties, but without the loss of life.

After she had been repaired she was placed in commission again and Captain White was placed in command. He has been in charge of transports since the United States entered the war, and was commander of the Transport Orizaba when the vessel was torpedoed. Captain White had his jaw broken at that time, a year ago last May, when he was struck by a splinter of steel.

He has not received any orders as to his new detail.

### Units on Board.

With the exception of 393rd Military Police Company of 1 officer and 125 men the passengers on the Northern Pacific were all officers or welfare worker entitled to first cabin passage from France.

So many protests were made to the War Department and so much dissatisfaction expressed at the steerage ac-

commodations given to officers on some of the returning transports a month ago that the practice of bringing back officers steerage was stopped.

### Was Altered.

So that it was a decidedly happy and contented body of officers who returned on the Northern Pacific. Before the transport left Hoboken on her final trip she was renovated and altered so that she could carry over 1,000 first-class passengers.

This was done by clearing out one of the troop compartments for a dining room, and giving the officers promenading space above decks. Additional kitchens were installed and as a result the navy was able to give them first-class accommodations, with the exception that the officers slept in bunks under the same conditions as the troops.

"There has not been a single complaint," said Captain White when the vessel arrived yesterday. "It has been a delightful trip and the officers are immensely pleased."

### All Were Happy.

In proof of this Captain White exhibited a letter from Major William O. Brydon, commander of the troops on board the vessel, in which he stated that the officers and welfare workers travelling as passengers wished to thank the captain and through him the officers and crew of the vessel for the excellent arrangements which had been made for them, the many courtesies shown, all of which had contributed to making the homeward bound trip a most enjoyable one.

Major Brydon, the commander of troops, was a brigadier general for some time in France, but with the demotions of officers who were returned to their pre-war ranks he came in for the attentions of the department and returned a major. He was in charge of an artillery instruction camp in France, and his wife is living at Governor's Island.

There were 1,002 officers on board 487 Y. M. C. A. welfare workers, 60 Army field clerks, and 125 enlisted men, members of the 393rd Military Police Company.

A veteran of the war, although only twenty-two years of age, returned as a casual officer in the person of Lieutenant Clarence Faith of Nahant, Mass. He wore a string of decoration ribbons on his breast, including the Foreign Legion medal, the Croix de Guerre, French Medal of Honor, Croix de St. Olaf, and the American Ambulance Medal. He had been in France three years. Went out as an ambulance driver, joined the Lafayette Escadrille, brought down two German aeroplanes in single combat, was later with the American Air Service.

Dispatch Aug 14/19

# LEVIATHAN AWAY ON LAST TRIP AS NAVY TRANSPORT

### When She Returns She Will Be Converted Into Pas- senger Liner

## IMPERATOR WILL NOT BE KEPT BY THE U. S.

The U. S. Naval Transport Leviathan started on her last trip from Hoboken for France in the transport service yesterday, when she left her berth at Pier 4 with thirty-five passengers. On completing the round trip the Leviathan will be turned over to the U. S. Shipping Board and, after repairs and alterations, it is stated she will be utilized for passenger traffic between France, England and America.

To complete the alterations necessary to make her a regular passenger vessel again extensive renovations will be required and it is stated that one of the dry docks in the port of New York is being extended to take the largest ship in the world.

It was stated in Hoboken yesterday that when the Leviathan returns, and she is scheduled to leave France on September 3, she will carry back to this country General John J. Pershing, the Commander-in-Chief of the A. E. F. and several units of the First Division.

The U. S. S. Emperor which is now in port at Hoboken, will sail for Brest, France, within the next few days and will be making her final trip as a transport. She will then be turned over to the British Government under the loss of tonnage agreement in the peace pact. The Emperor will thereafter probably be placed in commission as a transatlantic liner with the Cunard Line, which company lost its largest liner when the Lusitania was sunk.



Dispatch  
aug 19/19

Dispatch  
aug 18/19

## FAMOUS FIGHTERS BACK WITH UNITS OF THIRD DIVISION OF A. E. F.

**Division Received 24,000 Replacements; Captured 31 Officers and 2,200 Men, and Great Quantities of Ordnance and Other Supplies.**

### MANY INDIVIDUAL FEATS OF HEROISM RELATED

The first units of the Third Division to return from France arrived on the transport Agememnon which docked at Hoboken yesterday with 2552 troops, and 69 soldiers' wives and eight children.

One of the hardest hitting divisions of the A. E. F. only the Second and First Divisions outnumbered it in the number of decorations awarded to the officers and men in it.

The division received 24,000 replacements, while they captured 31 officers and 2,200 men, 51 artillery guns and 1,501 machine guns and advanced into enemy territory 41 kilometers.

Arriving on the Agememnon was the Supply and Machine Gun companies of the famous Thirty-eighth Infantry, the Eighteenth Field Artillery with the exception of Battery F and the Ninth Machine Gun Battalion. Many of those returning yesterday wore decorations.

It was the Thirty-eighth Infantry that claims credit for the commendation given by General Pershing for the defense of the Marne. "one single regiment of the Third Division," General Pershing stated, "wrote one of the most brilliant pages in the war."

For the work of the Third Division at Chateau Thierry when they prevented the crossing of the Marne river by the Germans the division became known as the "Marne Division" and have appropriated this name in their "Division history."

The Saturday before the sailing of the division, part of which is now on the high seas, and expected in port this week two shafts were in course of erection at Chateau Thierry.

The memorial shafts are erected to the heroes of the division who gave their lives at the Marne and to the division as a whole. The memorial shafts cost \$30,000, and tablets were erected for the shafts before the division left France.

When the Germans made their final attempt to get to Paris their crossing of the Marne was stopped by this division and it was the units of the Third that fought for and defended Chateau Thierry, the only troops to fight inside the city.

It was the Seventh Motorized Machine Gun Battalion of the Third Division that was rushed into the city and for two days defended it against the Germans driving back powerful German counter attacks.

Major W. P. Wheeler of Macon, Ga., a prominent National Guardsman of that State, came back in command of the Ninth Machine Gun Battalion. He was also troop commander on board the transport. The Ninth Machine Gun Battalion supported the Thirty-eighth and Thirtieth Infantries in their defense of the Marne. They lost 450 in killed and wounded.

Among the decorated men of this battalion is Sergeant Major Leroy Bicknell of Westford, Mass., a member of D company who was awarded the D. S. C., Croix de Guerre and Medal Militaire.

He personally rescued a machine gun squad north of Cunel Woods on October 16, 1918. The squad had been

captured by the Boche and partly by bluff and sheer recklessness he dashed into the fight and routed the Germans and effected the rescue of the squad.

Members of the Third Division who went through all the fighting in France are entitled to wear six stars on their Victory ribbon, the engagements represented being Chateau Thierry, Marne defensive, Marne offensive, and the Vesle-Ourcq, St. Mihiel and Meuse-Arzonne offensives.

The only officer of the Ninth Machine Gun Battalion who went through the entire campaign and still remains with the battalion, coming home with it, is Captain John Claussen of Vienna, Va.

Only the Supply and Machine Gun companies of the Thirty-eighth Infantry were on board the Agememnon. Much controversy has taken place over the commendation of General Pershing, which was intended for this regiment of the Thirtieth. The Thirtieth Regiment officers have laid claim to the commendation, which was written to the Division Commander by General Pershing when he said:

Returning among the casual officers was Second Lieutenant Patrick Regan of Los Angeles, California, who has been decorated with the Congressional Medal of Honor and the D. S. C. Those were the only decorations which the lieutenant would accept. He refused the decorations which the French government tried to heap upon him.

He was a second lieutenant in the 115th Infantry, a New Jersey National Guard regiment, but was a regular army man. A sergeant in the 22nd Regiment, better known as the "Double Deuces," which was detailed to Hoboken and took over the German piers when the United States entered the war. He went over with the First Division, was promoted to a commission and assigned to the Twenty-ninth Division.

He won his spurs north of Verdun on October 19th, when single-handed, and without ammunition left in his pistol he rushed an enemy machine gun emplacement, captured the four gunners and an officer.

"It was bluff and Irish wit that did it," he said yesterday on arriving in Hoboken. "My platoon was ordered to wipe out the machine gun nest. I divided it up into three sections, one attacking on either flank, and I was with the squad attacking in the center. The other members of the squad were shot down, and with my pistol flourishing, but no bullets in it, I rushed into the gunners and called on their surrender. "In the meantime I was shouting orders to an imaginary platoon which did not exist."

Among the brides who arrived on the Agememnon was Katherine Moughan, a Scotch girl, who was chauffeur to General Rawlinson of the British army. She was married in France to Captain Carl D. Ford, of Hamilton, Ala., who was with the Quartermaster's Corps. Captain Ford has the British Military Cross, but his bride has now two decorations for war services and a third she says is on the way.

Mrs. Ford stated that she was not a suffragette, and that while the women of Britain were doing real war work, the suffragettes were parading with banners, saying what they would do at home.

Captain G. Halverson of Los Angeles, of the Quartermaster's Corps, returned with Germaine Heldens as his wife, and she was said to have been the prettiest French bride yet brought to America by any member of the A. E. F. He met her in Antwerp.

## OPERATIONS AND A BABY CONTEST FEATURE VOYAGE

**Transport Cap Finisterre Here After Eventful Trip; Operated on Five**

### FRENCH WAR BRIDES BRING PARIS STYLES

Carrying 2364 passengers, army-navy welfare workers and civilians, the transport Cap Finisterre docked in Hoboken yesterday after a ten-day trip from Brest that saw several unusual features on board the ship.

Five surgical operations were performed by Lieut. Commander Lucius Johnson, the ship's surgeon, two of them for appendicitis, twenty-one babies were entered in a baby contest promoted by the ship's officers, and on Saturday night a cabaret was given, the jazz music being supplied by instruments constructed by the crew including a sounding board for a drum, two German 133 centimetre shells, a chalkbox and an ash tray. Incidentally they had a piano and two violins, and the sailors and soldiers who comprised the band were dubbed the "Insane Jazzers."

The dancers did not care a whit even though it was more a riot of noise than an exhibition of harmonious music.

The troops aboard numbering 2007 officers and men, including 262 casual officers, were all of casual companies and a colored service battalion. Col. George Shaw of the Inspector General's Department, a member of the A. E. F. champion rifle team, was commander of the troops on board.

Seven members of the A. E. F. team, which had been left behind the other members of the team, now shooting at Caldwell, N. J., took part in the Allied indoor shoot in Paris, taking second place, losing to the French army team.

There were 69 naval officers and enlisted men on board, 100 welfare workers, Y. M. C. A. girls, 71 war brides of naval men and 24 children, and 18 army brides and two children.

**Baby Contest a Feature.**  
The baby contest which developed during the voyage was held in the main dining room and was one of the features of the voyage. The greatest rivalry prevailed among the proud mothers, some of who were expecting to meet their husbands on the dock.

Mrs. Isobel Williams of the Red Cross, who was in charge of the war brides, was one of the judges and it was only after much deliberation that the judges came to a decision. The navy brides were Irish or English girls and it was the baby girl of a seaman's wife, Mrs. A. Cox, who was awarded first prize for the most beautiful baby and the best behaved.

Traveling on the ship was the U. S. consul at Queenstown, Ireland, Charles M. Hatheway of Oliphant, Pa., accompanied by his wife and baby. They were awarded the prize for the best looking baby over two years.

The two girls of Mrs. A. Pickering of Salem, Mass., the wife of a naval officer, were awarded prizes for being the best behaved babies over two years.

The eighteen brides of the army were French girls who brought with them the latest style in Parisian dress, to wit, considerable "exposition" of hospitality.

Dispatch  
aug 20/19

## IMPERATOR MAY HAVE MADE LAST TRANSPORT TRIP

**What Is to Be Done to Big  
Liner Worries 900 Jackies  
Aboard It**

### OFFICIALS AT SEA AS TO ITS NEXT SAILING

Nine hundred jackies of the U. S. S. Imperator are anxiously awaiting word from the Navy Department as to what is to happen to the vessel of which they form part of the crew.

When the Imperator arrived in Hoboken from its last trip to France Captain Casey Morgan, who is at present on a five-day leave, stated that he understood the vessel would make one more trip as a transport and then be turned over to the British government.

The vessel was scheduled to sail for Brest and was listed in the daily sailing lists issued at the army information office up until a few days ago, when it was taken off the sailing list.

The executive officer of the Imperator stated yesterday that he did not know what the immediate future of the Imperator was to be.

The naval authorities in Hoboken seem to be "at sea" as to the status of the vessel when she goes out of the U. S. cruiser and transport force. At present they do not know whether she will make another journey as a transport, but in the event that she does the entire crew of 2,200 will remain on the vessel.

It is also a fact that if she makes another trip to Brest as a transport it will only be to bring back first class passengers because the troop accommodations on the vessel have been ripped out and the ship is being put back into condition as a passenger vessel.

As the executive officer of the vessel stated yesterday it takes a lot more time to put in fixtures than to rip them out and it will be September 5 before she is ready for sailing.

If she does not make another journey for troops from France she will be released from the cruiser and transport service and if sent to Europe to be turned over to another power will sail with a skeleton crew. That will mean that 900 jackies will be discharged before she leaves Hoboken. This is the reason for much anxiety on the part of 900 jackies.



Dispatch Aug 24/19

Dispatch Aug 26/19

### SAYS HE PICKED UP PEARLS IN RUSSIA, BUT BOLSHEVIKI SOON "CLEANED HIM OUT"

James Patrick Woods, an oiler, who sailed out of New York on the Shipping Board vessel Seidrecht, on April 7 this year, with food for the American Army in North Russia, came back on the transport Matsonia which docked in Hoboken, yesterday, with a tale of the discovery of wealth beyond his wildest dreams which he believes he can have for the picking in North Russia.

Listed among the passengers of the Matsonia as a stranded American seaman, Woods, who is 23 years of age and lives at 226 West Twenty-second street, New York City, did not have anything to show for his experience in North Russia, claiming he had been cleaned out by the Bolsheviki.

Pearls there are for the taking away, he says, while the Kola peninsula is simply chockful with copper, platinum and radium. This he discovered as the result of a prospecting trip which he made with two officers of the 510th Engineers, A. E. F., who have since returned home, and whom he has an engagement with in New York City.

Who the officers are Woods refused to divulge. Just how he came to be left behind in North Russia, he explained by stating that when the ship on which he was an oiler reached the port of Murmansk he was taken sick and sent to British General Hospital No. 86. He was there for thirty-eight

days and when he was discharged he discovered his vessel had left ten days previously.

Woods then related to newspapermen how he went prospecting on the Kola Peninsula, and found in the salt water inlet many pearls.

While prospecting he found veins of copper that was very rich, while platinum was found in quantities and easy and free of access. At a place which he called Kendaloka, he says he discovered radium, and had taken thirteen samples of the ore to have it assayed, but that it was all taken from him by the Bolsheviki. Several pearls which he had gathered were taken from him, he claims.

Woods is going to organize a company, he says, and dig into the wealth of the Kola Peninsula.

He declared he personally knew an officer of the English Army who bartered four pounds of sugar and two cans of bully beef for a silver fox skin, which he later sold in London for two hundred and fifty guineas.

Dispatch Aug 25/19

Dispatch Aug 21/19

### MORE MEMBERS OF FAMOUS THIRD REACH HOBOKEN

Colonel Frank H. Adams Was Both Gassed and Wounded

### BOSTON MAN WON THREE MEDALS FOR BRAVERY

Other contingents of the famous Third Division, including the Field and Staff, Headquarters Company, and Companies A, B, C and D of the Thirty-eighth Infantry, the "Rock of Marne," which successfully withstood and repulsed twenty attacks of the Germans at the most critical period of the war, arrived in Hoboken yesterday.

Of the 1,600 troops which arrived on the Matsonia yesterday there were 31 officers and 979 men of the 38th Infantry and a few casual companies, while of the 2,516 troops on the U. S. S. America there were 22 officers and 456 men of the Eighteenth Field Artillery, and 48 officers and 1,397 men of the Thirtieth Infantry, all of the Third Division.

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He was gassed on August 22nd and wounded on October 9th by a machine-gun bullet. For two hours he was without medical attention, and after getting first aid treatment insisted in holding his command at the battle-front for three days.

Taking up the defense of the Marne on July 15, 1918, the 58th Regiment held a five kilometer line from Chateau Thierry to Mezy when the German drive broke in all its fury early in the morning.

### LAST OF THIRD DIVISION BACK ON FOUR SHIPS

Prinz Frederick Wilhelm, One of Transports, Will Be Passenger Boat

### GENERAL HOWZE TELLS OF FAME OF DICKMAN

Four transports docked in Hoboken on Saturday with over six thousand troops, the majority of the units being of the Third Division which is nearly all now in camp in this country, while thousands of the soldiers of this famous "Marne Division" have been discharged.

The vessels docking in Hoboken on Saturday included the Prinz Frederick Wilhelm, which has made five trips with troops and will now go out of commission as a transport. The vessel is being altered to fit her for passenger traffic. It was turned over to America after the armistice to bring U. S. soldiers home.

General Robert L. Howze, commander of the Third Division, was on the Wilhelm. He spoke of the reverence the men of the Division had for General Dickman, who commanded the Marne Division through most of its fighting. General Howze goes back to his old command in the El Paso district.

The Nansmond, formerly the Pennsylvania of the North German Lloyd line, was converted into a freight transport by the United States when this country entered the war. She carried a record cargo of freight to Europe on one occasion, there being 15,000 tons in her hold. Since the armistice she had been carrying troops.

The Sol Navis and the Huron with sections of the Fourth Infantry and the Thirtieth Infantry of the Third Division also docked in Hoboken on Saturday.

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Manchuria Docking in Hoboken Yesterday Brings Minor Detachments of Division

### FAMOUS SIXTH REGT. OF ENGINEERS TOO

The rearguard of the Third Division arrived in Hoboken yesterday when the Manchuria docked with 2,499 troops, including the Sixth regiment of Engineers, the Fifth Field Signal Battalion, Third Sanitary Train, Third Military Police Company and detachments of the Third Division Supply Train, Train Headquarters, Salvage Company, Mobile Ordnance Repair Shop, Bathing unit and several scattered units.

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At the Marne defensive the Sixth Engineers were regularly attached to the Marne, Vesle, St. Mihiel and Meuse-Argonne offensives with the Division. They sustained over 200 in casualties and won their fair share of decorations the Third Division and went through including a number bestowed by the British.

The Fifth Field Signal Battalion was commanded by Major Thomas Clark of Flushing, L. I. His outfit lost 31 killed and 69 wounded, and did excellent work in maintaining the communications of the division in the field.

Dispatch Aug 29/19

### HARRISBURG HAD MANY WOMEN FOR SOLDIERS HERE

Transport on Her Last Trip as Such Brings Large Female Contingent to Hoboken

### MRS. WILSON'S NEW HAT FIGURED IN ROMANCE

The naval transport Harrisburg ended her career as a troop carrier yesterday when she docked in Hoboken in the late afternoon carrying 827 army passengers. The troops on board comprised four casual companies and the 21st Salvage Squad, 55 casual officers, 27 welfare workers, 3 nurses, 10 civilians and 150 enlisted men of a Brest convalescent company.

In addition there were 96 soldiers' wives, 7 officers wives, and 14 soldiers' children; 5 naval officers and 389 enlisted men, 45 wives and 17 children.

Coming up the bay the Harrisburg flew a homeward bound pennant which was 610 feet long, one foot for every member of the crew and 30 stars representing the officers. She made ten round trips as a transport and brought back 18,000 troops and 1,000 brides. Among the naval passengers were 78

members of the crew of the yacht Nahma, owned by Robert Golet, the New York millionaire. The yacht was converted into a patrol boat when the United States entered the war and it was the first American war vessel to pass through the Dardanelles since Admiral Farragut went there in 1878. The members of the crew who returned on the Harrisburg have been in European waters for 26 months.

The body of Captain W. C. Graves, U. S. Navy, retired, who was engaged in geological survey work in Europe, and who died while on duty in England, was brought back on the Harrisburg from Liverpool. It will be sent to Washington.

Sergeant Victor Volpe of 108 McDougal street, New York City, brought back with him an Italian bride, a playmate of his infant days. He was attached to Base Hospital No. 68 and after the armistice got permission to go to his former home in Italy, which he had left when he was six years old. There he met his playmate of childhood days and brought her back as his bride.

The decorations on one of the Parisian millinery arts brought back to this country by Mrs. Wilson, the wife of the President, figured in the romance by which Private Charles James of 389 East Tenth street, New York City, brought back Susan Golan of Paris, as his bride.

According to the soldier, who was in the motorcycle courier service, a crowd had collected in front of a Paris millinery shop one day when Mrs. Wilson was leaving after purchasing a hat.

At an upper window was a charming milliner and Private James says he "tipped her the wink," and later became acquainted through the sign language. Susan Golan had worked on Mrs. Wilson's hat and was very proud of it, she just loved Americans and Private Charles James fell a victim.



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The body of Captain W. C. Graves, U. S. Navy, retired, who was engaged in geological survey work in Europe, and who died while on duty in England, was brought back on the Harrisburg from Liverpool. It will be sent to Washington.

Sergeant Victor Volpe of 108 McDougal street, New York City, brought back with him an Italian bride, a playmate of his infant days. He was attached to Base Hospital No. 58 and after the armistice got permission to go to his former home in Italy, which he had left when he was six years old. There he met his playmate of childhood days and brought her back as his bride.

The decorations on one of the Parisian millinery arts brought back to this country by Mrs. Wilson, the wife of the President, figured in the romance by which Private Charles James of 389 East Tenth street, New York City, brought back Susan Golan of Paris, as his bride.

According to the soldier, who was in the motorcycle courier service, a crowd had collected in front of a Paris millinery shop one day when Mrs. Wilson was leaving after purchasing a hat.

At an upper window was a charming milliner and Private James says he "tipped her the wink," and later became acquainted through the sign language. Susan Golan had worked on Mrs. Wilson's hat and was very proud of it, she just loved Americans and Private Charles James fell a victim.



Dispatch Sept 11/19

Dispatch Aug 30/19

## EIGHT VESSELS DOCK WITH ONLY 6,718 ON BOARD

Casuals on Most of Ships; Two  
Bring Part of First  
Division

### GENERAL M'GLACHLIN AMONG THE OFFICERS

The biggest fleet of transports to arrive in the Port of New York in many weeks docked Saturday forenoon, eight vessels in all being recorded as carrying only 6,718 troops.

While the majority of the vessels carried casual units the Orizaba and the Pastores, which docked in Hoboken, brought home the vanguard of the First Division, the pioneers of the American Expeditionary Forces in France, and the last of the combat troops to leave the shores of the sister republic.

The Pastores, which carried 1,437 troops, had on board several supply detachments, and 19 officers and 30 men, an advance detachment of the First Division, here to make arrangements for the return of the division, but the Orizaba, with over 1,700 troops of the First Division, beat the Pastores to the dock in Hoboken, and landed Major General Edward F. McGlachlin, Jr., the commander of the First Division, 40 officers and 1,292 men of the 28th Infantry, 13 officers and 380 men of the First Engineers, and a small detachment of the First Division headquarters and headquarters troop.

#### Much Decorated.

General McGlachlin is a graduate of West Point. His home is at Stevens Point, Wisconsin. He was a brigadier general commanding the 57th Field Artillery Brigade when he went to France, was transferred to the 90th Division and almost immediately thereafter as chief of artillery in the First Army Corps. He was later given the supreme command of the A. E. F. Artillery. As such he commanded the greatest concentration of artillery ever known in history, at the St. Mihiel drive on September 26.

General McGlachlin with the advance party of officers went to the Biltmore Hotel to make arrangements for the parade of the First Division in New York. A distinguishing feature of this parade will be that the veterans of the war, the first to land and the last to return will march with full packs.

#### The 28th Infantry.

The 28th Infantry regiment, which came home on the Orizaba, was organized in the State of Washington in 1901. It sailed from Hoboken for France on June 14, 1917, and it was a platoon of this regiment that made the first raid netting German prisoners of any unit of the A. E. F. This was in the Toul sector, under the command of Lieutenant J. G. Redwood, who was awarded the Croix de Guerre and the D. S. C., but was killed at Cantigny.

At Cantigny, where the first big American success was scored, the twenty-eighth lost half of its officers and a third of its men. It was in the Soissons operations that the Twenty-eighth Regiment got its worst dose of enemy fire and the casualties showed fifty-six officers and 1,760 men lost of the regiment in killed and wounded, and although in a much vaster operation, at St. Mihiel, the regiment only sustained ninety-seven casualties. In the Meuse-Argonne offensive, eight officers were killed and 211 enlisted men.

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Crowds watched the passing of the First Division train through the streets of Hoboken. The first ferryboat loaded in Hoboken at 9 o'clock in the evening and the procession of army trucks and cars thereafter was continuous until 1 o'clock this morning.

Sixteen vehicles were accommodated on each ferryboat. Three ferryboats were pressed into service for this work alone and six boatloads were brought to Hoboken per hour.

Chief of Police Patrick Hayes had detailed plenty of police officers to handle this extra traffic, four men from the Second precinct being added to the extra traffic men drafted from the First precinct.

There was no hitch in the arrangements and the schedule was carried through with the usual precision which has characterized the movements of the First Division in peace and war.

#### Mules Are Balky.

A different scene was being enacted during the evening, however, at the railroad tracks at the foot of First street where 600 men of the Twenty-eighth Regiment and 240 mules, and a number of army vehicles were being placed aboard Pennsylvania cars for the journey to the Capital.

Several exciting scenes were witnessed, the main interest being the balky army mules. Some of the mules refused to drink, and most of them balked at getting on to the box cars in which they were to make the journey to Washington.

One animal objected so strenuously that it fell from the gangway on to the tracks, but was apparently unhurt, and finally consented to be pushed into the box car.

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All Were of the First Division;  
All Transports Finish Their  
Careers As Such

Five troopships carrying 6,527 troops arrived in the Port of New York yesterday, four of the vessels with First Division units docking at the Army piers in Hoboken. The Finland docked at the Army Base in South Brooklyn and the Hoboken arrivals included the Liberator, the Santa Teresa transports arriving yesterday were the Calloa and the Edollyn. All of them making their last trips as transports, and will remain in port to be recon-ditioned.

The S. S. Callao which docked at Pier 8, Hoboken, with 1,372 troops, was formerly the North German Lloyd Liner Sierra D. Corcoraba, and was lying at the port of Lima Peru during the war and taking over by the United States Government shortly after the declaration of war.

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Dispatch  
Sept 11/19

Dispatch  
Sept 5/19



Hispatch Sept 12/19

## BOY VETERAN FOUGHT TWO YEARS BUT IS NOT LISTED ON ROLL OF ANY OF THE REGIMENTS OF ARMY

**Followed His Father and Brother Into Service Although Too Young to Pass the Recruiting Officer; Smuggled on Board Transport; Was Adopted by Regiment; Twice Wounded, Father and Brother Killed; Buffeted About, Is Sent Home by American Consul**

**FRENCH GAVE HIM CROIX DE GUERRE  
BUT HIS CITATION TAKEN FROM HIM**

Smuggled aboard a transport with the One Hundred and Third Infantry when he was fifteen years of age, Morris Baily, 17, went to France and fought through the war, was wounded twice, and decorated with the Croix de Guerre, but he was never enlisted in the United States Army or any other army.

So it was that when he arrived in Hoboken on the Northern Pacific he was turned loose by the Army authorities and sent to the Red Cross headquarters, where he was picked up by "Dave" Hamilton, a local newspaperman.

Four gold service stripes he wears on the sleeve of his left arm, and two wound stripes on the sleeve of his right arm, and though he fought until the signing of the armistice he was never a regular member of his company in that he was unlisted, and his name did not appear on the company's roster.

During his two years in France he never received a cent of pay, but got a little here and there from the soldiers in the Company, and now he is back in the United States, broke and without a living relative or a friend in the world.

This is according to the story of the boy who is now 17 years of age, and wants a job. Baily says he came back with the 277th Military Police Company, but his name did not appear on the passenger list of the Northern Pacific, and the military police company which arrived when that vessel docked was the 282nd.

### Was An Orphan.

Morris lost his mother when he was a child and he grew up with his father and elder brother Louis in Maine just across from Canada. His parents were Canadian by birth. His

father enlisted in the 157th Infantry when the United States went to war, leaving the two boys behind him.

Louis then enlisted in the 103rd Infantry, and Morris said that he too tried to enlist but being only fifteen years of age was turned down.

When his brother's regiment got the order to move Louis went with them and was smuggled aboard a transport at Hoboken and went to Bordeaux.

There he got ashore with the troops and having been fitted with a regular outfit went into training with the company.

He fought at Chateau Thiery alongside his brother, he claims, and was severely wounded when trying to rescue a wounded officer. On coming out of a hospital he learned that his father had been killed and that the French Government had awarded him a Croix de Guerre.

### Brother Killed.

During the fighting at St. Mihiel his brother was killed and he himself severely gassed, he says, and it was after the armistice was signed that he got out of Hospital and was assigned to a military police company in the Army of Occupation.

Baily says his company, H of the 103rd Infantry, got back to the United States last February, and that he was unable to go with them. The United States Consul at Brest gave him sailing papers he says, and they were taken from him on board the Northern Pacific by the Army personnel officer, who also took the official citation he received when he was awarded the Croix de Guerre.

He was very kindly treated at the Red Cross headquarters in Hoboken where he was assisted by County Clerk John J. McGovern, and Mrs. McGovern and Mrs. Fallon.



Observer Jan 3/19

Observer Jan 2/19

# Wounded Kept Aboard Stranded Transport

## Sea Too Rough to Permit of Their Being Landed, Says Official Message to Officials at Hoboken—Peril of Approaching Gale.

"Started taking off troops from the Northern Pacific at 10 o'clock this morning in small boats, eight men to the boat. Will not take off wounded as yet. No belongings can be taken off with soldiers. High winds are prevailing. Forty-seven cases not requiring special medical attention taken off last night and kept here, were taken to a hospital in Grand Central Palace this morning."

This is the report received at 10:45 this morning by Capt. Murphy in charge of the information bureau at the Port of Embarkation, Hoboken. The message was signed J. W. Blake, who is a second lieutenant of infantry and an aide to Lieut. Watters, in charge of the information bureau of Bayshore.

Because of the time required to land men by launches, small boats and by breeches buoy, officers in charge of the rescue called in engineers from the army and navy to

scheme out a plan to build a pontoon bridge from the ship to the shore. It will require many hours, it was said, to construct such a bridge and, in the meantime, in the opinion of the Coast Guards and others who have aided in the rescue, the troops can all be landed with the exception of the severely wounded and very sick. As these men will be the last taken off, the bridge may be constructed in time to be used in rescuing them off. However, the plans for this pontoon bridge have not all been worked out yet and may have to be abandoned later.

Peril to those remaining aboard may be increased by a northwest gale due to strike this coast late to-day. The weather bureau announced a storm of considerable intensity off the New Jersey Coast, moving northward with strong north and northwest winds, reaching gale force this afternoon and to-night.

Observer Jan 4/19

# WOUNDED TAKEN FROM STRANDED TRANSPORT HERE

## Are Immediately Rushed to Army Base Hospitals in This District.

### WORK OF RESCUE GOES ON UNDER DIFFICULTIES

#### Over Four Hundred Brought to Hoboken To-day by the Mallory, and Fifty More Transferred to the Solace, as Gales Lash the Vessels.

With 445 wounded officers and men rescued from the transport Northern Pacific, stranded off Fire Island, the transport Mallory arrived this morning at the Port of Embarkation at Hoboken.

The wounded, many of them suffering from exposure, were immediately sent to the various Army base hospitals in this district. The major-

ity of them were transferred in motor ambulances to Embarkation Hospital No. 3 and to Ellis Island.

Captain Moses, of the Mallory, paid high tribute to the courage and conduct of the wounded. He said they never uttered a word of complaint while being carried down the ladders and lowered into small boats which took them aboard the Mallory.

In extreme cold, and with the work rendered more perilous by a very rough sea, rescue squads later to-day began removing from the stranded transport Northern Pacific the 200 badly wounded men still remaining. Within the first hour fifty men were taken off.

Many were lowered over the side in stretchers, placed on submarine chasers and conveyed to the hospital ship Solace, which moved in closer to the sandbar. Coast guards and sailors risked their lives repeatedly to get the wounded to safety. The breakers were so high that waves sometimes swept clear over the little submarine patrol scouts with their cargoes of American soldiers.

The snowstorm ceased suddenly and the weather became much clearer and much colder than at any time since the transport ran ashore early Wednesday morning.

Transferring wounded to the Solace was more dangerous than the removal of them from the wreck. Through a glass it was possible to see the small boats tossing against each other, and bumping into the sides of the hospital ship, swinging at anchor a mile from shore. It took ten or fifteen minutes to pass one helpless man from submarine chaser to hospital ship when the waves were at their worst, many attempts failing.

# SOLDIERS ABOARD TRANSPORT SAFE, GLEAVES STATES

## Troops Not to Be Taken Off Until Wind Changes, He Announces.

### TO BE TRANSFERRED TO OTHER VESSELS

#### Navy in Control of Situation with Army Ships Standing by to Render Aid if Required—Will Attempt to Take None Ashore Through the Breakers.

Vice-admiral Gleaves, in command of the Cruiser and Transport Division of the Port of New York, issued the following statement this morning in Hoboken regarding the stranded transport Northern Pacific:

"The Northern Pacific is in no immediate danger and until there is a change in the wind from the westward no attempt will be made to transfer those on the ship. Such transfer, if it is made to-day, will probably be to other ships standing by, as it is safer to transfer them to ships than to try and take them ashore and having to go through the breakers. I expect a report from Captain Connolly later and upon this report further actions will await."

Major-general Shanks, in command of the Port of Embarkation, said that the navy had complete charge, but that several army ships were standing by in case they can be of assistance.

The Coast Guard crews from Point o' Woods, Oak Island and Fire Island stations remained on the beach all night. They had nothing to do. No one was brought ashore from the transport in the breeches buoy.

Direction of relief work from the naval air station was seriously handicapped yesterday and last night by hundreds of calls from anxious relatives of soldiers in France. They wanted to know whether their men were on the transport and they sought to ascertain for themselves whether the ship was likely to go to pieces.

It was emphatically stated at the station that there was no single indication of danger to the lives or health of any of the men.

Destroyers and tugs standing by the stranded transport Northern Pacific tried to move closer inshore this morning, to launch small boats for removal of some of the 2,454 soldiers aboard and, if possible, hoist the vessel, but the heavy sea prevented.

The little vessels jockeyed with the tide, approaching the transport and then back out as the waves swept them toward the treacherous sands. There was a pelting rain and a brisk wind, with a northeaster predicted by unofficial weather forecasters.

The stricken transport, 300 yards off the beach, was at times but dimly discernible through the mist which shrouded everything in a bleak grayness. The sea pounded the Northern Pacific all night, but still the ship showed no signs of going to pieces. Before dawn a staff of the Army Medical Corps with nurses and supplies arrived.

An unsuccessful attempt was made this morning to pull the stranded transport off the sand bar. It was announced that another attempt would be made at the next high tide, between 6:30 and 7 o'clock this evening that effort is not successful the work of transferring the passengers to other ships or to shore will be begun.

This information was given out by Captain Edward S. Murphy, information officer of the Port of Embarkation, Hoboken. He received the information in a report from Captain Connolly of the Northern Pacific, who reported by wireless to Hoboken.

The double bottom of the Northern Pacific has been opened up and the ballast tanks filled with water to keep the vessel from shifting further toward the shore, according to information given in a statement from the office of Vice-Admiral Gleaves, in charge of the Cruiser and Transport Division of the port of New York, supplementing an earlier statement.

# TRANSPORT DELAYED; SAILS EARLY TODAY

## The George Washington on Way to France—Many Notables on Board.

The U. S. transport George Washington sailed for Brest, France, at 7:05 this morning from her pier at Hoboken. She was due to sail yesterday afternoon, but was held up by the fog and low tide. Capt. Edward McCauley, Jr., tried to get away at 5 o'clock yesterday afternoon, but the weather was against him and he withheld the departure until this morning.

The distinguished passengers aboard the ship, who remained on board overnight, were asleep when the big liner left her berth this morning and steamed down the river through a heavy rain and a thick mist. There were few at the pier when she got away. The passenger list is a big one, including many prominent men and women who are bound for France in connection with the peace conference or on war work missions.

All of these came aboard the ship yesterday afternoon, expecting to get away at the scheduled sailing hour of 3 p. m. and, when it was finally decided to keep the former German liner at her pier, the passengers stayed on board so that an early sailing could be made this morning.

Assistant Secretary of the Navy Franklin D. Roosevelt, Charles M. Schwab, the Chinese ambassador to the peace conference, the Mexican delegation to the conference and more than thirty other distinguished passengers departed on the George Washington.

Observer Jan 7/19

# MARINE HEROES HERE ON NORTH CAROLINA

## Many Wounded and Wearing Decorations—Few Local Boys on Board.

Some of the heroes of Chateau-Thierry and Soissons and the other battles that led to the beginning of the end for the Germans, arrived in Hoboken yesterday on board the battleship North Carolina.

There were many of the Marines on board, many men who had been decorated for their bravery in the face of the foe, men who had been through the most stirring days of the war and who had dashed into the hottest of the fray at a time when it seemed impossible to avert disaster.

There were 1,388 troops aboard the battleship and of these there were seven Marine officers and 593 men.

Among the returning troops on board the armored cruiser North Carolina, which docked at Pier No. 3, Hoboken, yesterday were the following Hudson County boys:

Arthur Quick, 41 Grand street, Jersey City.

M. J. Taylor, 207 Newark avenue, Jersey City.

H. D. Smith, 117 1-2 Claremont avenue, Jersey City.

Sergeant D. F. Lafferty, 644 Newark avenue, Jersey City.



Observer Jan 14/19

Observer Jan 20/19

# Cruiser Here With St. Mihiel Heroes

The U. S. Cruiser Huntington docked in Hoboken this morning at 10 o'clock, bring 44 officers and 1,709 men back from France.

There was a big welcome extended to the returning warriors by the military and the Red Cross. When the men later marched down First street they were cheered all along the line.

The chief organization on board was the 57th Artillery, C. A. O., 25 per cent. from Rochester, N. Y.; 45 per cent. regular army men, and 30 per cent. old New York National Guard, formerly the 9th C. A. C. There were also 7 officers and 58 men of the 39th Artillery Brigade, C. A. C., with Col. J. M. Wheeler, of the regular army, in command.

On board was Captain Ernst Depur, formerly connected with a New York news service, who is connected with the 39th Artillery Brigade. He stated that the brigade had been in continuous service from the St. Mihiel battle, where was seen the greatest concentration of artillery in the history of warfare. He said that the guns were placed every five yards and that every artillery man was armed with a rifle.

"The result of this may perhaps be imagined," he said. "The Ger-

mans were literally blown to pieces. It was not merely the material damage inflicted, which was great, but the loss of morale and the knowledge that we could and would go on doing the same thing until we had battered through their defenses was the big thing that was gained. It must have taken both the heart and the fight out of them."

On leaving the cruiser the men were lined up on the piers and were later marched down First street for entraining. In spite of the fact that they were not expected, they had a big reception.

No word has yet been heard from the steamship Toula, carrying seven army officers returning from France, and which is ten days overdue, according to the authorities at the Port of Embarkation at Hoboken today. She left Nance, France, on December 23, and was due at Hoboken on January 4.

The Santa Marta, out of Bordeaux on December 12, is two days overdue. The transport St. Louis, which left Brest on January 2, was due here day before yesterday, has not been heard from.

Another overdue ship is the Minnesota, which sailed from Marseilles on December 23 and was due here on January 5. Nothing has been heard from her.

## SINGLE HOBOKEN BOY ARRIVES ON BELGIC

The only Hoboken boy to arrive at New York on the Belgic on Thursday last was Private John O'Reilly, son of Mrs. John O'Reilly, of 1036 Willow avenue. Private O'Reilly, who is a member of the 78th Division, Company B, 311th Infantry, had been overseas since May, after two weeks of training at Camp Dix.

Previous to his departure for the States he had been in a hospital in Southern France, after being gassed and wounded by shrapnel in the battle of the Argonne Forest. He is now stationed at Camp Merritt awaiting discharge.

Observer Jan 21/19

# THOUSANDS OF DOUGHBOYS ARRIVE ON TRANSPORTS AT THE PORT OF DEBARKATION

is a nephew of former Mayor of Jersey City Mark Fagan. He was in the fighting in the Argonne Forest, at the St. Mihiel drive and also at the engagements at Verdun. He was not wounded on any of these occasions.

On the Pueblo, also, was a comrade of Captain Eddie Grant, former member of the New York National League baseball team, who died when trying to go to the aid of the "Lost Battalion" in the Argonne Forest. He was in Company H of the 307th Infantry.

The story of Captain Grant's heroism was told yesterday by Sergeant John F. Burns, of Riverdale, who was a member of Company I of the same regiment. He told of the manner in which he was lying near Captain Grant while the latter was trying to get into touch with the Lost Battalion, and that, while the gallant captain was in this position, a shell landed close beside him and killed him.

Many stories have been related regarding the manner in which Father Duffy, the heroic chaplain of the old 69th N. Y. distinguished himself during the fighting. Sergeant James O'Brien of Company D, old 69th, who lives at 100 East 120th street, New York City, stated yesterday that he had seen Father Duffy in the front line trenches with the boys he loves so well and that there was no possible doubt but that the chaplain was fighting.

"And he was fighting — hard, too, let me tell you," said O'Brien.

The Scandinavian-American liner Oscar II sails from her Hoboken pier today for Copenhagen. She carries a general cargo, mostly foodstuffs, and has fifty first cabin passengers, twenty-five in the second cabin, and one hundred third cabin passengers.

Washington, Jan. 21.—The cruiser Frederick (Brest) for New York, is due January 23, with the Field and Staff, Headquarter's Company Medical Detachment, Headquarter's First Battalion, Companies A, B, C and D, of the 330th Infantry (83d Division) to be demobilized at Camp Sherman; 466th (Regulars), and 482d (Camp Meade) Aero Squadrons and ten casual officers.

The transport Conia (Brest) for New York, is due January 24, with 331st Infantry complete (83d Division) to be demobilized at Camp Sherman; Casual Companies 348 and 345 (both Camp Meade); 346 (Camp Upton); about 100 sick and wounded and a group of casual officers, prisoners, guards and nurses.

The transport Easterner, Bordeaux for New York, is due February 4 with four casual officers.

The transport Absecon, St. Nazaire for New York, is due February 3 with an Alabama casual detachment and sixteen casual officers.

The transport Susquehanna, St. Nazaire for Newport News, is due January 31 with casual companies 442 (New York); 443 (Pennsylvania); 444 (Illinois); 445 (Ohio); 129 (New York); 130 (Idaho); 131 (Ohio); 132 (Missouri); Ordnance casual officers, about 600 sick and wounded and six officers and 71 men of the navy.

George Washington and De Kalb Dock This Morning With About Five Thousand on Board—Pueblo Here Yesterday Afternoon — Well Men and Casuals Are Among the Passengers—Former Mayor Fagan's Nephew an Arrival, Also Comrade of Late Captain "Eddie" Grant.

## SCANDINAVIAN LINER WILL DEPART TODAY

Considerably over 5,000 American Doughboys returned to the home country and landed in Hoboken during the past few hours. Two transports, the George Washington and the De Kalb, docked in Hoboken this morning, while the transport Pueblo docked yesterday afternoon.

The George Washington carried 3,474 men from the trenches, among these being the 49th Infantry with 23 officers and 1,862 enlisted men, practically all of them being men residing in this section of the country. The 29th Regiment was recruited from Fort Slocum, Camp Merritt, Camp Dix and Camp Upton, to all four of which training centres men from Hudson County were sent.

In addition, the George Washington carried the headquarters company of the 83d division, brigade headquarters company of the 106th Infantry, the 308th Supply Train, and 119 casual officers, 15 army nurses, 43 civilians, 21 officers, and 350 enlisted men of the navy, and 860 sick and wounded men.

The De Kalb carried a total of 621 men, and the Pueblo, which docked yesterday afternoon, carried 1,517 men. On the De Kalb were the 113th Sanitary Train, 7 officers and 87 enlisted men, headquarters company of artillery attached to the Second American Army, one officer and 104 men and a total of 406 wounded men.

Among those who arrived on board the Pueblo yesterday was James Fagan, of 212 Palisade avenue, Jersey City, who was in France with the 53rd Ammunition Train. He

Observer Jan 15/19

# St. Louis Is Here; Other Ships Overdue

### Army Transport Brings Artillery Unit—No Local Men on Board—No Anxiety Felt Concerning Santa Marta or Wilhelmina—Leviathan to Sail on 17th.

Many vessels are due to dock in New York during the present week. The army transport St. Louis, which docked at Hoboken this morning, carried one complete artillery unit, none of its members, however, being from this vicinity. This unit was not in action.

The Santa Marta is overdue and is expected to arrive during the next few hours. She is now almost two weeks overdue, but there is no anxiety manifested regarding her safety.

The Wilhelmina and many others will come into the port during the week, but it is not yet known which of them will dock in Hoboken.

The Leviathan is due to sail from Hoboken on the 17th.

Another vessel due to dock this week is the Belgic, which is bringing in over 3,000 soldiers. Some of these went overseas from Camp Merritt, Camp Dix and Camp Upton. There are also many of the 49th Infantry on board.

The Wilhelmina is carrying close on 2,000 men, and it is expected that she will dock in Hoboken. There are 177 wounded on board, the majority of them, however, not being serious cases.

The hospital ship Mercy is also due in the port during the week. She carried close on 300 wounded men, most of them bedridden.



Observer Jan 24/19

Observer Jan 23/19

# THE LEVIATHAN DEPARTS; OTHER VESSELS ARRIVE

## Two Battleships and Three Transports Here—Lo- cal Boys Home.

The U. S. Naval Transport Leviathan left her Hoboken pier this morning shortly after eleven o'clock for Brest. She had been delayed twice, once on account of engine trouble several days ago and again yesterday because of fog.

Held down the bay by the fog yesterday, a large number of Army transports were scheduled to dock in Hoboken to-day. The battleships Louisiana and New Hampshire, both carrying troops, were due to come into Pier 4, while the transport Calamares was scheduled to arrive at Pier 8, the Suriname at Pier 2 and the General Goethals at Pier 14.

The Orizaba, which docked at Hoboken yesterday afternoon, carried several Hudson County boys who had seen service overseas. Hoboken, Jersey City, West Hoboken and Bayonne were all represented in the passenger lists.

Patrolman Arthur McKeon, of Hoboken, was one of those on board, and he was keenly interested when he heard that four new motorcycles have been purchased for the Police he operated a motorcycle on Washington street, and he is anxious to get back to his old job.

"I spent some of the time 'over there,'" he said, "in riding a cycle around in the war zone. I was on duty in the Verdun sector, and it was quite a change from Washington street, believe me."

Michael Slattery, of 708 Willow

134 Sherman Place, Jersey City.  
Private William P. Cregan, 392 Grove street, Jersey City.  
Private F. J. Macklin, 115 Brown Place, Jersey City.  
Private M. Lazarus, 78 East Twenty-first street, Bayonne.  
Private J. T. Mulhearn, 139 Maple street, Jersey City.

avenue, Hoboken, was in the fighting in the Argonne sector. He was with several men of the old Fourth Regiment and got into some real scraps with the Germans.

"It was very lively while it lasted," said Slattery. "We had some real fighting, especially in the Argonne Forest. That is a pretty tough proposition. It is the largest forest in all France, and, with the Germans all the way through it, it made about as exciting a proposition as you would wish to meet."

"We had to keep on the watch all of the time and to keep going all of the time, too. There were some who said that it would be impossible to drive the Germans out of that forest, but they were going out, all right, and going fast when the armistice was signed and they quit."

Hudson County boys who arrived on the steamship Orizaba yesterday were:

- Sergeant Thos. J. Hynes, 150 Summit avenue, Jersey City.
- Private Harry A. Forrester, 184 Randolph avenue, Jersey City.
- Private Avallone Pasquale, 101 Armstrong avenue, Jersey City.
- Private James J. Butler, 826 Ocean avenue, Jersey City.
- Private J. Hoiler, 97 Garrison avenue, Jersey City.
- Private P. A. Cankian, 64 Avenue A, Bayonne.
- Private Arthur J. McKeon, 52 Eleventh street, Hoboken.
- Private C. J. Thiel, 113 Nelson avenue, Jersey City.
- Sergeant R. P. Warren, 210 Fifth street, Jersey City.
- Private Fred W. Kutschinski, 427 Garden street, Hoboken.
- Private William Retsch, 44 Hopkins avenue, Jersey City.
- Corporal Walter Van Wart, 66 Astor Place, Jersey City.
- Private M. Slattery, 704 Willow avenue, Hoboken.
- Private Frank Slater, 64 West Thirty-first street, Bayonne.
- Private Sylvester Gilbert Stange,

# Leviathan Sailing Delayed By The Fog

## Big Transport to Carry American Ambassador to France and Others—To Return With Troops—Orizaba Docks at Hoboken—Other Ships Due.

Bearing many notables and a big cargo, the American transport Leviathan, formerly the Hamburg-American liner Vaterland, will sail from Hoboken at 11 o'clock to-morrow morning for Liverpool and Brest. She is scheduled to return on February 12, with a big cargo of returning American troops. The Orizaba, with New Jersey boys, docked at Hoboken shortly after noon.

The Leviathan was to have sailed on January 1, but engine trouble delayed her for the better part of a month. Again she was scheduled to depart at 10:30 this morning, but the heavy fog held her up. Capt. W. W. Phelps is in command. She had cast off, but came back to her pier.

The Leviathan is taking to Brest W. G. Sharp, American Ambassador to France, and his son, W. G. Sharp, Jr.; Brigadier-General Frank T. Hines, chief of embarkation at Washington; Felix W. Smith, American Consul at Tiflis, Russia; William A. Jenkins, American Consul at Odessa;

John Randolph, Vice-Consul at Odessa; William J. Pike, Consul at St. Gall, Switzerland; Newcomb Carlton, head of the Western Union Co.; Gerard Swope and E. E. Phalen, Irman Shelby, G. H. Moon, J. H. Wilbur and William Fleischman, representing the United States Shipping Board.

Ten French officers of high rank and seven officers of the Polish army, with 600 Poles recruited in Canada for military service in Poland, will go also on the Leviathan.

The Orizaba, bringing many troops, including a casual company of New Jersey boys, anchored upstream off Weehawken this morning. She docked at about 12:20 at the Army Piers, Hoboken.

It was expected that the hospital ship Mercy would reach Ambrose Channel at noon, and that she would dock at Hoboken during the afternoon. Another vessel expected to-day is the Calamares, but nothing has been heard from her so far to-day.

Observer  
Jan 30/19

# HELLIG OLAV HERE; NEARLY STRUCK MINE

The Scandinavian-American liner, Hellig Olav, which arrived at Pier No. 17, Hoboken, yesterday afternoon from Copenhagen, had several narrow escapes from being struck by floating mines, according to the story told by Captain Leon Holst, commander of the vessel. She left Copenhagen January 16.

Because of the mines which strew the North Sea, the liner was forced to make a northerly detour around the Shetland Islands. Once the vessel came within four feet of one of the deadly mines. At another time, at the fall of night, she was forced to drop anchor until morning.

There were 113 passengers in the first and second cabins when the liner left Denmark, but there were 114 when she docked here. The addition was a baby girl, the daughter of Mrs. Rigmar Chatt, born when the vessel was five days out from Copenhagen. Mrs. Chatt was disappointed because her daughter had not been born in America, but the other passengers held a party on board in honor of the new arrival.

Walter E. P. Hammon, who declared that he was an American, born in Chicago, but had been taken fourteen years ago by his parents to Germany, was detained for a further examination by Naval Intelligence officials. Hammon speaks only German. He is a toolmaker. Influential political friends kept him out of the German army, he said. There were some discrepancies in his tale, however, and he was held.

Hammon stated that he left Berlin on December 22, just on the eve of the Bolshevik outbreak. The whole country, he said, was in an uproar and traveling was perilous.

Observer  
Feb 1/19

# THREE THOUSAND MEN ARRIVE ON SIBONEY

## Transport Docks at Hoboken Piers—No Jersey Sol- diers on Board.

A total of 3,340 men from France arrived in Hoboken this morning on board the army transport Siboney. They spent the night anchored off quarantine and came up to the dock this morning.

On board the Siboney were the 45th Regiment of Coast Artillery, the 309th Ammunition Train, Batteries C and D, with the detachments of the 339th Field Artillery and the remainder of Casual Company No. 25 from New York.

The men received a big ovation as the transport pulled into her slip and they responded with cheers that could be heard across the river in New York City. The Red Cross Canteen was on hand with hot coffee and buns, which were keenly appreciated. Cigarettes, chocolate and gum were also distributed to the men.

The men were lined up on the piers and were later entrained for camp. So far as could be ascertained this morning there were no Hudson County men on board the vessel.

Observer Jan 25/19

# Several Vessels In; Two More Coming

Over 2,000 American soldiers will arrive in Hoboken this afternoon from the battlefields of France. The Atenas is due to dock at 2:30 at Pier 2 with 118 officers and men, and the Maui, with 2,051 officers and men, is expected to dock at the same pier at 2 o'clock.

Several thousands of soldiers came back to the U. S. A. yesterday and landed in Hoboken. The battleships New Hampshire and Louisiana both docked in Hoboken, bringing practically the entire 59th C. A. C., of New York and Brooklyn, formerly the 13th Coast Artillery. Both the Accomac and the Calamares brought troops. The General Goethals and the Suriname, which anchored down the bay, sent their passengers to the Hoboken piers on tugs.

The most enthusiastic reception yet given to any of the boys was reserved for the 59th C. A. C. They were met down the bay by steamers carrying their relatives and friends, and these sailed up the stream with them, cheering them all the way.

River street, Hoboken, was packed from one end to the other. Hundreds of relatives of the boys on board the

two battleships waited for hours outside the piers in the hope they would be able to see them and perhaps shake hands with them. In this, however, they were disappointed, owing to the fact that the men were taken on tugs to the other side of the river on their way to Camp Upton.

Major Harris, the oldest surviving officer of the regiment, stated that there was little of the spectacular in the work they had done. He said he was a magazine writer before he went to war and he realized it would be difficult to imagine anything more prosaic than the work of the artillery men.

"We just plugged and plugged, and after that we plugged some more. It was hard work from early morning until late at night and the men went through it without a murmur, with the cheer and good fellowship and enthusiasm that makes the ideal soldier. We pounded the Germans and we blew their dugouts and trenches all to pieces and we were—yes, this is interesting—the only heavy artillery unit that crossed No. Man's Land ahead of the light infantry."



Observer  
Jan 31/19

Observer Feb 10/19

## HUDSON COUNTY BOYS COME HOME ON THE MONGOLIA

Nearly All Wounded in Action  
—Every Man Has  
Been in Fighting.

THEY TELL HOW THE  
OLD 4TH SUFFERED

Prominent Hobokenite Describes Bitter Struggle in St. Mihiel Sector—  
Jersey City Lads Also Give Recitals of Experiences and How They Were Wounded.

Quite a number of Hoboken and Jersey City boys arrived from France yesterday on board the transport Mongolia, which docked at Pier 1, Hoboken. She brought over 4,000 doughboys on board. Most of these were in casual companies.

With but few exceptions all of the vessel's military passengers had been wounded and all had been in action. Practically every man on board the big transport had a story to tell. Most of them, in the happiness of being back home, were willing to talk.

One of the local heroes on board was Private Joseph F. Fitzpatrick, of 839 Willow avenue, Hoboken, a cousin of former Councilman of the Common Council Patrick H. Duffy. Fitzpatrick has been twice wounded and told of his adventures with a modesty that made it difficult to get actual details.

"Yes," he said, "it was in the St. Mihiel drive. We had one big time there, something that all will remember as long as they live; that is those who are still alive. It was one of the biggest fights we had in the whole of France. Where there were not trees behind which the Germans concealed themselves there was bare hard ground and plenty of nice easy places to make an ambush.

"The French believed that it would never be possible to get the Germans out of this corner. And it would not have been possible if the American boys had not gone at it the way they did. Instead of sitting down looking at the Jerrys, the doughboys went ahead and routed them out. Of course it was costly, but it was the only way to win.

"It was on October 10 that we went after them. The Germans had been sending over gas shells by the minute and the place was pretty bad. We went 'over the top,' however, and found that there was plenty of work for all of us. That was quite some fight while it lasted. The way the boys went into the fighting was fine. The Germans did not have a chance and they just broke and ran, well, once they started, we kept on at it.

"I was on September 15 in another fight. My arm was pretty well smashed with high explosive, but it is getting along nicely now, and I will soon be as well as ever."

Charles Olsen, of 261 Eleventh street, Hoboken, who was gassed in the Argonne Forest, was also a passenger on the Mongolia. With him was Corporal William Barnett, of 1104 Park avenue, Hoboken, who was wounded on the Alsace front. He told of the manner in which the old Fourth Regiment had acted in the war and the manner in which it had suffered in action. He told of the manner in which the local boys fought through the Argonne Forest, and how they gave "Jerry" more than they received from them.

Details of the same fighting were also given by John Gallagher, of 1319 Washington street, Hoboken, who also was with the 113th Infantry. He said the regiment went through hell in the Argonne Forest and that the losses had been heavy.

A Jersey City boy, Jack Douglas, of 57 Orient avenue, a member of Company L, 309th Infantry, told of the fighting at St. Mihiel, where he was both gassed and wounded.

"It was the liveliest kind of a time while it lasted," he said. "No, I did not see any more fighting after that. I had all I wanted. Tell the boys in Jersey City I'll be back in a day or two to look them over."

Corporal Peter J. McCoy, of Company D, 9th Infantry, who resides at 136 Sherman avenue, Jersey City, was wounded in Belleau Wood in June. He was also a passenger on the Mongolia, as were Louis Marmorstem, of 665 Ocean avenue, Jersey City; Corporal J. C. Long, 170 Thirteenth street, Jersey City; Meyer Katz, 124 West Thirtieth street, Bayonne; Joseph Petro, 312 Hoboken avenue, Jersey City; Michael J. Florenti, 513 Monmouth street, Jersey City, and C. Derazio, 44 Waverly street, Jersey City.

Observer  
Feb 24/19

## LOCAL SOLDIERS ARRIVE HOME ON BOARD ORIZABA

Twenty-nine Hobokenites—  
Others From Various  
Parts of Country.

The following Hoboken boys arrived from overseas on Saturday last on board the Army Transport Orizaba. They belonged to the 334th Field Artillery, Battery E, and went overseas last August. They first went to England and then to France. They were engaged in construction work, building sheds and piers for railroad facilities. They were not in the fighting:

Emil "Doc" Fuhrman, 304 Bloomfield street.

Patrick "Happy" Halligan, 701 Willow avenue.

Frederick Schultz, 729 Park avenue.

Frank Fuggazzi, 525 Park avenue.

U. S. Anderson, 705 Park avenue.

Charles Fester, 412 Madison street.

Sydney Klein, 363 First street.

Corporal J. Dunn, 525 Washington street.

John Nash, 1106 Madison street.

James Liza, 713 Madison street.

Harry Mahnken, 315 Monroe street.

John J. Shea, 73 Willow avenue.

Top Sergeant William Harrigan, 75 Newark street.

Robert Forte, 85 Clinton street.

Joseph Simperl, Meyer's Hotel.

Edgar Salisbury, 58 Eleventh street.

Andrew Diele, 91 Jackson street.

Harry Provero, 112 Willow avenue.

Albert Kackenmeister, 76 Washington street.

Fred Rosenberger, 562 Ferry street.

Joseph Donnelly, 735 Park avenue.

Otto Stender, 235 Fourth street.

Rosario Catona, 122 Jefferson street.

Marco Zaccario, 518 Grand street.

Charles L. Ernst, 1205 Willow avenue.

Corporal Peter Gerrity, 729 Washington street.

Edward J. Butler, 109 Monroe street.

John Picco, 527 Adams street.

Arthur Bochman, 84 Washington street.

The following Hudson County boys also arrived on board the same vessel and were with the same artillery unit, Battery D, Colonel Watson Griffin was in charge of the regiment. He was badly injured on the way over during a storm, which threw him against the deck. Four members of the crew were also injured by a giant wave which washed them into the scuppers after they had made all fast on the decks:

Charles Gorese, 829 Eighth street, West New York.

William Donnelly, 67 Twenty-fourth street, Guttenberg.

Peter F. Reinel, 289 Front street, Secaucus.

Harry H. Mahrtens, 311 Twenty-first street, West New York.

John A. Monico, 5009 Boulevard North Bergen.

Joe Olpt, 908 Bergenline avenue North Bergen.

James Mulligan, 227 Twenty-eight street, Woodcliff.

Robert Horton, 608 Bergenline avenue, West New York.

L. Vogts, 117 Thirteenth street, West New York.

Giocome Giacaccco, Shadyside.

## CRUISER NORTH CAROLINA HERE WITH SOLDIERS

First Warship to Arrive at  
Hoboken Carrying War  
Veterans.

The U. S. S. North Carolina, Captain W. D. MacDougall, U. S. N., in command, docked at Pier 1, Hoboken, yesterday after a stormy trip from Brest, France. She was the first warship to arrive with troops of the A. E. F., and this completes her second trip as a cruiser transport.

She brought 1,400 troops consisting of the following: 16 officers and 726 men of the 12th Battalion, 20th Engineers; 2 officers and 116 men of the 11th Battalion, 20th Engineers; 3 officers and 146 men of the St. Aignan Casual Co. No. 469; 2 officers and 187 men of the Air Service Casual Co. No. 2; 2 officers and 111 men of the Brest Casual Co. No. 233; 1 officer and 29 men of the Marine Casual Co.; 44 men, Navy Personnel; and in addition are 1 naval officer, 20 casual officers, 16 civilians and 3 Y. M. C. A. secretaries.

About 850 of these troops are veteran engineers, the boys who rebuilt a single bridge in the Vosges section nine times under continuous shell fire. They are under command of Major Frank R. Barnes. Next come 187 men of the Air Service under Second Lieut. Wm. J. Kerwin, Jr., and among the officer passengers were Captain B. B. Bierer, U. S. Navy, who served during the war in command of the Olympia, Dewey's old flagship; Captain Gordon Reol, of the Air Service, formerly commissioner of highways in New York State; also 20 casual officers of the artillery, Air Service, Ordnance, etc.; and First Lieutenants Zenos R. Miller, Wm. H. Plyler and C. A. McElvain, aviators who were shot down in air fights over Hun territory and spent months in German prison camps. Lieutenant Miller is the owner of the Croix de Guerre with palm and a wound chevron and the stories of all three are replete with thrills.

The North Carolina again brings 40 veteran Marines of the famous 2nd Division under Captain W. A. Duckham, himself holder of the French Croix de Guerre with star and a wound chevron earned at Belleau Wood. Most of the Marines took part in such fights as Belleau Wood, Soisson, St. Mihiel, Champagne and went up into Germany with the Army of Occupation. There are two holders of the Croix de Guerre, Sergeants Walter Hillman, of Monongahela, Pa., and C. Gallop, of Spring City, Pa. Gallop has also been recommended for the American D. S. C. and Hillman for the American Medal of Honor. All the balance of the forty have seen 12 to 18 months' service of the hardest kind, to illustrate which one might mention that Captain Duckham's original company of 200 men, the 45th of the 5th Regiment, received 670 replacements during their service at the front.

Information office at the Army Piers, Hoboken, stated this morning that no arrivals of vessels are expected today at the Hoboken side of the river.

The Leviathan is expected to dock some time tomorrow afternoon, probably about four or five o'clock. She will dock in Hoboken. She left Brest February 3, with 9,295 men on board, consisting of 371st Infantry, complete, 104 officers and 2,660 enlisted men (colored); 372d Infantry complete, 77 officers and 2,665 enlisted men (colored); Field and Staff and Headquarters Company, 163d Infantry, 11 officers and 252 enlisted men; Headquarters Detachment, Medical Detachment, and Companies H, I, K, L, and M, of 368th Infantry, 35 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, 1 officer and 38 enlisted men; Brest Convalescent Detachments No. 24 to 34, inclusive, 37, 38, 39, 41 and 42, 2,132 enlisted men, all sick or wounded; officers commanding convalescent detachments, 17; casuals, 70 officers and 17 enlisted men; 2 nurses, 29 civilians and 5 general prisoners. Also 3 French officers.

Observer  
Feb 17/19

## MORE TROOPS COME HOME ON TRANSPORTS

Three Dock at Hoboken—  
Doughboy Tells of Fr.  
Duffy's Courage.

Close on 6,000 American doughboys arrived home yesterday on two transports docking in Hoboken, the Matsonia and the Huntingdon. The Cruiser Huntington carried a total of 1,983 and the Matsonia brought back 3,345 officers and men.

An interesting story regarding Father Duffy, the famous chaplain of the old 69th New York, was told by Private John Maddock, of 306 West 121st street, New York City, who vouched for the statements. He said that since going to France Father Duffy had learned how to roll cigarettes, having stated that, next to the last rites of the church, there was nothing so comforting to a dying man as a cigarette, and that usually they were without a solace of a last smoke.

"I have often seen Father Duffy," said Maddock, "sitting beside a wounded man talking to him, right out in the open with bullets skipping around in close proximity, and he would roll a cigarette for him. Father Duffy seemed to bear a charmed life. He was sure a man whom the soldiers idolized, because he was one of themselves and his first business was always to look after them."

Three American officers and 38 of the crew of the U. S. S. Scorpion interned by the Germans at Constantinople in the early part of the war, arrived in Jersey City yesterday on the Transport Dante Alighieri from Marseilles.

More than 2,700 soldier and officers arrived this morning on the Transport Rotterdam, which docked at Hoboken. They were members of the 367th Infantry, Field and Staff, Headquarters Company, Medical Detachment, Headquarters Troops and Companies G, I, K, L and M; colored; detachment, Company D, 162nd Infantry; 92nd Division Headquarters, with Brig. Gen. James S. Irwin, commander, 92nd Division Headquarters troop. There were also on board Evacuation Hospital No. 51, 290 casual officers, 79 civilians and 344 convalescents.

Deplorable conditions in the United States Army camp at Brest, France, as he personally saw them, will be described to Secretary of War Baker and the Military Affairs Committee of the United States Senate by United States Senator Robert L. Owen, of Oklahoma. Senator Owen and his wife landed at Hoboken from the Transport Rotterdam.

"Conditions are slightly better than they were," said the Senator, "but they are still bad. The men are crazy to get home. They are very homesick. A major committed suicide just before I left Brest. I learned he was simply homesick."

Observer Feb 27/19

Many Hobokenites are interested in the news that the 105th, 106th and 107th Regiments of the 27th Division have embarked from Brest on the transport Leviathan for their return to this country. With fair weather, the Leviathan should bring in its huge cargo in six days.



Observer Feb 20/19 Observer Feb 15/19

# RETURNING SOLDIERS ARE NOW RECEIVING THEIR PAY AT PORTS OF DEBARKATION

camps, directing that men arriving at the convalescent centres from hospitals or from overseas, be placed on the payrolls at once, and that arrears in pay be made up promptly.

The order issued by the department on this subject to the camp commanders says: "It is urgent that every man in your camp—casuals, patients and members of the regular organizations—be paid promptly all pay in arrears."

Commanding officers at all general hospitals have been ordered to remedy every case of a sick or wounded soldier failing to receive his pay due to detachment from his unit.

I shall be pleased to hear from you at any time regarding this or any other matter.

Very sincerely yours,  
JOHN J. EAGAN.

Enclosed with this is a copy of the letter addressed to Congressman Egan by Adjutant-General of the Army P. C. Harris, which follows:

Honorable John J. Egan,  
House of Representatives:

My dear Mr. Egan—I have the honor to acknowledge receipt of your letter of February 12, 1919, enclosing an editorial from the Hudson Observer relative to non-receipt of pay by soldiers of the American Expeditionary Forces.

In response thereto you are advised that the matter has been referred to the Commanding General, American Expeditionary Forces, France, with a view to remedying this condition. You will be further advised as to the result of the steps taken in this regard as soon as practicable.

Very truly yours,  
P. C. HARRIS,  
The Adjutant-General.

On receipt of these communications inquiries were made this morning at the Army Piers, where it was learned that all returning soldiers are now receiving their arrears of pay.

In the course of a communication to Representative J. M. Gallivan, of Massachusetts, Brigadier-General H. M. Lord, Director of Finance of the U. S. Army, has stated that under the instructions which have been issued by the department authorizing the acceptance of the man's affidavit for the purpose of establishing his pay status, there is no reason why any soldier in the United States today should be in arrears with his pay, and adds that he believes that all men are now paid their arrears and are also in receipt of their monthly pay.

Announcement Is Officially Made by Military Authorities—Matter Taken Up With Adjutant General at Capital by Congressman Egan, Following Editorial in the Hudson Observer—Referred Directly to General Pershing in France.

## NO REASON FOR THE MEN BEING UNPAID

Soldiers now returning from overseas duty are receiving their arrears of pay, partly due to the efforts of the Hudson Observer.

It was stated officially at the Port of Debarkation, Hoboken, this morning, that all returning troops are now being paid on presentation of affidavits.

Congressman John J. Egan took the matter up following an editorial in the Hudson Observer and brought the conditions to the attention of the adjutant-general of the army. The result is explained in the following communication from the Congressman received this morning by the Hudson Observer:

Editor Hudson Observer:

Dear sir—I noticed in a recent issue of the Hudson Observer an editorial regarding the failure of soldiers of the American Expeditionary Forces to receive their pay—especially wounded soldiers.

I called in person on the adjutant-general of the army on the 11th instant, and at his request wrote a formal letter and attached your editorial. I am enclosing his reply for your information.

I am also informed through another source that orders have been issued to all camp commanders, except Camps Mills, Merritt and Stuart, which are debarkation receiving

# More Vessels To Bring Troops Home

Twenty-five Additional Ships for Cruiser and Transport Force—Eight of Them Have Already Sailed—Refitting Done in Local Shipyards.

Washington, Feb. 15.—Twenty-five vessels are being or have been fitted out at New York to join the "American cruiser and transport force," engaged in bringing troops back home.

This was revealed today in a list of vessels comprising the force under Vice-Admiral Gleaves, with their scheduled sailing time.

No explanation has been offered for the fact that transport officials last month predicted a monthly flow of 200,000 troops from then on, while Chief of Staff March last week estimated only 160,000 would be returned in February. It is assumed that addition of the twenty-five extra vessels will permit reaching or passing of the 200,000 mark, for authorities indicated that they hope soon

to have the totals up to 275,000, at least.

It was stated at the office of Admiral Gleaves this morning by Captain Blaner, chief of staff, that the work of outfitting these vessels had been going on for the past two months. Some details have already been published in the Hudson Observer.

The largest of the new troop carrying ships the Nansmond, formerly the Pennsylvania, of the Hamburg-American line. With the Virginia she can carry nearly 7,000 troops. Eight of the new vessels had already sailed, and the first was expected back with its contingent of returning troops by March 1, it was stated.

The work of converting the vessels, most of them former freighters, has been done in shipyards in New York harbor.

Observer Feb 26/19

# PRESIDENT GRANT DOCKS HERE WITH MANY SOLDIERS

Some Local Men on Board—Counselor Fallon's Son Among Them.

One of the most enthusiastic greetings that has been accorded to a homecoming transport in many months was given to the President Grant, which docked in Hoboken this morning with a large number of soldiers on board, some of them local boys.

One of the first to come down the gangplank was Lieutenant John J. Fallon, Jr., son of Corporation Attorney John J. Fallon, of Hoboken. Mrs. Fallon was on the pier to meet her son and an affectionate greeting was exchanged between them. John, Jr., looked in the best of health.

Brigadier-general Albert H. Blanning, of the 184th Infantry Brigade, was the ranking officer on board the transport. The soldiers on board included six officers and twenty men of the headquarters staff of the 184th Infantry Brigade, the 164th Infantry, consisting of 87 officers and 3,359 men; the 162nd Infantry Supply Company and Company K of the same regiment, 76 casual officers, Brest convalescent detachments No. 44 to 50, 766 sick and wounded men,

and two naval officers and thirty men.

Three French brides who married American sailors also came back on the transport. They are: Mrs. Stephen Adamovich, who met her husband while he was a member of the destroyer Nicholson's crew at Brest; Mrs. Philip C. Gordon, whose husband was a mechanic on the repair ship Prometheus, and Mrs. Philip McLoughlin, whose husband was stationed at the naval hospital at Brest.

The transport had a very stormy passage over to this side. On February 21 she received a wireless call for help from the freighter Polar Star and stood by her for fifty hours until she was able to proceed on her journey.

Cornelius Fiske, 18, of 2051 Ryer avenue, New York, formerly a private in the famous Sixth Marines and a hero of Belleau Woods, Soissons and Chateau Thierry, came back to America, a prisoner in the "brig." After joining the navy two years ago, when sixteen, he thought the service of the seas too uninteresting and deserted to join the "Devil-Dogs" in the hope of seeing more action on the battle front.

After a short stay in the naval training station, he made a trip to France as a seaman on the President Grant. Not encountering any U-Boats on the trip, he left the ship to join the Marines when he returned to America.

When the armistice was signed on November 11, he approached his company commander, Captain J. F. Gargan, of Boston.

"Captain," he said, "now that the show's all over and there is no more chance of fighting, I might as well tell you the truth. I am a deserter from the navy." He then recited the entire tale to the captain, who got in touch with the authorities. Captain Gargan tried to intercede in Fiske's behalf, on account of his splendid record, but it was no use. He did succeed, however, in obtaining permission to act as the youth's counsel when the case comes to trial.

Observer Feb 28/19

The transport Leviathan, bearing three regiments of the 27th Division, is expected to dock in Hoboken next Wednesday or Thursday, according to information at the Port of Embarkation. There are quite a few boys from Hoboken in the 27th.



Observer Feb 27/19

Observer Mar 1/19

## Hero Chaplain Here On The Wilhelmina

Father Conaty Among Arrivals on Army Transport  
Docking in Hoboken—Led Band of Volunteers  
in Rescuing Wounded—Gets D. S. Cross.

The U. S. Army transport Wilhelmina, carrying 1,711 men, most of them casual convalescents, docked at Hoboken this morning, after a stormy voyage of sixteen days from Bordeaux. All of the men on board, with the exception of 211, were wounded, but almost all of them were walking cases. Colonel E. J. Cullen was the ranking officer on board.

Father Charles Conaty, of Tauton, Mass., a chaplain with the 11th Infantry of the Twenty-eighth Division, was one of the passengers. He carries two wound stripes on his arm and is also decorated with the D. S. C. He refused to give any details regarding himself or the deeds which had earned him his distinctions, but

some of the facts were gleaned from his comrade soldiers on board.

It was during the second battle of the Marne and the twenty-eighth was engaged east of Chateau-Thierry. After three days of heavy fighting a small detachment of the regiment was cut off and many of them were killed and wounded.

During the night Father Conaty led a band of volunteers into No Man's Land for the purpose of rescuing the wounded who were lying exposed. In spite of heavy fire from the Germans the volunteers persisted in their efforts and brought in all of the American wounded. It was during this work that Father Conaty was wounded twice and it was for his gallantry that he was awarded the D. S. C.

## Maui Arrives; Two More Ships Coming

Transports Turrialba and Great Northern Due to Dock at  
Hoboken To-day—Many Men on Board—Officers  
on Maui Praise Colored Troopers.

Two transports, the Turrialba and the Great Northern, are expected to dock in Hoboken some time to-day. The Turrialba is carrying 96 casual officers, while the Great Northern has 2,643 officers and men on board.

Those on the Great Northern are the 349th Field Artillery, Field and Staff, Headquarters and Supply Companies, Medical Detachment and Companies A, B, C and D, 58 officers and 1,023 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 the 54th Coast Artillery and five casual officers.

The transport Maui docked in Hoboken late yesterday afternoon with 5,358 soldiers, including the 350th Coast Artillery (colored). The men

remained on board during the night and were taken off this morning. There were a larger number of casual companies and officers and men on board the transport, almost every State in the Union being represented by the men on board.

Col. W. L. Prosser, of New Albany, Ind., and other white officers of the 350th Coast Artillery, which is the only colored regiment of the kind in the world, spoke feelingly of the bravery of the colored soldiers, and stated that they were as fine fighters as there were in France.

Major Marvin Cappel, of Alexandria, La., Regimental Surgeon of the Ninth Infantry, won the D. S. C., the Croix de Guerre and a few other distinctions by seven times carrying wounded men from the field and for other valorous deeds. There were several other soldiers on board who had decorations.

Observer Feb 28/19

Observer Mar 3/19

Observer Mar 8/19

## OSCAR II. IN THE WAKE OF VESSEL SUNK BY A MINE

Scandinavian Liner Docks at  
Hoboken—Seventy-  
eight on Board.

That ships traversing the stretches of the North Sea are still in peril as a result of the mine-laying activities of German submarines was stated yesterday by passengers on board the Scandinavian-American liner Oscar II, which docked at her Hoboken pier yesterday afternoon. The vessel carried 78 passengers, all of whom were glad to set foot again on terra firma, following a stormy voyage.

One of the passengers told of a mine explosion which wrecked a British trawler in the wake of which the Oscar II was proceeding westward. The trawler hit the mine head on, and vanished in a cloud of smoke and debris, it was stated. Twenty members of the crew of the little British vessel were killed.

E. Warren Worm, of the Shubert theatrical firm, was a passenger, returning from Norway, where he had settled an estate. The theatrical business in the Scandinavian countries was on the boom, he said. He declared also that these countries are greatly in fear of the Bolsheviks, and keep armed guards at the border lines to keep suspicious strangers out. Food conditions, he said, were improved, thanks to the efforts of Lawrence Svenson, personal representative of Herbert Hoover. Travelers reaching the Scandinavian countries from Germany, declared Mr. Worm, said that the Germans were sincerely endeavoring to adopt the Republican form of government. Bolshevism there, he said, was slowly being stamped out, but the country is in a very chaotic state.

Captain J. W. Hempel, commander of the vessel, told of a new method of forestalling the dry laws, as practiced in Christiania, Norway. A man and woman boarded the ship a few hours before she was to sail, carrying only hand luggage, and minus

trunks, but with their tickets to New York in hand, went to the salon and kept the steward busy bringing drinks. Just before the vessel started the couple abandoned their "trip" and went ashore. "It was worth the expense," declared the man, according to Captain Hempel.

The American transport Maui is due to dock at Hoboken at five o'clock today, bearing 3,391 men. These include the 350th Field Artillery, complete, several casual companies, and Brest convalescent detachments.

## Two Ships In With Four Thousand Men

Two army transports docked in Hoboken this morning, the Great Northern and the Frederick, bringing home more than 4,000 troops in all. The transport Siboney, with 3,152 men, will dock at 5 o'clock this evening at Pier 2, Hoboken.

The Great Northern carried 2,643 men, including the 349th Field Artillery Field and Staff, headquarters and supply companies, medical detachment and Companies A, B, C and D, 53 officers and 1,023 men (colored); casual companies Nos. 233 and 968, Brest convalescent detachments 61 to 69 inclusive; 1,291 enlisted men, all sick or wounded; 18 detached officers of the 54th Coast Artillery, and 5 casual officers. The Great Northern docked at Hoboken at 9:50 this morning.

On board the Frederick were the Third Battalion headquarters and Companies D and I, of the 162d In-

fantry, 10 officers and 274 enlisted men; 81st Infantry bridge headquarters detachment, 95th, 103d, 465th 435th and 1099 aero squadrons, mobile hospital 104, and casual company of men from Tennessee, Indiana and Massachusetts. The Frederick docked at Hoboken at 11 o'clock.

On board the Siboney are the 384th Infantry detachment, 16 officers and 97 enlisted men; 49th Division headquarters detachment, 10 enlisted men and casual companies 918 N. Y., 2 officers and 18 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 General Fred S. Strong, commander of the 40th Division, and Brigadier General William O. Johnson.

## TRANSPORT MONGOLIA BRINGS FOUR THOUSAND

The Army transport Mongolia, the first American vessel to fire a shot at a German submarine, docked in Hoboken yesterday, bringing home 4,413 troops. The fighters were accorded a warm and hearty reception at the Hoboken piers.

Among the organizations on board were the 334th, 335th and 336th Machine-Gun Companies, 316th, 317th and 318th Trench Mortar Batteries, 468th and 467th Engineer Pontoon Trains, 482nd Aerial Construction Squadron, Tenth Anti-aircraft Section, Special St. Nazaire Casual Company No. 177, St. Nazaire Casual Companies 56 and 71 to 77, inclusive, and 149 casual officers.

Among the casual officers on board was Lieut. Martin Le Boutillier, a lawyer, of 60 Wall street, Manhattan. He attended the Plattsburg R. O. T. S., and went over with the 151st Artillery of the Forty-second Division in February, 1918. He remained with the regiment until October 27, when he was gassed.

Observer Mar 12/19

Observer Mar 14/19

## TWO TRANSPORTS ARE DOCKED IN HOBOKEN

The transports Suriname and Iowan docked in Hoboken today and the transport Amphion in Brooklyn, bringing altogether 2,143 officers and men of the United States Army. The Suriname had on board thirty-four officers and ten enlisted men, the Amphion eighteen casual officers and 169 men and the Iowan 1,992 officers and men.

## WOUNDED MEN FIGHT BLAZE ON COMFORT

Among the members of crew of the hospital ship Comfort, which docked yesterday in Hoboken, Chief Boatswain's Mate Albert Nitschke, U. S. N., whose home is at 33 Winfield avenue, Jersey City. During the voyage to America Nitschke performed an act of heroism which may bring him suitable recognition from the government.

On March 1, according to officers on the Comfort, a moving picture film being shown in the surgical ward burst into flames. Nitschke, who was in a cot in the ward recovering from an operation, jumped out and, with the assistance of Fred Hofer, of Fall City, Nebraska, who lost his left leg at Verdun, and George Henry, of Philadelphia, who had lost his right leg, pushed the flaming apparatus into the elevator shaft. The elevator was standing at that floor and when the apparatus had been placed on it, the steel doors were swung shut, the flames being smothered in the airtight compartment.



Observer Mar 7/19

Observer Mar 6/19

# Dies As Transport Nears Hoboken Pier

## Home Prepared for Return of Heights Soldier Turned Into House of Mourning—Went Through Battles Without Sustaining Injury.

Harry F. Dulhagen, Jr., of 63 Franklin street, Jersey City, died while the Leviathan was a few hours out of the Hoboken docks yesterday. Dulhagen's parents had prepared a hearty welcome for their returning son and the preparations had just been completed when they received word from the embarkation authorities that his body had arrived and asking what disposition they wanted made of it. Dulhagen enlisted before the Mexican border trouble in Squadron A, New York National Guard, and went to the border where he remained for six months. When the war broke out with Germany he went to Sparta-burg where he was transferred to

the 113th Machine Gun Battalion as a wagoner.

Dulhagen participated in every drive the 27th Division made and escaped without a scratch. When the ship left Brest on its return trip, the young soldier was one of the happiest aboard, but contracted a heavy cold the second day out which developed into pneumonia. Dulhagen was 27 years old, and well known in the Hudson City section. He is survived by his father and mother, Mr. and Mrs. Harry Dulhagen, Sr., and one sister, Mrs. Paul Schwarz. The body is expected home some time today. Arrangements for the funeral will be completed this evening.

Observer Mar 8/19

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Observer Mar 8/19

# TRANSPORT PLATTSBURG IS DOCKED AT HOBOKEN

New York, Mar. 8.—The Transport Plattsburg and Chicago arrived here to-day. The Plattsburg, docking at Hoboken, carried 2,325 men, including a number of casual companies; 49th Aero Squadron; Detachment of 5th Machine Gun Battalion, and three convalescent detachments.

On the Chicago were 1,060 men, including the 348th Infantry, Field and Staff, Headquarters and Supply Companies, Headquarters First and Third Battalions, Sanitary Detachment, Companies A, B, C, D, E, F, and I.

The 348th Infantry, portions of which arrived on the Chicago, was attached to the 87th Division, composed of men from Arkansas, Louisiana, Mississippi and Southern Alabama.

# LEVIATHAN DOCKS AT THE HOBOKEN PIERS, WITH TEN THOUSAND MEN ON BOARD

## Big Transport Is Accorded a Noisy Greeting on Way Up From Bay—Throngs Line the Shore Front on Both Sides of the River—Thousands Outside the Army Piers in Hoboken, Hoping for a Glimpse of Loved Ones — Airplanes Hover Over the Vessel on Way.

"I came down to welcome my old regiment," he said. "Everybody in the world thinks a lot of them, but nobody thinks as much of them as I do."

Two big seaplanes sped around the Leviathan as she came up the river from Quarantine. They made circles around the army piers and flew back to go around the ship again.

Some of the soldiers are to be taken to Long Island City to entrain for Camp Mills instead of Camp Merritt. Others are to be taken to Weehawken to entrain for Camp Merritt.

There was a delay in getting the vessel into the dock. She poked her nose alongside the dock at 11:40 and the first line was tied. Then the slow process of getting her into place for the landing began. At 12:15 o'clock this process had not been completed. The vessel's movement along the dock was scarcely perceptible.

Never before in the history of the return of the doughboys to America has such a welcome been accorded to American soldiers as that which was tendered to the men of the 27th Division as they came up the bay this morning on the Leviathan and docked at Hoboken.

The big ship was saluted all the way up the river from the Narrows where New York had its first glimpse of its returning heroes. On board were 10,000 of New York's own, with Major General O'Ryan commanding the division on board.

The soldiers climbed into the lifeboats, up the smokestacks and the masts, in fact, into every possible point of vantage they could get. It was a brilliantly clear day and a fine view was afforded both to the men on the big ship and also to those on the shore and the various river craft. Excursion boats plied up and down and around the great liner, manned by strikers who have their service free for the occasion.

On River street, Hudson street and at the ferry approach big crowds lined up to see the Leviathan docking. Owing to the immense size of the vessel she was easily seen as she came up to her dock. As she turned in midstream to warp into the dock the cheers were raised from the dense crowds on the streets, and handkerchiefs were waved. The housetops along River and Hudson streets were also crowded with a people who waved their welcome to returning soldiers.

When the Leviathan loomed in sight a din of cheers and a rattling of whistles arose from a welcoming craft. Hundreds of handkerchiefs were waved and shouting spectators were massed on both sides of the Narrows, flourishing banners and tossing hats. A first boat played its stream straight up in the air, while a band of one of the welcoming craft played patriotic airs. Its music, however, could be heard only at intervals, so loud was the cheering.

Whistles on all harbor craft and on scores of Staten Island factories shrieked a welcome. Big crowds were along the Staten Island shore from Quarantine to St. George. There were many hundreds of persons on Grymes' Hill and Ward's Hill, the two highest points along the shore. Two giant aeroplanes circled above the mammoth ship, and were often skimming over the water on a level with the ship's decks.

# SOLDIERS ARE TO BE SENT TO CAMPS HERE

Shortly before noon to-day the Leviathan slid into Pier 4, Hoboken, carrying 10,000 returning heroes of the Twenty-seventh Division. While River street was crowded with thousands of sightseers from New York, anxious to get a glimpse of their loved ones, no one was permitted on the docks. At the end of the pier the Embarkation Band struck up the National Anthem as the first rope was tied to the dock, and the members of Hoboken Chapter of the Red Cross and the canteen women prepared to serve the men with cigarettes and candy. Chief of the Military Police Major H. C. Craig was in charge of the guard detail, with two platoons of men, all heavily armed.

The giant gray ship came up the river very slowly and close to the New York shore. Nine navy tugs took hold of the ship about opposite Christopher street. They brought her slowly up until she was opposite Pier 4, Hoboken, near the New York shore.

The ship took a wide turn, going a quarter of a mile north of Pier 4 and then slowly nosed into the pier on the side opposite to that from which the Presidential ship, George Washington, sailed out yesterday morning.

Brigadier General Cornelius Vanderbilt, former commander of the 102nd Engineers, was an early arrival. He entered the dock with Major-General D. C. Shanks, commander of the port of embarkation, and Brigadier-General McManus, second in command.

One hundred and fifteen Red Cross women workers had their canteens set up all through the pier. The structure was a bower of flags of all ally nations and bunting, which waved in the breeze that blew through the pier. These were in large part the decorations put up for President Wilson's departure and allowed to stay in welcome to the men of the 27th.

Colonel Wade H. Hayes, formerly of the 107th Infantry, who was transferred by General Pershing to the general staff, joined the officers of the pier. After his transfer he was detailed as an observer with the 107th.

Observer Mar 5/19

# LEVIATHAN DUE HERE WITH NINE THOUSAND

The Leviathan, with more than 9,000 men of the 27th Division aboard, will arrive here about noon tomorrow, according to a radio message received at the port of embarkation, Hoboken, yesterday.

The organizations on board, from New York City and up state, are: General O'Ryan's Headquarters Staff; the entire 105th and 106th Infantry, 1,080 officers and men of the 107th Infantry; 105th Machine Gun Battalion, complete, and the 53rd Brigade Headquarters.

Observer Mar 13/19

# SEVERAL THOUSAND SOLDIERS ARRIVE

More than 7,000 soldiers arrived at Hoboken to-day on the America from Brest. The hospital ship Comfort delayed to-day on the America for coal, arrived at the same time with 403 sick and wounded.

The organizations on the America were the 104th Field Artillery complete, 61 officers and 1,436 men from New York and Camp Custer; 105th Field Artillery complete, 56 officers and 1,442 men from New York, Camp Custer and Camp Grant; 52d Field Artillery, Brigade Headquarters, New York, 11 officers and 64 men.

Also on board were Mobile Hospital No. 105, 27 casual officers and casual companies from Pennsylvania, Ohio, New York, New Jersey and scattered sections; the 13th Aero Squadron, 93d Aero Squadron, 155th Aero Squadron and 570 sick and wounded.

Brigadier General George A. Wingate, commanding the 52d Field Artillery Brigade and Brig. General Edward A. Kreger, Judge Advocate General's Department, were aboard. The steamships Cartago and Calamares docked at Hoboken yesterday afternoon.

Of the 107 passengers of the Cartago, 98 were nurses of the detachments of base hospitals Nos. 43 and 41. The former is a hospital unit from Atlanta, Ga. Also on board were two medical officers, two casual officers and five civilians.

Sixteen officers and 344 men of the 26th Engineers, under command of Lieut. Col. F. Scheidenhelm, whose home is in Hollis, L. I., were on the Calamares. A distinguished unit of this company of engineers is a special water supply company, twice cited for bravery under fire when up to the advancing soldiers of the First, Second and Third armies.

One hundred and seventy-seven soldiers on the Amphico, which docked in Brooklyn yesterday were brought from the Bush piers to the Army pier in Hoboken on tug boats. The men were under command of Major Charles Barrett, of Fort Wayne, Ind. Among them was Captain E. C. Huntington, of 1 West Sixty-fourth street, Manhattan, who served with the 307th Field Artillery overseas for almost a year. Another New York officer was Lieut. H. J. Meehan, of 529 Ninth street, Brooklyn, a member of the 101st Field Artillery.



*Observer*  
*Mar 10/19*

## SOLDIERS COME TO HOBOKEN ON TWO TRANSPORTS

More of 27th Arrive on Nieuw Amsterdam—The Plattsburg Also Here.

The 1,893 troops of the 27th (New York) Division who arrived on board the S. S. Nieuw Amsterdam at Hoboken yesterday morning, were given a very dismal welcome and much in contrast with the enthusiastic greeting that their fellow divisionites who came in last week on the Leviathan received. The rainy weather of yesterday morning can be chiefly blamed for the few hundred people on River street to greet the returning heroes.

The Mayor's committee of New York was down the bay to greet the returning heroes, but the troopship was hardly discernible through the heavy fog as she slowly wended her way up the river and was nosed into the slip by the tugs. The troops were all in good spirits despite the weather, and as they set foot on the dock the cry of "America at last," with incessant cheering was raised.

There was 2,217 troops in all aboard the ship, of whom thirty-seven officers and 1,893 enlisted men comprised the headquarters company, machine gun and supply companies, the ordnance and medical detachments and the third battalion, all of the 107th, formerly New York Eleventh, Infantry.

The remainder of the ship's passenger list was made up of 12 nurses of Hospital Unit No. 17; 19 civilians, 31 casual officers and three field clerks and several English and French officers. The soldiers all reported an enjoyable voyage.

Corporal "Bill" Ward, well-known West Hobokenite, who enlisted in the Seventh, of New York, at the outbreak of the war and who served in France with the Headquarters Company, 107th Infantry, for the past year, was one of those aboard. His stories of his experiences were indeed interesting. He was loud in his praise of the English doctors and nurses and told how they had brought him back to health after his entire left side had been paralyzed.

Ward, who was a student at St. Peter's College, Jersey City, when he enlisted, told a Hoboken Observer reporter that he had been buried twice by a Jerry's shell.

"Jerry buried me twice, and each time the Australians dug me out," he said. "When I was first buried they carried me to a dressing station, but I knew the company was battling short-handed, and I had a runner take me to the front again. I was back in less than twenty-four hours, when sure enough I went under again, and when I woke up I was in England, with concussion of the back and side.

"I was paralyzed for some time after, but the splendid treatment of the English doctors and nurses brought me around. I'm now able to come back with my company."

When the Third Battalion marched from pier 7 to pier 2, the men were within sight of Hudson Park, where many relatives were standing in the rain, some of them having been there since shortly after 7 o'clock in the morning. The crowd had signs bearing painted greetings to various individuals. Men and women cheered and applauded the marching men. Major Raphael A. Egan, who was an attorney in Newburgh, N. Y., before the war, commanded the battalion. He had been slightly wounded.

Several officers of the 27th Division, who had missed the Leviathan, arrived in Hoboken yesterday on the U. S. A. T. Plattsburg. Among them were Lieutenant Wm. C. Berthman, in command of the 47th Regiment, N. G., N. Y., of Brooklyn; Lieutenant F. H. Grace, of Cleveland, O., and Lieutenant B. R. Anderson, of Lincoln, Neb. All three were in the 105th Machine Gun Battalion, and were cited for acts of bravery.

Sergeant Harry Baldwin, of 521 West Forty-eighth street, Manhattan, of the 165th Infantry, was a member of Casual Company No. 928 on the boat. He had three wound stripes. Two of them were from machine gun bullets and one from a shell fragment. He was given a croix de guerre, with palm, for heroism on August 28.

*Observer*  
*Mar 15/19*

## SEVERAL LOCAL BOYS RETURN FROM FRANCE

Chauffeur Harold Greene, of West Hoboken, who came home on the transport America recently as a member of Casual Company to 950, N. J., states that there were several local boys with him.

They were Private John Lawlor, John Castelucci, Stephen Van Cleff, all of West Hoboken; Private Martin Spragenberg, of Jersey City, and Private Michael O'Keefe of Hoboken.

They have all seen bitter fighting in the St. Mihiel and Argonne sections.

*Observer*  
*Mar 21/19*

## SCANDINAVIAN LINER ARRIVES AT HOBOKEN

The Scandinavian-American liner Hellig Olay docked yesterday afternoon at Hoboken, bringing into port 210 passengers from Denmark, Norway and Sweden. The ship, which sailed on March 2 from Copenhagen, had a very stormy trip and was sixteen days at sea. Captain L. V. Hulst was in charge of the vessel.

*Observer*  
*Mar 22/19*

## TRANSPORT BRINGS A NEW BORN BABE

A Soldier From Archangel Says U. S. Troops Were Poorly Equipped.

The auxiliary cruiser Louisville docked this mornin in Hoboken bringing 2,253 officers and men of the army, many nurses and seventeen wounded soldiers who were engaged in the operations in Russia.

There were, in addition, fifty-one brides of soldiers and sailors on board. In view of the matrimonial nature of the vessel it was but fitting that a baby should be born on board. The mother is Mrs. John Kemm, of Philadelphia, formerly Miss Jessie Patterson, and whose husband is a sailor at Naval Base 15, Scotland, who expects to return to America shortly.

A Caesarian operation had to be performed in order that the baby might be brought into the world. This was carried out by Lieutenant Commander H. Castro and Lieutenant Charles Cullen, surgeons on board. Both mother and child are doing well. The baby was named Louis Scott Kemm, Louis after the ship, and Scott after Mrs. Kemm's favorite author, Sir Walter Scott.

Alfred Staricoss, of Detroit, Mich., was one of the seventeen men who had been fighting the Bolsheviks at Archangel. He was attached to Company M, 339th Infantry, which arrived at Archangel September 6. He said the America troops were inadequately equipped for such an expedition. He declared the temperature was 30 below zero and the men had no snow shoes or fleece lined coats, such as the native wore. He said the cold was terrific and many men died from exposure. His unit marched along the Vologda railroad 100 miles.

Their first engagement with Red troops was when they had been marching ten days, he said. Four members of his company were killed and fifteen others wounded. He said the Bolsheviks were good fighters and he had several hand-to-hand encounters with them. He was wounded by a hand grenade thrown by a "Red" soldier. He said the Reds had the latest type of French guns and were under command of German officers.

On October 29, he said, his unit found three wounded German officers. "Unfortunately, however, they died on us," was his comment. "We would have enjoyed standing them before a firing squad."

*Observer*  
*Mar 19/19*

## Transports Nearly Crash At The Piers

Luckenback Swings Over Stern of Calamares—Much Excitement on Both Ships—Thousands Return on Several Vessels—Harrisburg Coming.

Thousands of returning troops arrived in Hoboken during the past few hours, representing almost every state in the union and coming from every portion of the battlefield.

New York and Brooklyn boys arrived home yesterday afternoon on board the Missouri, which brought the 106th Machine Gun Battalion, formerly the First Cavalry of Brooklyn. They arrived under command of Major Nathaniel A. Egleston, of Elizabeth.

The transport Seattle was another vessel to arrive at Hoboken with returning troops. She docked this morning bringing 1,557 men, including the 104th Machine Gun Battalion, detachment of the 107th Infantry, Mobile Hospital No. 2 and several casual companies.

On board the transport Charleston, which also arrived in Hoboken this morning, were the 27th Aero Squadron, five officers and 177 men; and the 147th Aero Squadron, three officers and 170 men, and eight casual companies.

When the transport Walter A. Luckenback was pulling into her slip in Hoboken late last night she swung over to the stern of the transport Calamares and a collision was narrowly averted. There was considerable excitement on board both vessels at the time and on the pier. The Luckenback brought back 2,553 troops, including the 106th Infantry Detachment.

Due to dock in Hoboken this afternoon is the transport Harrisburg with 2,302 troops on board, including the 147 Infantry Detachments, 9 officers and 419 enlisted men; Casual Companies Nos. 370, New York, 3 officers and 142 enlisted men; 369, Pennsylvania; 373, California; 291 and 815; Detachments Casual Companies Nos. 808, New York, 11 enlisted men; 821, New York, 48 enlisted men; 820, Idaho; 295, 814 and 817; Brest Convalescent Detachments Nos. 108 to 112, inclusive, 7 officers and 623 enlisted men, all sick or wounded; 23 casual officers, 3 general prisoners and 65 nurses. Also 2 naval officers and 218 enlisted men.

*Observer*  
*Mar 26/19*

## TEN THOUSAND MEN ARRIVE AT HOBOKEN

Close to 10,000 American troops arrived home this morning and yesterday into Hoboken, coming on four transports, two of which docked yesterday and two this morning.

The George Washington docked yesterday afternoon with 5,013 troops, and was followed by the Susquehanna, bringing 2,392. On board the transports Francesca and Argentine was a total of 2,148 officers and men, the majority of whom were in casual companies.

On board the George Washington were thirty casual companies from different sections of the country and another unit of the 37th Division, the 135th Machine Gun battalion of 17 officers and 660 men, and the 112th Field Signal Battalion of 19 officers and 437 men.

Among the other passengers on board were Captain Kermit Roosevelt, Mrs. Roosevelt and their two sons.

On board the Susquehanna were men of the 27th Regiment of Railway Engineers, nearly all of them members of the Brotherhood of Locomotive Engineers, recruited from all over the United States.

The organizations on the Francesca were the following casual companies: 1903 and 1922 Ohio, Regular Army; 1915, South Dakota; 1918, Illinois; 1919, Michigan; 1920, Minnesota; 1921, New Hampshire; 1923, Pennsylvania; 1924, West Virginia; 1925, Virginia; 1926, Connecticut; 1928, California; 1929, Colorado; 1930, Kansas; 1931 Kentucky; 1934, Nebraska; and 1936, New York.

*Observer*  
*Mar 28/19*

## BODY OF ROOSEVELT BROUGHT TO HOBOKEN

Running under forced draught at a rate of over 26 knots an hour, in a vain effort to reach port before Major James Roosevelt succumbed to the attack of cerebral spinal meningitis, with which he was stricken last Monday evening, the transport Great Northern lost in the race with the grim reaper. The vessel, with flags at half mast, docked in Hoboken yesterday.

When the illness of the Major became known a call was made for volunteer stokers. The ship was running at 21 knots, but this was soon increased by five knots. While the volunteers sweated and toiled in the hold, the surgeons tried everything known to science to keep the Major alive until the port was reached. Death and speed raced neck and neck. Every half hour an injection of serum was given the Major, but the surgeons' work was in vain and shortly after 10:45 yesterday morning death won. The deceased was a cousin of the late Theodore Roosevelt. The body was taken to the mortuary chapel of Trinity Church, New York.

As the casket was carried to a waiting automobile hearse on the army piers, Hoboken, by eight non-coms of the 77th Division, the dead officer's comrades formed a lane through the crowd which was standing in silence on the pier. Aboard the vessel were 2,000 returning troops, but every voice was hushed out of respect and grief. The dead officer had been detailed with Captain Lindley to return in advance of the troops and prepare for their welcome and plan an organization to secure employment for the men.

The returned troopers will be taken to Camp Mills or Camp Upton, where they will be demobilized. They will be ready for their parade in about a week. The headquarters of the division association will be at the Biltmore Hotel, New York.

Colonel Campbell was enthusiastic about his men, declaring them the greatest soldiers in the world, from the ranking officers to the kitchen police. He will have the records of the division ready for publication in a few days.



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mar 27/19

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All of the men had seen the most active part of the fighting and did not reach the hospitals until shortly before the close of the war. All had been members of casual outfits and had been sent from one locality in France to another until they were assigned to the 337th as replacement troops. They will be sent to Camp Dix eventually for demobilization. Other boys from this vicinity aboard the ship were:

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Observer  
April 2/19

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Among those returning was Chaplain H. F. MacLane, pastor of the Christian Church at Toledo, said to be the oldest enlisted man in the service. Chaplain MacLane is the father-in-law of Major Pugh and served with the 147th throughout

the Scheldt campaign. He was twice wounded in the Argonne, while attending wounded on the field of battle and left the fight only after becoming unconscious from gas poisoning. He celebrated his 63rd birthday on the return passage home.

Lieutenant Kenneth French, of Cleveland, a battalion adjutant of the 147th, who was badly wounded September 29 at Cierges, also returned. Lieutenant French, in command of 115 men of Company M, was caught in a German barrage. Twenty-five were killed and every man in the detachment wounded. The bombardment lasted an hour.

Several ambulance units, the members of which had been in France serving with the French army since 1914, also returned on the Pueblo. Practically every member was decorated by the French government.

Obs Mar 31/19

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Nearly 20,000 troops in all are to arrive here today from overseas. The first transport to reach Hoboken was the Orizaba with 3,301 aboard, at Pier 1, at 9 a. m. The Liberator, with 1,259 men of the 363d Infantry, Headquarters Third Battalion, and Companies E, D, K, L, and M, docked at 9:10 a. m. at the north side of Pier 7, Hoboken.

The giant Leviathan docked at the south side of Pier 4, Hoboken, at 10:30 a. m. with 12,059 on board. The Henderson with 1,527, the majority of whom are members of convalescent detachments from Bordeaux, will dock this afternoon. She will dock at 2:30 at the north side of Pier 2.

The organizations on the Orizaba were: 81st Infantry, Brigade Headquarters, with Brig.-General John B. McDonald in command; 94th Base Hospital; 617 and 623 special casual companies; 19th and 21st Ordnance Convoy Detachments; 364th Infantry, Headquarters First and Second Battalions and Companies C to H inclusive; 348th Machine Gun Battalion Headquarters; Medical and Ordnance Detachments and Companies A to D inclusive; 361st Infantry, Regimental Headquarters, Headquarters and Supply Companies; St. Nazaire Convalescent Detachments No. 53 to 55.

On the Liberator was the remainder of the 363d Infantry, the advance guard of which arrived yesterday, composed of men from the Pacific Coast States. They are headquarters Third Battalion and Companies E, D, K, and M. Also on board are Casual Company, 608, of Georgia, and Casual Ordnance Detachment 20.

The Henderson has aboard Bordeaux convalescent detachments Nos. 178, 180, 193 to 195 inclusive; 213, 214, 216 to 219 inclusive, 222 and 223; Casual Company No. 53,

New York and Casual Company No. 54, Massachusetts; detachments Base Hospital, No. 22; special Casual Company 50, and a number of casual officers.

On the Leviathan were the following organizations: 338th Infantry, complete; 340th Infantry, complete; 337th Infantry, Machine Gun Company and Medical detachment; 160th Field Artillery Brigade Headquarters; 329th Field Artillery, complete; Base Hospital, No. 12; 170th Infantry Brigade Headquarters; 112th Engineers, detachment; 85th Division, Headquarters; 145th Infantry; 347th and 348th Field Artillery; Casual Companies 751; New York and 758, 760 and 761, scattered; 31 casual officers and Brest convalescent detachments, 136 to 147 inclusive. General William C. Rivers, commanding the 160th Field Artillery Brigade was also aboard.

The transport Ulua with 1,076 aboard, docked in the North River, Pier 54, to-day, with the following organizations: 328th Field Artillery, field and staff, headquarters and supply companies, ordnance and medical detachments and batteries A, B, C and F; Base Hospital No. 112; Casual Company 755 and ten casual officers.

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The troops of the Orizaba were commended by Brigadier General John C. McDonald, who graduated from West Point forty-three years ago, is an old Indian campaigner, veteran of the Spanish-American war and of the Filipino insurrection in 1901. He won the Belgian War Cross, the Distinguished Service Cross and the Distinguished Service Medal. He was with the organization all through the fighting, from the St. Mihiel battle early in September, where the regiment was held in reserve, and then transferred to the Argonne on September 26.

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The returning Pacific Coast soldiers were met down the bay by Mayor James Rolph, Jr., who welcomed the men in behalf of the city of San Francisco.

## DERELICT SIGHTED BY TRANSPORT MAUI

### Volunteer Visit Vessel—Siboney and Alaskan Also Dock Here.

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Observer  
Apr 7/19

Observer Mar 18/19

Observer Apr 14/19

# MILLION MEN TO ARRIVE BEFORE THE END OF JUNE

## Announcement Made at Hoboken—Two Ships in Over Week-End.

Captain Edward S. Murphy, of the Information Office, Hoboken, stated this morning that upwards of a million men will be brought back to this country from overseas by the end of June. He added that the arrangements that have been made show a tremendous speeding up and that very week will see an increase in the number of men coming into the port and to other debarkation points in the country.

No vessels are scheduled to arrive in Hoboken to-day, but two came in over the week-end, the Metapan and the Wilhelmina. The Metapan docked yesterday and the Wilhelmina on Saturday. On board the Wilhelmina were several Hudson county boys, North Hudson, Hoboken and Jersey City being represented. These were:

Philip Lofrano, 367 Railroad avenue, Jersey City; Corporal H. H. Vivian, 944 Newark avenue, Jersey City; Sergeant Harry Schmincke, 220 New York avenue, Union Hill; Dominick Itronio, 119 Grand street, Hoboken; George J. Hilt, 122 Lake street, Jersey City; Corporal T. E. Tutley, 334 Palisade avenue, West Hoboken; William E. Rankin, 56 Harrison avenue, Jersey City; M. E. Rucci, 542 Angellique street, West Hoboken; Charles Bates, 93 Harrison street, Hoboken; P. Plewacki, 173 Fourth street, Jersey City; J. J. Ferra, 957 Hamblet Place, North Bergen, and Ernesta Pirone, 49 Bergenline avenue, Guttenberg.

On board the transport Metapan were a large number of nurses who had seen service at the front. They were taken in tugs to Manhattan, where they were transferred to a hotel.

When the girls were asked to express an opinion as to what unit had displayed the most heroism under fire during the drives of the Argonne and St. Mihiel they said:

"It is absolutely impossible to say there was the slightest difference in any of the boys. They were all in uniform and all acted alike; they were perfect men," said Miss Rooney.

Observer  
Apr 11/19

## SEC'Y DANIELS AND MRS. DANIELS LEAVING ON LEVIATHAN.



(c) Underwood & Underwood

Secretary of the Navy, Josephus Daniels and Mrs. Daniels sailed for France on the Leviathan, Saturday, to make a complete study of Naval conditions aboard. It is reported

that he will be followed by Secretary Baker causing an unprecedented condition in United States history, our President, Secretary of War and Navy on Foreign soil at the same time.

Observer  
Apr 11/19

Observer  
Apr 14/19

## TROOPS WHO FOUGHT IN ITALY ARE HOME

### Ohio Troops Welcomed Down the Bay by a Boatload of Italians.

New York, April 14.—The first United States troops to come home from Italy arrived here today on the steamer Duca D'Aosta, which sailed from Genoa March 29. Units aboard the Duca D'Aosta were:

332nd Infantry, detachment of Headquarters Company; Supply Company and Machine Gun Company; Companies A, B, C, D, Veterinary Detachment and Detachment of Medical Detachment, total 47 officers and 1595 men.

These troops will be divided among Camps Mills, Dix, Meade, Hancock and Sherman, 42 officers and 1587 men going to the latter camp.

When the troops tumbled up on deck this morning they found the day bright and clear, in contrast to last evening, which was rainy and foggy, as their transport approached New York Bay. The first "welcome home" to the soldiers came from the Mayor's committee boat, which fussed up alongside, with official greeters shouting through megaphones at the troops. A boatload of Italians was next down the bay, to welcome the soldiers, most of whom are Ohioans, and yell thanks to them for helping Italy smash Austria.

Observer  
Apr 17/19

## THE ROTTERDAM DOCKS AT HOBOKEN TODAY

Only one transport docked in Hoboken today, this being the Rotterdam, which reached her pier during the afternoon. On board were mostly men of the Eighty-fifth Division. The units on board were the 310th Supply Train, headquarters, medical detachment, Companies C to F, inclusive. Also on board were the 328th Machine-gun Battalion, complete, 11 officers and 457 men; 310th Sanitary Train, 10 officers and 262 men; Eighty-fifth Division Military Police, 2 officers and 190 men; Fifth Corps Headquarters, 22 officers and 6 clerks; Fifty-second Pioneer Infantry, detachment, 40 officers; the 718th, 2475th and 2919 Casual Companies, the 2922nd Special Casual Company, 14 casual officers and 132 nurses.

Observer  
Apr 16/19

## BRIDE BEARS MARKS OF HUN BRUTALITIES

### Soldier's Wife Lands at Hoboken—Tells of Her Treatment.

A story horrible in detail of the brutalities inflicted by the Germans upon women prisoners was told today by one of the forty-seven brides of soldiers and sailors who arrived in Hoboken on the transport Plattsburg. She bears on her body scars and deformities inflicted by the enemy during four years of heroic service in England and France and during four months' captivity by the Germans.

The bride is Mrs. Elena V. McCormick, 22 years old, wife of Sergeant Major Franklin G. McCormick of the First Army Corps. Accompanied by her sister, Mrs. Dorene Drinkwater, 17 years old, who is also an army bride, she is on the way to the home of her husband in Mahaffey, Pa. Mrs. Drinkwater refused to give the name of her husband, but said she was going to Petersburg, Va., to the home of his parents. The younger girl ran away from home two years ago to join her sister overseas. They are the daughters of a prominent hotelman at Saskatoon, Canada. Their maiden name was Marsden.

Mrs. McCormick went to England in 1914 with a Canadian stenographic corps. After a period in England she was sent to General Hospital No. 31, near Rouen, France, on March 4, 1917.

Shortly afterward the hospital was the center of simultaneous air and land attacks by the enemy and the young stenographer, with about 100 others, mostly nurses, was taken prisoner. She says that the Germans prodded the women prisoners with their bayonets, and that as the result of such an attack on herself, her left breast was severed.

After four months of experience of brutality and humiliation which the young woman describes as unspeakable, she was released and went back to France. While in a convalescent camp she was under shell fire, and splinters of shell lodged in her body. Previously, at the general hospital, she had experienced several air raids and had sustained some injury as the result of each. Twice she was struck by shell fragments, and once was gassed.

She was sent to England to recuperate and while there met her future husband.

The young sister of Mrs. McCormick and the physicians on the Plattsburg confirmed her story.

## SIXTY-NINTH WILL DOCK AT HOBOKEN

Definite information was given out at the Information Office, Army Piers, Hoboken, yesterday afternoon regarding the return of the old Sixty-ninth Regiment, of New York, which is aboard the transport Harrisburg, due to dock at Hoboken on Sunday next. The vessel left Brest on April 12. Following are the details of the units on board, including the 165th Infantry (old Sixty-ninth):

165th Infantry, Field and Staff; Headquarters Company, Supply and Machine Gun Companies, Medical Detachment, Companies A to F, inclusive, divided as follows: Camp Devens, 5 officers, 74 men; Camp Upton, 52 officers, 966 men; Camp Dix, 5 officers, 68 men; Camp Meade, 38 men; Camp Lee, 4 officers, 112 men; Camp Gordon, 3 officers, 42 men; Camp Sheridan, 1 officer, 42 men; Camp Sherman, 3 officers, 54 men; Camp Taylor, 2 officers, 52 men; Camp Grant, 3 officers, 24 men; Camp Dodge, 3 officers, 102 men; Camp Bowie, 1 officer, 88 men; 35th Ordnance Casual Company, Illinois; 78th Casual Company, scattered. Casual officers classified as follows: Quartermaster, 1; transportation, 1; chaplain, 1; air service, 4; field artillery, 5; engineers, 1; medical, 7; infantry, 7; military police, 1; tank corps, 1; signal, 1. Other cauals: Medical Detachment for duty, 18th Liverpool Convalescent Detachment; 171, 172, 173, 177 and 178 Brest Convalescent Detachments. Included in the above are sick and wounded, as follows: Bed ridden, 2 men; requiring special attention, 2 men; requiring no special attention, 4 officers and 613 men. Total, 2,766.

Naval personnel, 4 officers and 15 enlisted men; also 12 soldiers' wives and 2 children. Transport Personnel Adjutant, First Lieut. W. L. Merrill, Infantry.

The source of information is a cablegram from General Harbord, dated April 13.

The camps indicated are the ultimate destinations of officers and enlisted men. Debarkation camps will be announced later.

## THE GEO. WASHINGTON IS TO DEPART TODAY

The transport George Washington, otherwise known as "the Presidential liner," will start for Brest at 4:30 o'clock this afternoon. The transport, tied up at a Hoboken pier for overhauling, was scheduled to sail April 15, but orders from Paris a few days ago advanced the date of departure.

Officials believe the hurried dispatch of the liner to France indicates the early return of the American peace delegation, or at least of President Wilson. The liner, if good weather is encountered, should arrive at Brest the latter part of next week.

Among the passengers abroad the George Washington are, Dr. J. C. DaCosta, of Philadelphia, who has been assigned to the transport in the regular course of his duty as a medical officer in the navy; L. J. McKenna, American consul to Zurich, and family, and a number of other diplomatic representatives.

## SINGLE TRANSPORT IS DOCKED AT HOBOKEN

Only one transport docked in Hoboken to-day. This was the Ohioan, which brought home a detachment of the 158 Infantry of the 40th Division, consisting of thirteen officers and 1,041 men.