

Throng Greet First of 27th Fighters Home

Colonel Vanderbilt Among Those at the Pier to Welcome 22d Engineers

Praise for New Leader Former Guardsmen Go to rival of Rest of Division

The first units of the 27th Division to return from France came home yesterday on the Rochambeau. They form part of the old 22d Engineers, of which Brigadier General Cornelius Vanderbilt was colonel. The regiment is now the 102d Engineers.

There were 1,188 enlisted men and twenty-nine officers of the regiment on the Rochambeau. They departed last evening and were taken to Camp Mills, where they will await the arrival of the remainder of the division.

The Rochambeau had not been expected to dock yesterday until a radio was received from her shortly after 9 a. m., consequently the greeting extended to the troops was more or less impromptu, but nevertheless hearty.

When the Rochambeau entered her slip at the foot of West Fourteenth Street they picked out from the throng at the end of the pier a tall uniformed figure known and loved by all.

"Hurrah for Vanderbilt!" shouted a hundred lusty voices from the deck and the cry was taken up from stem to stern.

General Vanderbilt smiled broadly and saluted. "They're a fine bunch of fellows," he commented. "I'm only sorry I could not have remained overseas long enough to come home with them."

The general was in command of the regiment until his promotion. Subsequently he was inactivated home. Lieutenant Colonel William S. Corrow was in command of the regiment, having succeeded Colonel A. H. Aker on January 1. Corrow, who was a deputy surgeon of the port before the war, served with the 102d throughout its hardest service in France, when his unit played an important part in the offensive which cracked the Hindenburg line at Bellecourt, Nauray and Bony on September 29. His home is at 455 Eastern Parkway, Brooklyn.

Lieutenant Colonel Corrow was severely gassed at St. Souplet on October 17, and, though he refused to be sent to a hospital, he did not fully recover until after the armistice was effected.

Led Force Under Fire Major W. E. Lane told about Corrow's bravery and calmness under fire on this occasion. The lieutenant colonel led a detachment of the 102d to a sunken road one thousand yards beyond the La Selle River, far in advance of the American machine gun positions, to extend the lines of communication.

It was 3 o'clock in the morning when they advanced, and they were subjected from the start to an intense enemy machine gun, trench mortar and artillery fire.

Leviathan Due March 6 With "New York's Own"

WASHINGTON, Feb. 28.—The official report on the sailing from France of the transport Leviathan, with the first large units of the 27th Division (New York National Guard), reached the War Department today, showing that the ship is due at New York March 6, with 10,343 officers and men aboard, the majority of whom are from the 27th Division.

Major General John F. O'Ryan and Brigadier General Charles I. Deboise are aboard. The ship carries the 105th Infantry, the 106th Infantry, the field and staff and 1st and 2d Battalions of the 107th Infantry, including companies A to H, headquarters, medical and ordnance detachments, and companies A, B, C and D, 105th Machine Gun Battalion, all from New York; headquarters detachment and headquarters troop, 27th Division; sixty casual officers and 1,179 enlisted casuals, including sick and wounded.

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One of the casual officers on the Rochambeau was Lieutenant Colonel P. M. Wise, who went overseas as a major in the 5th Marines and led the 2d Battalion of that outfit in the fighting at Belleau Wood.

Wise was one of the three out of twenty-seven officers who were not killed or wounded at Belleau Wood. Of 1,000 enlisted men in the battalion all except 230 were among the casualties. He was awarded the Croix de Guerre with a palm. Later he was transferred to the infantry, the 105th Infantry, and placed in command of the 69th Regiment. His wife, who served as a nurse in a French hospital, came back with him.

The steamship Sobral, from Brest, February 16, with 2,655 troops, anchored at Quarantine last night, according to the headquarters of the port of embarkation, and will dock at Bush Stores, Brooklyn, this morning.

Two Warships Land 2,000 More Troops At Newport News

NEWPORT NEWS, Va., Feb. 28.—The battleships Virginia and Rhode Island docked here today after a strenuous sixteen day trip from Brest, and debarked more than 2,000 returning soldiers.

Aboard the Virginia were the 1st Trench Mortar Battalion, the 488th Aero Squadron, the 306th Trench Mortar Battery, eight casual officers and two Y. M. C. A. secretaries. The Rhode Island brought the 147th Machine Gun Battalion, the 840th Aero Squadron, New York and Missouri casual companies, nine casual officers and several Y. M. C. A. men.

The Virginia's contingent is said to have suffered greatly during the storms at sea. There were several deaths. The 1st Trench Mortar Battalion had representatives from thirty-eight states. The unit had been in France thirteen months and had fought at Chateau Thierry, the Arognne, St. Mihiel and Thiaucourt.

Wilson Commutes Death Sentences of Pacifists

WASHINGTON, Feb. 28.—Sentences of three conscientious objectors, to be shot for refusing to wear the army uniform, were set aside today by President Wilson, the War Department announced.

27th Staff Officer Gives Details of Heroic Record

Relates Division's War Story From Departure at Newport News to Final Smash Through Hindenburg Line, When Enemy's Gibraltar Was Seized by New York Men

The epic tale of the war career of the 27th Division was told yesterday by Lieutenant Colonel W. P. Starr, assistant chief of staff of "New York's Own" division, at a luncheon given by the Red Club at the Bankers' Club.

Precisely why the city can feel more than a normal pride in the returning division was indicated in the laconic language of a participant in heroic seldom equalled. The job of the division, the lieutenant colonel pointed out, was to break through the Gibraltar of the Hindenburg line. It succeeded. Although the divisional casualties were tremendous, the staff officer said "the casualties were not out of proportion to the objectives gained."

"That," he said, "was the task assigned to the 27th New York Division—to break the line where, a few weeks before, the 74th British Division and detachments of Australians had been hurled back, with about 80 per cent casualties. It was the keystone to Prince Rupprecht's exit. That being broken, they had no defence. They had worked almost four years on this point, and this line had never been lost. It was the great plan of a great general, von Hindenburg."

Sank U-Boat on Trip The lieutenant colonel began with the sailing of the division from Newport News. His simple recital of the monumental achievement follows: "The division left for France in May, 1918, all of its units leaving from Newport News, with the exception of one regiment, which left from Hoboken. We were informed on leaving Newport News that word had been received at the embarkation headquarters that a German submarine was operating several hundred miles from the French coast. We met it 600 miles out. Two destroyers sank it with depth charges, oil showing on the surface of the water.

"We arrived in St. Nazaire on Decoration Day. We were well inside Belle Isle when we were attacked by three submarines. We had nine ships in our convoy. These submarines also were credited to the navy. "On arriving were taken to the organization camp outside of the small town, and within a few days were moved to a position on the banks of the Somme, in the rear of the British lines, and attached to the 19th British Corps, 2d British Army. There we began a preliminary training of battle formation in dummy trenches, and in July we were moved forward into Belgium, in front of the positions of Ypres and Mount Kemmel.

Praise From British "A little comment that was made at the time by Major General Marden, commanding the 6th British Division, is of interest. He had just returned from making an inspection of front line trenches. Things had been bad. The Boche had been very nasty, and Prince Rupprecht's group of armies had twenty-seven fresh divisions in reserve at that time.

"Naturally, things did not look too bright. General Marden, when he returned that morning, said, 'Your troops went down in the lines this morning. It was a marvellous sight! I think they were a trifle nervous, but they went in shaking their heads and laughing, and you know, I have not seen a smile out of our boys in a month. When they saw your boys come into the lines smiling, they began to laugh, to show that they were not afraid.'

Prepare for First Attack "On August 31, our division occupied the sectors formerly occupied by the 6th and 41st British Divisions. Allied successes in the south had drawn a portion of Prince Rupprecht's reserves thence. We felt that the time had come to attack the positions at Mount Kemmel. General Haig issued the orders that the attack should begin.

"The 27th and the 30th Divisions composed the second American Army corps. We drove a wedge behind Mount Kemmel that caused the evacuation of that point. "After two days' fighting, on September 2, we were withdrawn and taken to the south to rest. We had been in the trenches at that time about six weeks and our men were rather tired. We spent two weeks recuperating at a small town to the south of Toulons, and on September 28 we occupied a position in front of the St. Quentin Canal tunnel, a tunnel which was constructed by Napoleon in 1811.

Steamer Sunk By Aquitania In N. Y. Harbor

Continued from page 1 accompanied the incoming liners. Meanwhile members of the crew were dragging from the water the body of Eperus, who had been asleep in the stern of the Lord Dufferin and is thought to have been killed by the blow which sank the ship.

Lieutenant Willard Home Lord Molyneux, a captain in the British army, arrived on the Aquitania and will proceed to Ottawa, where he is to serve as aid to the Duke of Devonshire, Governor General of Canada. Among the other noted British passengers were Sir Colin Campbell Stewart, former head of the British Mission in New York, who will visit his mother in Canada; Captain Malcolm N. Gillies, head of the Donaldson line of steamships; Henry Corbett, managing director of "The London Times"; Pomeroy Burton, managing editor of "The London Daily Mail"; and William Harris, head of the international chain of Ritz-Carlton hotels.

Daniel Willard, president of the Baltimore & Ohio Railroad, was at the pier to greet his son, Lieutenant Daniel Willard, Jr., who fought through the war with the 26th New England Division. Mr. Willard was scheduled to go to France several months ago as head of the American railroad system, but decided not to. At the time Lieutenant Willard was assigned to his father's tentative staff.

Mrs. W. S. Van Rensselaer, daughter of Lawrence Bowen, publisher of "The Independent," returned to this city after two years of hospital nursing in Italy and France. J. L. Caldwell, United States Minister to Tehran, brought a story of famine food prices and unobtainable clothing in Persia. He had just come from Paris, where he pleaded the cause of Persia to the peace conference. He declared yesterday that the country of Omar had suffered intensely in the war, quartering at one time three big armies, Russian, British and Turkish.

Robert C. Tredwell, the American consul formerly stationed at Petrograd, is still held by the Bolsheviks at Ashkabad, Turkistan, Mr. Caldwell said. However, Mr. Tredwell is no longer kept in jail, but is simply a "hostage" for some radical held in an Allied country. Mr. Caldwell will go at once to his home in Fort Scott, Kan., from which he will return to Tehran six weeks from now.

Lieutenant Commander John L. Callan, of the Naval Aviation Service, brother of former Assemblyman Albert L. Callan, of Albany, was among the casual officers on the transport. Lieutenant Commander Callan went overseas at the war's beginning and assisted in the Italian government materially in organizing its flying corps. When America entered the war he was given his present rank in the American air service, but detailed to remain with the Italians. He has been decorated three times by the government at Rome, once by the King in person.

F. W. Woolworth Aboard F. W. Woolworth, Percy Guterman, Sir Arthur Willott, Sir H. Elverston and J. C. Blimpington, Jr., were others on the passenger list. The troops on board, who had been in training sectors in France, were the 366th Infantry, consisting of 125

officers and 3,694 men, who are on their way to Camps Dodge, Grant, Upton and Sherman; the 317th Ammunition Train, consisting of thirty-seven officers and 1,158 men, who are going to Camps Upton, Travis, Jackson and Meade; and the 92d Division's military police company, consisting of twenty-two officers and 231 men and bringing with them five prisoners. These three units were colored.

A detachment of twenty-two officers and 247 men from the convalescents at Brest, with a number of other casuals and four wives of naval officers, completed the ship's military roster.

Refute McElroy Again MADISON, Wis., Feb. 28.—The Wisconsin Assembly today passed a resolution branding as "wickedly false" the statements which Robert McElroy, chairman of the educational committee of the National Security League, says he made before a University of Wisconsin audience April 6, last. The resolution declares that no one heard the statements which McElroy asserts he made.

McElroy recently reiterated his statements impugning the loyalty of the university students who heard him, before a Congressional committee. The resolution refers to McElroy as a "self confessed dealer in profane insults, who brags about his insults when at a safe distance."

Vote to Continue Strike Benjamin Schlesinger, president of the International Ladies' Garment Workers' Union, announced yesterday that the insistence of the union on the right of workers to have their discharges reviewed had been vindicated at two meetings yesterday.

"I put up to the girls the question whether they should continue on strike," said Mr. Schlesinger, "and the meetings rose on masse to sustain the union's policy. We mean, therefore, to insist that employers cannot discharge workers without showing cause."

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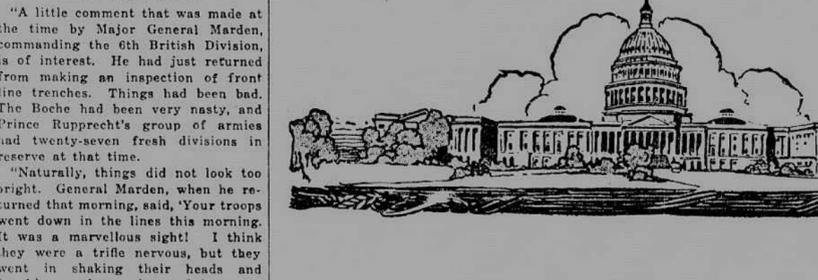
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COUPONS DUE AND PAYABLE AT THE UNITED STATES MORTGAGE & TRUST COMPANY 55 CEDAR STREET NEW YORK, N. Y. ON AND AFTER MARCH 1st, 1919

This Company acts as fiscal agent for Municipalities and Corporations, prepares and certifies as to genuineness of municipal bond issues and is the designated depository of the Investment Bankers Association of America for Attorneys' Opinions and copies of papers relating to municipal issues.

Descriptive booklet sent on request.



The Government has lifted the ban on cereals and relinquished its lease on the new Bevo building. Our plant, voluntarily tendered the Government, is now ready to resume full capacity production of



Like all Americans, we have made our sacrifice to help win the war. Now we are ready to renew our full duty as a great National industrial institution.

Anheuser-Busch St. Louis

No. 3 DEAR FOLKS THE manager of the Employment Bureau where all of the men laborers in the Wilson & Company plant, Chicago, are employed, invited me to sit in his office all of one morning and look over the men who applied for jobs. I accepted his invitation and I had a most interesting experience. I will tell you about it.

In the first place I heard practically every man say: "I want to work here, boss, because Wilson & Company treat men right and you give them a chance to get higher up in the ranks when they make good!"

In the second place I noticed, with great personal satisfaction, that the manager treated every applicant for a job with as much courtesy as if he were receiving him in his own home. In the third place, I got the surprise of my life when I saw men, who had been told by the manager that he could not give them anything to do just then, leave the office with a smile and a thank you.

I wondered why men could smile any say thank you after being told that there was nothing for them to do. So I asked one of them what there was to smile about and why he said thank you, and he said, in effect, this: "Oh, the boss, there, is always kind to everybody, and I like kindness. I know he would give me a job if he could. I am coming back again until I get a job with this company. I want to work here because I am sure of getting a square deal."

And he went away happy; so did the others. However, men keep on applying for work in the Wilson & Company plant in spite of the fact that they know the company is always full up with laborers who never want to leave their jobs.

The manager is the type that Mr. Wilson selects to deal with his army of workers. He won't have a man unless love for his fellows is thoroughly developed in him—unless he is a good judge of human nature—unless he has the quality of selecting workers who will keep up the good fellowship and the loyal spirit that exists so markedly in all departments of the Wilson & Company plant.

He made no mistake in choosing the manager of the Men's Employment Bureau, who is a man of big frame, big heart, big character and with a big idea of his duty toward his company and toward his fellow man.

Among the number who applied for jobs while I was in the manager's office was a soldier in uniform. His appearance and manner and conversation indicated that he was a refined, educated man.

The manager told him that he guessed he had made a mistake in applying to him for a job—that evidently he wanted an office position, or, perhaps, wanted to go on the road as a salesman—that he employed men only who were willing to work with their hands. Mark what this soldier said: "No, I don't want an easy job. I want to work with my hands. I 'found myself' overseas. Living in trenches and going over the top made a different man of me. That hard work gave me health and strength. I never felt better in my life. I want to keep my body as healthy and as strong as it is now. I want a job that requires the use of my hands, arms, legs, shoulders, feet. I can use my head, too, in doing manual labor. I want very much to work for this company. I hear everybody speak so well of the organization. I will appreciate it greatly if you will give me an opportunity to work as a laborer. I'll take my chance on working my way up. The president of your company got to the top by starting at the bottom of the ladder. Maybe I can climb to the top, too, if I am not too particular about the kind of work I start to do."

The manager said to him: "You are all right, my lad; you've got the right stuff in you. Come here next Monday and I will start you to work. We want men of your grit." He came to work the following Monday. He has already made a hit with his fellow-workmen. They like him a lot and are very proud of him. They are true-blue Americans and think a soldier who was in the fight over there is the kind of pal they want to tie up to. They think very often of their fellow-workers who went overseas but will never come back. I want to tell you, folks, that it does a fellow a lot of good to get next to the hearts of real people. The Heart in the Wilson & Company organization shows everywhere. It does not play hide-and-seek. It comes right out in the open. There is no difficulty in tagging it. I am going to give to you in my next week letter a very human story about a little slip of a girl—25 years old—who is the inspiring leader in the ranks of over 1,100 women workers in the Wilson & Company plant. Sincerely, William C. Freeman, 131 E. 23rd St., New York City.

THE TWO LEADING JEWISH NEWSPAPERS COMBINE The Day and The Warheit, have combined, and on March 1st will appear as The Day The National Jewish Daily.