WOUNDED SOLDIERS STOP COMING HERE

Troopships to Be Diverted to Other Ports as Hospitals Are Overcrowded.

ONLY 1 FIGHTER ARRIVES

Lieut. Kelly Returns Unhurt After a Year of Battling With French Forces.

There was only a handful of returning fighting men in the troops that came into port yesterday, a total of fourteen officers and seven enlisted men who reached here from France aboard the naval transport General Gorgas making up the entire list of army arrivals for the day.

Of the twenty-one soldiers to arrive twenty were from California. The twenty-first was Lieut. Luke A. Kelly of 130 East 123d street, Manhattan. Lieut. Kelly was attached to a fighting French artillery unit for more than a year. Almost all the time he was "working" amid popping big guns, nevertheless, despite a year of hard fighting in the general neighborhood of the Chemin des Dames he came out of the scrapping without a scratch.

The other soldiers aboard the General Gorgas were attached to the Sixty-fifth Field Artillery Brigade. They had just finished their training at a French artillery camp when the armistice was signed and therefore never had been in battle—wishful though they all were to take a part in the big show.

Let Up on Arrivals Here.

From statements made by officials of the port of embarkation, Hoboken, last night very few if any of the big troopships due to arrive in American waters after January 1 will come into the port of New York. Transport officers at Hoboken said that hereafter—at any rate, during the immediate future—the larger troopships will dock at Boston or at Newport News. The reason for this, said the officers, is that army and navy hospitals in the vicinity of this port are now more than crowded with wounded, also that the piers at the port of embarkation for some days have been taxed to limit capacity and therefore can accommodate none of the bigger troopships for some days at least.

The Leviathan is due to pull out of her Hoboken pier within a few days, probably on New Year's Eve, for Brest, thus leaving a considerable stretch of free space in and around Hoboken. Nevertheless the vacancy left by the Leviathan will be of little aid so far as the incoming troopships of the larger size are concerned. Only two small vessels, carrying little more than half a hundred troops each, will come into Hoboken during the next few days.

All the troopships which henceforth come into the Narrows and upper bay, if orders sent out yesterday by the Treasury Department are obeyed, will pussyfoot home, so far as raucous screamings of waterfront whistles and sirens are concerned. Danger to port shipping, owing to the inability of skippers and navigating officers to hear signals amid the usual uproar of welcome, caused navy officers of the port to suggest to the Treasury Department that the welcoming uproar hereafter be prohibited while the troopships are coming up the bay and river.

Text of Order Stopping Noise.

An order from Assistant Secretary of the Treasury L. S. Rowe therefore was issued which shuts off the homecoming noise. Even the fireboats no longer will be permitted to race alongside the incoming troopships to send plumes of misty lace into the air. There is a punishment, under the espionage act, of a fine of $10,000 or a two year term in prison, for violating the order.

The new ruling is as follows:

"All such craft shall keep at a distance of at least 300 yards from incoming transports unless it is necessary to approach nearer to permit vessels to pass in the ordinary course of their navigation.

"That such craft shall not blow their sirens or whistles within a distance of a half mile from an incoming transport, except to give the usual and necessary navigating signals.

"That such craft shall not shoot streams of water from their hose within a distance of half a mile from an incoming transport unless necessary to extinguish a fire.

"That no band shall be permitted to play in the vicinity of such transport while the same is approaching its dock."

RIDGEWOOD BOY WINS CROSS.

Private Vail Sends News as Birthday Present to His Mother.

As a birthday gift to his mother, First Class Private Carl Waldemar Vail, an ambulance driver assigned to the French army, son of Mr. and Mrs. Carl M. Vail of Upper Boulevard, Ridgewood, N. J., and whose father is a partner of Henry R. Kent, president of Henry R. Kent & Co., engineers, 141 Broadway, New York, sent her a letter telling how he won the French Croix de Guerre. The citation says of Private Vail:

"Excellent leader and technician, has always proved cool and of remarkable courage, notably on June 9, 1918, at St. Maur, where he entered a zone under violent bombardment to search for an officer grievously wounded whom he succeeded in bringing back to the lines. Distinguished himself during the offensive of July 18 and 24 in assuring repairs to vehicles at most advanced posts."

68,000 U. S. TROOPS WERE HOME DEC. 21

Return at Rate of 300,000 Monthly Planned.

WASHINGTON, Dec. 27.—Sixty-eight thousand American soldiers had been returned from overseas December 21 and slightly more than 500,000 in this country had been mustered out of service, members of the House Military Committee were told to-day at their weekly conference at the War Department.

Officers are being discharged rapidly, Chairman Dent said, 32,000 having been released since the armistice was signed. The largest number was in the chemical service and the fewest in the medical section.

Troop movements from abroad on ships now controlled by the United States are limited to 160,000 men a month, but the Department hopes to increase this to 200,000 or 300,000.

War Department officials also told members of the committee that an investigation by the British of 42,000 German prisoners captured in October in Northern France and Belgium revealed that their ages ranged from 18 to 69 years. Thirty per cent. were 19 to 20.

PARKER'S HAIR BALSAM
A toilet preparation of merit. Helps to eradicate dandruff.
For Restoring Color and Beauty to Gray and Faded Hair.
50c. and $1.00 at druggists.

15 Reasons

Why First Mortgages Guaranteed by This Company Are the Best Investment for Prudent People.

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The security is visible, can be inspected and understood and cannot be reorganized or merged or manipulated so that it is lost.

If the principal falls due and is demanded, it is paid within a reasonable time without discount of any kind and without the risk of the investor having to foreclose and possibly buy in the property at foreclosure sale.

No investor has ever lost a dollar.

BOND & MORTGAGE GUARANTEE CO.

Capital and Surplus, $10,000,000

176 Broadway, New York
175 Remsen St., 196 Montague St., B'klyn
350 Fulton St., Jamaica

TNT DUMPED OFF SOUTH AMBOY

Vast Quantities Owned by Allies Goes to Waste.

WASHINGTON, Dec. 27.—By order of the railroad administration, some hundreds of thousands of pounds of high explosive material including TNT and picric acid, the property of the French and Italian Governments, is being towed out to sea from South Amboy, N. J., and dumped overboard, thirty-five miles from the Scotland Neck lightship.

This plan has been adopted as the only practical and immediate method of getting rid of 228 carloads of the material which has been parked outside of Wilmington, Del., for some time awaiting transportation. There are now only a few cars left, but the owning Governments have saved some of the material in the last few days by having it loaded aboard ships.

Nutmeg Staters Are Thrifty.

HARTFORD, CONN., Dec. 27.—That in a year of high wages residents of Connecticut were thrifty, is shown by the report of State Bank Commissioner E. J. Sturges, for the year ended September 30, made to the Governor to-day. Deposits for the year in savings banks and trust companies increased $14,181,245 over the previous year, bringing deposits in these institutions to $405,146,834. The number of depositors increased 18,377, making the total 840,233. The dividends paid on savings accounts totalled $14,034,051.

Police Department Orders

PENSIONS.

The following members of the force are relieved and dismissed and awarded the following pensions. To take effect 12 P. M. December 24:

PATROLMEN.

John I. Wood, No. 3499, 46th Prec., at $825 per annum. Appointed October 25, 1893.

William Filan, No. 2936, Traffic Div., Sub-Div. A, at $825 per annum. Appointed October 16, 1886.

James F. Beatty, No. 2681, Bridge Prec., at $825 per annum. Appointed April 17, 1886.

TEMPORARY ASSIGNMENTS.

SURGEON.

Arthur Nilsen, 13th Surgical Dis., in charge of 14th Surgical Dis., in addition to his other duties, from noon December 28 to 12 P. M. December 31, during absence of Surgeon on vacation.

LIEUTENANTS.

William J. Morris, 12th Insp. Dis., to 2d Insp. Dis., assigned to desk duty. Also to fill vacancies in Marine Div., for 20 days from 12 P. M. December 24.

Frederick Schlottman, 14th Insp. Dis., to 12th Insp. Dis., assigned to desk duty, for 20 days from 12 P. M. December 24.

PATROLMEN.

Ferdinand C. Flick, 45th Prec., to Headquarters Div., Division of Transportation, to duty in automobile repair shop, from 8 A. M., December 24, to 8 A. M., January 2.

Charles Witscher, 78th Prec., to Headquarters Div., Division of Transportation, to duty in automobile repair shop, from noon December 23 to 8 A. M. January 2.

From Division of National Defence (special war pay roll), to precincts indicated, for 20 days from 12:01 A. M. December 24. Indefinite leaves of absence are hereby revoked:

Joseph P. Oliver, 1; George J. Colgan, 5; Peter J. McNulty, 22; Gustave A. Messall, 88; Joseph Hartman, 114.

ASSIGNMENTS DISCONTINUED.

LIEUTENANT.

William J. Morris, 12th Insp. Dis., to 76th Prec. (temporary), from 12 P. M. December 24.

PATROLMAN.

Charles Witschel, 78th Prec., to 1st Insp. Dis., to duty in raided premises (temporary), from noon December 23.

The following leaves of absence are authorized, with full pay:

SURGEON.

Dudley H. Morris, 14th Surgical Dis., from 12 noon, December 28 to 12 P. M. December 31, on vacation.

Without pay:

LIEUTENANT.

Edward P. Mulrooney, 6th Insp. Dis., for 1 day from 4 P. M. January 1.

SERGEANTS.

Daniel N. O'Grady, 5th Prec., for 1 day from 12:01 A. M. December 24.

Patrick Dee, 17th Prec., for 1 day from 12:01 A. M. December 25.

Ambrose Clancy, 25th Prec., for 1 day from 12:01 A. M. December 24.

PATROLMEN.

Charles Rose, 38th Prec., for 1 day from 12:01 A. M. January 2.

James M. Culley, 42d Prec., for 2 days from 4 P. M. December 25.

William Delaney, 67th Prec., for 30 days from 8 A. M. December 25.

John Faulkner, Traffic Div., Sub-Div. B, for 1 day from 8 A. M. December 24.

Rocco T. Brindisi, 18th Prec., for 1 day from 8 A. M. January 1.

Thomas P. Halligan, 13th Prec., for 1 day from 4 P. M. January 1.

Charles D. Sands, 25th Prec., for 1 day from 4 P. M. December 27.

Edward R. Friel, 26th Prec., for 1 day from 12:01 A. M. December 24.

Charles Burkhardt, 29th Prec., for 1 day from 8 A. M. December 28.

Charles W. Herold, 29th Prec., for 3 days from 8 A. M. December 31.

Jacob Greenberg, 29th Prec., for 2 days from 8 P. M. December 29.

The following applications for full pay are approved while on sick report:

PATROLMEN.

Francis Kane, 112th Prec., from February 1 to February 13, 1917.

While under suspension:

John P. L. Klintworth, 70th Prec., from 1:55 P. M. September 1 to 10:36 A. M. November 16.

DEATH.

RETIRED PATROLMAN.

William Beard, formerly attached to 36th Prec., residence 683 West 185th street, died at 2:30 P. M. December 24 from natural causes. Funeral from his late residence 10 A. M. December 27. Interment Calvary Cemetery.

Kennedy
12 Cortlandt St.
MEN'S SMART SHOES

Dark Russet Cordo Leather
$5.50
Narrow & Wide Toes

Black Gunmetal Leather Shoes, $6.00
Narrow and Wide Toes
Educator Shoes, $7 to $9.50
Russet and Black.

TELLS OF GALLANT FEAT BY DOUGHBOYS

Comrade of Wounded New York Captain Describes Capture of Meuse Hill.

HELD IT UNDER IRON HAIL

Commander of Co. D, 320th Infantry, Now in Military Hospital Here.

When the "Light Brigade" went to glorious death it charged to the wild accompaniment of clashing sabres and thudding hoofs. A frenzied drive, a few moments of war's grandeur, then all was over and an immortal page had been written in history.

In vivid contrast was the gallant action when Company D of the 320th Infantry, U. S. A., carried Hill No. —— on the bleak morning of October 10 during the battle of the Meuse. While the doughboys held the hill from 8 A. M. until 4 P. M. some of them may have thought a bit wistfully that the "Light Brigade" only had "cannon to the right of them, cannon to the left of them," volleying and thundering.

Machine Guns on All Sides.

Playing on the infantrymen from all sides were the tireless German machine guns. From far away Boche lines there came shells containing the explosive that tears a hole in the ground big enough to hide a two family house. Overhead Jerry was flying very low, searching for the alignment of olive drab figures, prostrated to blend with the brown, frost-killed grass and clods of earth. He was seeking to set the perfect range for the groping batteries. While pursuing this deadly quest the airmen kept up a running fire, punctuated by aerial torpedoes dropped among the Americans.

Eight hours the Yankee line grimly held the position, waiting and hoping for an infantry attack. Eagerly anxious they were to repay with steel and bullet the gruelling punishment so patiently endured.

The attack never materialized, but the Germans were kept in check until the American forces, artillery and men, consolidated in the woods behind, making the hill worthless to either side.

Capt. Harry A. Sabiston of 66 Bank street, commander of the gallant band, now is a patient at Base Hospital No. 1 in this city. He has a hole in his left hand where a sniper's bullet carried away a couple of knuckles and two inches of bone. Near the shoulder of his other arm are two deep red scars, the trails of machine gun bullets. He still coughs a bit from gas. These he considers mere incidents "not worth mentioning," as he puts it.

"Oh, yes, we were there," he said yesterday when asked about the battle, "had quite a tea party, and you should have seen—" Then he entered into eulogy of some comrades who had passed to eternal glory over the bloody pathway of the hill.

Judgment Saved Lives.

"The Captain doesn't mention how he consolidated positions, acted as several officers in one and saved many lives by his excellent judgment," remarked a wounded mate who was sitting near by.

"Oh, bosh," answered Sabiston, reddening slightly, "I simply did my duty, same as thousands of others. Don't pull any of that hero stuff. Every man in the company was a fighter from way back. There's the whole story. S'long, I thing I scent a game of dominoes," and away he went.

"That's about as much of the story as a period," the other said, "for to tell the truth, Hill No. —— was one of the nerviest stunts of the war. Just to prove it, here are a few of the facts: On the previous evening the company lay in the wood, just back from the Brieuelles-Cunel road, after a hard day's fighting. About 6 o'clock in the morning an order came to take the road and the hill and the barrage was laid. As the barrage lifted from the road the boys pushed forward.

"At first it was easy going. The Boche who held the hill were driven out. Those who were left alive fled to their brothers in the woods and heavy underbrush that practically surrounded the position.

"Immediately after the capture Capt. Sabiston placed his men to command every approach, molding his formation to take all advantage of the ground with particular care not to disturb natural objects, thus avoiding attracting attention. In a word, he camouflaged his troops by blending them into the landscape. And a darn good joke on the Boche it was, too.

"All of this time the grand march was playing. The enemy threw over everything but the cat. Jerry was on the job right away. He buzzed so low at times that some one winged a flier with a revolver shot, but the Captain put a stop to that, fearing that it might help the range prowlers.

The Hardest Thing.

"For the first few hours it was just hang on and wait, and waiting is the toughest kind of a game under those circumstances. When you see a comrade, a tentmate or maybe a brother give one of those pitiful moans, writhe a bit and then turn over and you can't start right out and get the Boche who did it—well it's hell, that's all. You can see the white face, the open unseeing eyes making their mute appeal and it simply turns the world into a place not fit to live in. It's maddening.

"Then Capt. Sabiston began to send back his runners. Volunteers they were, as brave lads as the army produced. No. 1 got away for ten yards, then dropped on his face, the regular procedure. He seemed a likely chap, but a sniper winged him as he started on.

"The eighth man reached his destination. Four were severely wounded; the rest never were heard from.

"It was about 3:45 that we heard the Yankee guns, or rather Yankee shells, covering our position. The Germans were so enraged at not being able to force the position that they just hung around spitting machine gun bullets and suffered a considerable loss from the artillery as well as from our own fire.

"But do you think that they would charge us? Oh, no, they knew the taste of doughboy steel too well, and when we were ordered to rejoin the main line every man in the command was cussing mad because we didn't get a real chance to give it to them.

"And as for the Captain, well he's a good soldier, but there are times when a man is ready to fight and wants to fight and has purred with joy over thought of good fight, and some one tells him it is all over but the shouting—at such times that man is likely to have a word to say within the innermost recesses of his innermost heart, and that word, take it from me, isn't the 'Maiden's Prayer.'"

NO THREAT OF PORT TIEUP IN WAGE ROW

Employers and Men Likely to Accept Decision of Harbor Board.

DEMANDS ARE REVIEWED

Boat Owners Refuse to Name Representative to Sit at City Hall Hearing.

The New York Harbor Wage Adjustment Board, or what there is left of it, met yesterday afternoon in executive session to make an award in the dispute between marine workers of the port of New York and the harbor boat owners over demands for the eight hour day and a wage increase. The result of the conference probably will be announced to-day by Chairman B. M. Squires, who represents the United States Department of Labor.

Whatever the award will be there is at this date no threat of a tieup of the port. If the award includes a slight increase in pay boat owners will not reject it, and it is possible a working schedule satisfactory to the employers will be adjudged by the harbor board.

Ex Parte Hearing Held.

An ex parte hearing was held in City Hall yesterday by the board. With Mr. Squires sat T. V. O'Connor, representing the boat employees; T. L. Delahunty, acting for the railroad employees, whose representative resigned; George R. Putnam of the Department of Commerce, and Keyes Winters of the Shipping Board. C. E. Lindsey of the Board of Railroad Wages and Working Conditions, sat in an advisory capacity.

The boat owners, who were present as onlookers rather than as participants, refused to make an appointment to fill the place of Frederick A. Bishop, their representative on the arbitration board. His resignation was accepted by the board yesterday. Paul Bonynge, counsel for the boat owners, told Chairman Squires that before such appointment be made the boat owners first wanted to know what the attitude of the Railroad Administration was toward this arbitration board. Mr. Squires answered that the Railroad Administration desired to cooperate.

"That's just it," replied the boat owners' lawyer, "the Railroad Administration is sitting on the fence, reserving the right to accept or reject any award your board makes, and will not consider it binding but recommendatory only. That's our position, too. We feel the same as the Director General. If the award is satisfactory we may accept it, and if not, we may reject it."

As soon as the hearing was over the Harbor Board tried to get in touch with Washington and have the Railroad Administration appoint a member to the board. The boat owners refused participation in the hearing on the ground that the board was incomplete, since there are but four members out of the original seven.

Living Cost Shown.

Chairman Squires asked Paul Vacarelli and the employees' representatives what change in living conditions since last July required an increase in wages, and it was claimed that the cost of living had increased 16 per cent. in that time. The only real argument for the eight hour day was made by Capt. Maher for the Marine Engineers. He said that when the award was made last July it was during war period, when labor was scarce. Now, he said, with the return of the soldiers and sailors, there are enough men to permit an eight hour schedule. John Brennan of the boatmen facetiously referred to the employers as the Ulster Huckleberry Association, and was called to order by the board for it.

Edward A. Kelly, for the owners of coastwise lines, said the shipping interests he represented would in no way be bound by any award made by the board.

Ex-President William Howard Taft, who as head of the War Labor Board, a week ago ordered boat owners to recognize the New York board, was in communication with Chairman Squires yesterday on the situation.

Boston Sets a New Record.

BOSTON, Dec. 27.—The largest total of new influenza cases recorded in a single day was reported here for the twenty-four hours ending at 9 A. M. to-day. The totals were 454 new cases and 28 deaths; 16 cases of lobar pneumonia and 8 deaths.

STATE GAVE LUNATIC A DRIVER'S LICENSE

Chauffeur, Out on Probation, Taken to Ward's Island.

The thoughtful care of the sovereign State for the humble pedestrian was illustrated in open court yesterday in the case of George J. Lesser, a chauffeur, who, having pleaded guilty to a charge of reckless driving was turned out of court on a suspended sentence that he might be sent back to the asylum for the insane on Ward's Island from which he was released on probation last spring.

Lesser was in the Traffic Court charged with being responsible for a collision between two automobiles at Sixty-third street and Columbus avenue on Thursday. He admitted it. Then by a probation officer who had been assigned to look into his past, Lesser's record for the last three years was laid before Magistrate Cobb as follows:

Inmate of Manhattan State Hospital for the Insane for twenty months from September, 1916, following two attempts to shoot himself. Six prior traffic charges against him, two of them having been brought for speeding, three for driving on the wrong side of the street, and one for driving without a license.

Despite his record and his obvious irresponsibility it was shown that four months after leaving Ward's Island he possessed a chauffeur's license and had another one issued to him for 1919.

MANY DISHES

Though cheap in price, can be given a delicious relish and made doubly nourishing when properly flavored. Make them enjoyable by using

LEA & PERRINS SAUCE
THE ORIGINAL WORCESTERSHIRE

It has a tang, all its own.

Service from Truck Doubled in Three Months

THE driver of Truck No. 149—1½B-9 won the first prize in Class A by piling up a record of 952 points out of 1,000 in the Packard Truck Efficiency Test.

Following the modern business methods taught by the Packard Freight Transportation Department, he *doubled the service* of his truck, and showed some startling economies.

This truck operates over a route of about 33 miles, in and around a New England town. Country is hilly. Roads are good.

The job is a pick-up proposition—the truck starting empty. The load is therefore a return-load.

Frequent stops. The truck has no starter—and tendency has been to let the engine run to save trouble of cranking.

Out to win the prize, the driver was willing to shut off his engine and crank up again after every stop.

Gasoline economy was increased 3½ miles per gallon.

Load carried was doubled.

Transportation cost was cut 5c per ton mile, which means a saving of $68.59 per month—or $823 per year.

Industrial America employs 400,000 motor trucks.

Investigation shows that on the average each truck can effect a saving of at least $350 a year—a grand total of $140,000,000 dollars a year.

These trucks represent a capital investment of close to One Thousand Million Dollars.

The possible saving would pay a dividend of 14 per cent a year on the owner's truck investment.

Deposited as a sinking fund, it would practically write his truck investment off the books. The transportation principle responsible for the saving would also increase the life and service of his trucks.

Put to public uses, it would build 7000 miles of concrete roads at $20,000—which means easier trucking, further saving in costs per ton-mile, fewer repairs, longer life to his truck.

It can be done.

The Freight Transportation Department of your local Packard Branch or Packard Dealer will show you how—with your present make of trucks and in your business.

How to get more work out of your trucks at less cost.

How to fit the truck to the *job*.

One of the greatest difficulties the business world is laboring under today is the fact that most trucks are bought with little or no expert advice as to whether they will fit the work or not.

Whether you are a Packard user or not—feel perfectly free to call on the Freight Transportation Department.

Its counsel is yours for the asking—and *without charge*.

Some Results of Packard 100% War Work

The 5000th Liberty Motor built by the Packard Company was shipped on November 21, a week after its final assembly in the Packard shops, and a week ahead of the first anniversary of the completion of the first Liberty Engine ever made from standard tools.

It was on Thanksgiving Day, 1917, that the first Liberty Motor to come from an organized production line came from the production line of the Packard. Wrapped in an American flag, it was shipped the same day to the American aircraft forces.

Between Thanksgiving and the following March, the process of the new war engine's development was that of the accommodation of tool to design and design to tool, always necessary in the preparation for quantity production of a quality motor. The work of pioneering this development was either given by the government to the Packard or assumed by the Packard for the Government. Consequently, as late as February 25, Packard had produced the only Liberty Engines in operation, and to date Packard has built more Liberty Motors than any other manufacturer has made.

The great results of that development period are measurable by the fact that the improvements effected raised the horsepower of the Liberty Motor from 367, at which the government had accepted it for production, to more than 450. Another result was that large scale production rapidly followed final standardization of tools and design, so that by the end of the war, eight months later, Uncle Sam had more than 15,000 Liberty Engines.

PACKARD MOTOR CAR COMPANY, *Detroit*

Packard Motor Car Co. of New York
1861 Broadway