

# 254 TAKEN FROM TRANSPORT BEFORE NIGHT ENDS WORK

By Means of a Ferry Line  
Wounded Reach Shore from  
Northern Pacific.

## THREE LIFEBOATS CAPSIZE

Soldiers Drenched in Icy Water,  
but No One Is Injured  
by Mishaps.

## THOSE ON BOARD ALL SAFE

Hospital and Private Homes of Bay  
Shore Ready to Care for  
All the Rescued.

*Special to The New York Times.*

BAY SHORE, L. I., Jan. 2.—The rescue of the wounded and sick soldiers on the transport Northern Pacific, as well as that of the casuals on the ship, began this afternoon, and when darkness fell, causing a stoppage of work for the night, 237 soldiers and seventeen navy nurses had been safely ferried to shore. The rescues were accomplished under great difficulties, for seas varying from six to ten feet in height were breaking on the shore, and at least three veterans of the Argonne would have lost their lives but for the daring work of the lifeguards from the Oak Island, Point o' Woods, and Fire Island life saving stations. On three different occasions a surf boat which was being pulled through turbulent seas to the shore capsized, but no lives were lost, although three of the soldiers were dragged to land unconscious due to immersion in the almost ice-cold water.

Tonight the Northern Pacific is imbedded in about sixteen feet of sand and is being pounded by heavy seas. Last night the vessel was driven shoreward for a distance of about 100 yards, and tonight she lies broadside to the beach and within 200 yards of dry land. There remain on the ship about 2,800 men, of whom between 2,200 and 2,300 are soldiers.

No effort has been made as yet to remove any of the men who are in the hospital wards of the ship. One of the poor fellows who is on the ship is a soldier who has lost both legs and both arms. There are also a number of serious shell shock and mental cases. These men are to be transferred, as soon as weather conditions are favorable, to the naval hospital ship Solace, which is hovering off shore. Only as a last resort will it be attempted to land the seriously wounded and ill in the rough-going surf boats or the breeches buoy, the last named contrivance having been brought into service late this afternoon and about twelve soldiers brought ashore in it.

### Men in No Danger.

Officers of the army and navy who are on the scene issued reassuring statements to relatives and friends of the men on the Northern Pacific tonight. The men, they said, are in no danger whatever, and their rescue is only a question of time. Beyond the fact that the ship is sinking deeper into the sand every hour, and it may be impossible to drag her back into navigable waters, the Northern Pacific is in no danger at all of going to pieces as a result of the pounding to which she is being subjected. Captain Connelly of the transport in a wireless message to the shore said that the men on board were in good condition and cheerful, and that they were peeved but not downcast as a result of the unfortunate termination of their homeward voyage. In a subsequent wireless message to Vice Admiral Gleaves, commanding the Cruiser and Transport Service, Captain Connelly said:

Disembarked, 237 army passengers, some of these ambulant wounded, and also 17 navy nurses, using life-guard boats and breeches buoy. The ship is in no danger. Expect to disembark many more troops tomorrow. Salvage operators will make attempt to float ship at high tide tomorrow.

Among the passengers on the liner is Colonel Merritt W. Smith, the commander of the 104th Field Artillery of the New York Division, which unit saw such hard service with the British in the last weeks of the war. It is reported that there are several other officers, as well as enlisted men from the Empire Division, on the vessel, although their names were not communicated to shore.

The first soldier to land from the stranded ship was Private Albert Lichner of Company G of the 13th Infantry, whose home is in Buffalo. Lichner is a veteran of the Argonne and has recently recovered from wounds received in that battle. The second man to land was Lieutenant Robert Chart of Washington, who is a junior officer of Company G of the 137th Infantry, and the third was Lieutenant Robert H. Wilson, Jr., of Company I of the 47th Infantry, whose home is at 143 Rugby Road, Brooklyn.

Tonight searchlights of the cruiser Columbia, flagship of Vice Admiral Gleaves, and the gunboat Des Moines and those of a flotilla of destroyers are focussed on the transport. The big camouflaged vessel makes a weird picture, standing out like a ghost ship

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The New York Times

Published: January 3, 1919

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# 254 TAKEN FROM STRANDED SHIP

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In waters strewn with wrecks of other years.

The rescue of the soldiers and nurses began at 9 o'clock this morning. At dawn the life guards from Oak Island, Point o' Woods, and Fire Island, who stood vigil through the night, got to work. They had watched the vessel, upon which the searchlights had played from sundown to sunrise, as she was driven slowly inshore, the seas at times breaking over the hulk. Now and then it seemed, the guards said, that the vessel lurched violently under the pounding of big combers.

## Ready for the Rescue.

At 6 A. M., when the Captains of the life guards gave the command to get ready, the wind had shifted to the south and the seas were running heavy and fast. With the life guards was Lieut. Col. Pierce of the Medical Corps of the Army, and sixty-five other officers from the office of Colonel John M. Kennedy, the Chief Surgeon at the Port of Embarkation in Hoboken. Also on hand and ready to receive, clothe, and feed the men were the women of the Red Cross chapters at Bay Shore, Islip, and other nearby places. In Bay Shore the hospital at the Naval Air Training Station had been made ready, while every house in town was prepared to receive the overflow.

Shortly before 8 A. M. the seas had calmed sufficiently to justify an attempt on the part of the life guards to get a ferry line from the ship to shore. The placing of this line was a hazardous undertaking. With nine picked guards Captain Tuttle set out for the Northern Pacific in one of the surfboats belonging to the Oak Island crew.

It required an hour for the guards to

negotiate the 200 yards that separated the ship from shore. Time and again it seemed that the boat would capsize, but she was kept afloat, and at 9 o'clock the little craft was alongside the transport. A stout hawser was dropped from the ship to the lifeguards, and by 9:30 A. M. it had been made fast ashore, and then the surfboat started for its first load of passengers, using the line as is done by river ferrymen in pulling barges across streams. The helmsman who guided the craft was Joe Carter, the giant of the Point o' Woods crew.

It was 10 o'clock when the first of the soldiers were landed. Besides Lieutenants Chart and Wilson the party included Private Lichner, Corporal Joseph Sinkler of Braidwood, Ill., and Private John A. Logan of Company G of the 111th Infantry of the Pennsylvania Guard Division, whose home is in Bethlehem, Penn. All of these men are veterans of the Argonne and all wear wound stripes, two of them—Lichner and Wilson—two each. All have recovered from their wounds, however.

Lieutenant Chart said that when the Northern Pacific grounded Wednesday morning there had been a succession of three shocks, the first two caused, he supposed, by the ship's scraping over two lessed sandbars before she finally landed on the great bar in which she is now imbedded. When the vessel struck the last bar, he said, a tremor went through the ship, and there was some excitement, especially in the wards where the litter cases were being cared for. The excitement, however, was short-lived and all on board, including the most seriously wounded, were quickly reassured that they were in no danger. Last night, he added, a concert was held on board in which every man who could play an instrument or sing a note did his part.

## Bonfires on the Beach.

In the second boat to land, which was manned by the guards from Oak Island, were Elmer Patrick of Michigan City, Ind.; Harlow Tubbs of Ann Harbor, Mich.; and Frederick Cresnecks of Pittsburgh, all of them privates of the 8th Trench Mortar Battery. When the boats reached a point within forty or fifty feet of the shore the life guards waded out, picked up the soldiers and carried them to the land. By this much valuable time was saved.

As fast as the men were landed their names were taken by the officers from

the port of embarkation. Huge bonfires were kept burning along the beach, before which the drenched men warmed themselves and received sandwiches and steaming coffee from the women of the Red Cross. The men were grouped in squads by the officers and taken to Bay Shore, where those who were unable to care for themselves were placed in the hospital at the Naval Air Station, while the others were given warm rooms in cottages which the citizens had placed at the disposal of the Government. Others, to the number of 130, were sent to Camp Mills on a special train and arrived there late this afternoon.

Just before the rescue operations for the day ceased the first mishap occurred. The Oak Island surf boat, which was being pulled ashore, capsized. Captain Joseph Tuttle, the veteran commander of the Oak Islanders, was in charge of the boat, and he said later that it was the first time in twenty-eight years that he had figured in so "disgraceful an affair as a capsizing." Captain Tuttle was in the bow of the boat and was holding it to its course by swinging on to the hawser. Suddenly there came an unusually heavy comber, the Captain was tossed up several feet into the air, he lost his grip on the rope, and a moment later the crew and all the passengers were in the water.

The soldiers in the boat, all from the 8th Trench Mortar Battery, were Robert M. McGraw of Washington, D. C.; Albert Bates of Buffalo, and Thomas King of Poughkeepsie. King and McGraw were unconscious when rescued by the life savers who rushed into the water to save them. Bates was dazed, and when he came up he started to walk toward the ship, as the water was only about four feet deep where the boat capsized. Carter, the big helmsman, caught him, lifted him in his arms like a baby, and brought him safely ashore, where he was revived. All three men were hurried to the hospital at the air station.

## Indian Trooper Capsized.

Captain George A. Baker of Fire Island was in charge of the second boat that capsized, the accident being due, as in the former case, to a giant wave that lifted the boat up and made it impossible for Captain Baker to hold on to the hawser. The men in this boat, all of whom were quickly rescued, were Norman Belleville of Cleveland, Lester Cooper, an Indian artilleryman of Bel-

lingham, Wash.; Frank Regan of Akron, Ohio, and Alfred Morehouse of Everett, Wash.

When the second boat capsized, a council was held by the lifesavers and Government officers, and it was decided to discontinue the ferry service and to substitute the breeches buoy. A line was shot to the Northern Pacific, and the first man to come ashore was Private Robert A. Gebhardt of Woodcliff, N. J. Twelve other men were sent through the air via the breeches buoy before darkness caused a suspension of rescue activities. A motor launch from the flagship Columbia which tried to reach the side of the Northern Pacific also capsized. There were no soldiers in the boat, and the bluejackets who manned the launch effected their own rescue and returned to their ship, which is anchored a mile offshore.

Among those who waited for hours this morning for news of relatives on board the transport was Mrs. A. M. Broughton of 13 Cambridge Place, Brooklyn, wife of Lieutenant Broughton, who is a son of the Rev. Dr. Len G. Broughton. Mrs. Broughton had a message wigwagged to the ship, but was unable to get an answer. She had despaired of hearing from her husband and had gone home when he landed in the breeches buoy. Mrs. Broughton was notified and met her husband here tonight. Lieutenant Broughton was severely wounded in the Argonne fighting.

Among the soldiers landed were the Rev. Father J. P. O'Mahoney of the 26th Infantry, W. H. Allen, Williamsport, S. C.; Fred S. Werner, 3,027 Third Avenue, New York City; Carl S. Steger, Stockton, Cal.; Harry Probst, Canton, Ohio; Maurice Hupner, Spokane, Wash.; Allen Cline, Midland, Penn.; Fred Warner, 3,027 Third Avenue, New York City; C. L. Rickard, Santa Rosa, Cal.; Lieutenant F. C. Roberts, Philadelphia; Corporal James Sinkler, Braidwood, Ill.; A. Yzerman, Sunnyside, Wash.; Warren H. Haught, East Liverpool, Ohio; W. Anderson, San Francisco; John J. Brown, Sheridan, Iowa; Morris Huppine, Spokane, Wash.; E. Schellenburg, Altoona, Penn.; E. M. Newkirk, King City, Cal.; John F. Murphy, Chico, Cal.; William L. Lyons, Spokane, Wash.; Casus C. Smith, Victor, N. Y.; Raymond C. Mitchell, Tacoma, Wash.; James J. Castle, Bakersfield, Cal.; O. Overfield, Tacoma, Wash.; Maston Owens, California; Chester A. Cordell, Kansas City; Jake Poole, Covena, Wash.; Miss Ruth W. Wallen, North Portsmouth, Mass.;

Miss Mary A. Murphy, Caylesville, R. I.; Sergeant David C. Begoin, Idaho Falls, Idaho; Herman Gower, Mason City, W. Va.; Miss Mary L. Eldarkin, 516 Washington Avenue, Brooklyn; Marcus Snyder, Yakima, Wash.; Lorene E. Forrest, Spokane, Wash.; Joseph B. Jones, Acton, Ohio; Walter T. Tobs, Ann Arbor, Mich., and son; Quinton Pendergast, Doty, Wash.; Phillip I. Tomlin, Bangor, Wash.; Lee Zeiman, Aberdeen, Wash.; Miss Roba A. Brown, Providence, R. I.; J. E. Shannon, Seattle, Wash.; George Laws, Los Angeles; Edward Barnes, Spokane, Wash.; John F. Bush, Ellensburg, Wash.; George B. Roberts, Olympia, Wash.; Corporal W. D. Carpenter, Stuttgart, Wash.

Lawrence Whalen, Seattle, Wash.; Edward Caulfield, 376 Pearl Street, Brooklyn, N. Y.; John J. Shannon, Seattle, Wash.; Albert Nordman, Seattle, Wash.; Joseph Wrunch, Centralia, Wash.; Fred Meineker, Rensselaer, N. Y.; Bryan Burdick, Forrest City, Penn.; H. D. Wadsworth, Los Angeles, Cal.; Miss Margaret E. Evans, Providence, R. I.; Harry W. Daniel, Bellingham, Wash.; Corporal James E. Pierce, Oak County, Wash.; Miss Mary Tait, Englewood, N. J.; Ernest Paddlefort, North Yakima, Wash.; Sophus N. Erickson, Redmond, Wash.; Frank L. Snodgrass, Wilmington, Ohio.; Harold Schendenski, Lewistown, Idaho; Miss Rose Basso, Providence, R. I.; Miss Nellie B. Rippin, New London, Conn.; Miss Mary R. McIntyre, Fall River, Mass.; Lieutenant Lee Johnson, Jonesboro, Ark.; Lieutenant M. F. Dozler, Lower Peachtree, Ala.; Miss Anna J. Murphy, Providence, R. I.; Miss Ethel E. Briggs, Brockton, Mass.; Miss Mae Bright, North Tiverton, R. I.; Miss Anna T. Degman, Providence, R. I.; Miss Anna Doviert, Providence, R. I.; Captain E. H. Wiley, Los Angeles, Cal.; Lieutenant Clay L. Dieterle, Los Angeles; W. M. Golmer, Grand Rapids, Mich.; Willis Gregory, Seattle; Miss A. E. Ullrich, Providence, R. I.; Miss Ruth Porter, Providence, R. I., and August Ericken, Waverly, Wash.

Shortly before 10 o'clock last night Captain Morgan of the Des Moines sent a wireless message to the naval authorities at Hoboken, which read:

We have a sufficient number of all classes of boats to handle the passengers if the seas subside. The indications are good for better weather conditions.

The leak reported in the fireroom of the transport has been stopped up, according to information received in Hoboken.