

00-Administration

HEADQUARTERS PORT OF EMBARKATION

Hoboken, New Jersey

February 12, 1918

EMBARKATION REGULATIONS

In the movement of troops to and from the Port of Embarkation, there are three distinct situations, each requiring more or less different procedure at the time of starting. For convenience, these regulations are divided into parts.

Part I.....Deals with measures that immediately concern troops directed to an Embarkation Camp, such as Camp Merritt, N. J., prior to going aboard ship.

Part II.....Deals with measures that immediately concern troops moving to the Piers from an Embarkation Camp, such as Camp Merritt, N. J.

Parts I and II combined—Deal with measures that immediately concern the movement of troops **direct** to the Piers from Camps other than Embarkation Camps, with this difference, that freight must be shipped in time to arrive at the Port of Embarkation at least three days in advance of troops, so that loading may be completed before troops arrive.

Part III.....Deals with matters which apply alike to all troops passing through the Port and has for its purpose mainly, the presentation of information which should be at hand prior to going aboard ship.

(NOTE: That the officer previously known as General Superintendent, Army Transport Service, is now designated **The Quartermaster, Port of Embarkation**. Do not confuse with Depot Quartermaster, New York.)

PART I.
REGULATIONS
GOVERNING THE MOVEMENT OF TROOPS, BAG-
GAGE AND FREIGHT
FROM CONCENTRATION CAMPS TO CAMP MERRITT
OR OTHER EMBARKATION CAMP.

1. Authority for the movement is issued by The Adjutant General of the Army.

Authority to start the movement is issued to the troops concerned by the Commanding General, Port of Embarkation, Hoboken, N. J.

FREIGHT CLASSIFICATION.

2. (a) **Light baggage** consists of the personal equipment of officers and enlisted men, and in addition thereto field ranges, typewriters and field desks. This class of baggage remains at all times with troops and accompanies the troop train to the Embarkation Camp. NOTE—By arrangement between the Government and the railroad companies, checkable baggage, i. e., trunk lockers of officers and for enlisted men, blanket rolls, are transported without additional charge, hence these articles should not be placed on bills of lading, nor carried in freight cars. Bedding rolls of officers will be carried in baggage cars and should be placed on bills of lading, as their transport is a charge against the Government.

(b) **Heavy baggage** consists of barrack bags, together with the personal effects of the enlisted men and baggage of officers not included in light baggage described above. This class of baggage also accompanies troop train to Embarkation Camp, but should be packed on cars separated from light baggage.

(c) **Freight**, which consists of all authorized equipment (except that provided in light and heavy baggage), should be made up in solid trains containing no baggage and no troops except the officer or detail in charge. When the freight of organizations leaving a point for an Embarkation Camp is not sufficient to make up a freight train, freight cars should be attached to troop trains. In this emergency the officer in charge of baggage and freight of the train should be aware of the freight car designation, its destination, i. e. (The

Quartermaster, Port of Embarkation, c/o New York Lighterage), Hoboken, N. J., the number of pieces, and the cubic measurement of its contents. It is very necessary for the officer in charge to have this information, as at a point near the Embarkation Camp he will be asked to designate the cars containing freight which will be detached from the baggage cars and sent on their way. From this it will be seen that baggage and freight must not be shipped in same cars.

(d) **Motor transportation**, falls under freight designation but should be loaded on separate cars from troop freight and separately billed. Motorcycles and bicycles are not motor transportation and should be shipped with freight proper.

(e) **All animals** will be sent to Port of Embarkation, Newport News, Va., with proper personnel for their care enroute and abroad, after arranging details with the Commanding General of that port.

(f) Organizations proceeding overseas may take with them merchandise for **Post Exchange purposes**, including only articles such as cigarettes, tobacco, cigars, candies, limited toilet articles and reading material, not exceeding three pounds per man. The foregoing authorization does not apply to articles of furniture, musical instruments or apparatus of any kind.

PACKING AND MARKING.

3. (a) Each item of **troop baggage** (except animal-drawn transportation, field ranges, personal equipment of the soldier to be carried on his person and the barrack bags) should be carefully boxed and each box will be secured by iron strapping neatly applied. **Barrack bags** will be marked in plain lettering with the name, rank and organization of the soldier to whom the barrack bag belongs (by sewed on patch). For example:

(John Smith, Private,
Co. B,
116th Engineers.)

(b) All **freight and heavy baggage** boxed as above directed will be marked plainly with the name of the organization,

giving the weight in pounds and accurate measurement in cubic feet. For example:

Supply Officer,
116th Engineers,
American Expeditionary Forces.
Weight, 100 lbs.
Cubic feet, 50.

This means that the package so marked will be delivered upon arrival in France to the Supply Officer, 116th Engineers.

(c) **Automobiles** and **motorcycles** should be boxed.

Motor trucks should be shipped on their own wheels, bodies knocked down. **Detachable parts** to be removed and boxed.

All single packages weighing in **excess of one ton** to be specifically mentioned in report covering weight and measurement of troop equipment.

Commanding Officers are specially charged with seeing that no **explosive**, kerosene, gasoline, other dangerous or inflammable articles accompany the baggage, freight, or troops.

BAGGAGE ALLOWANCE.

4. The War Department has ruled that until further orders troops designated for duty with expeditionary forces in Europe may take with them to Port of Embarkation for transport to the Port of Debarkation the following personal baggage:

Each officer above the grade of **Captain** not to exceed the field allowance given in paragraph 1136, Army Regulations, 1913 (400 lbs.). This allowance includes equipment C, professional books and all necessary clothing and bedding for extended field service.

Each officer below the grade of **Major**, and each contract surgeon, acting dental surgeon and acting veterinarian, not to exceed two hundred and fifty (250) pounds. This allowance includes equipment C (exclusive of horse equipment), professional books and all necessary clothing and bedding for extended field service.

Each **non-commissioned** officer, down to include color sergeant, and each civilian employee of the classified service,

not to exceed one hundred (100) pounds. This allowance is in addition to equipment C, and shall include, with equipment C, all necessary clothing and bedding for extended field service.

Each **enlisted man** below the grade of color sergeant and each **civilian employee** not in the classified service shall be allowed not to exceed seventy-five (75) pounds of baggage in addition to equipment C. This allowance shall include, with equipment C, all necessary clothing and bedding for extended field service.

5. (a) **Containers** for personal baggage shall be as follows:

For officers, contract surgeons, acting dental surgeons, acting veterinarians and civilian employees, the standard trunk locker and bedding rolls or similar containers of their approximate equivalent volume.

(b) **Horse equipment** to be packed in suitable bags, or in boxes or chests of not greater dimensions than the standard trunk locker.

No private mounts are permitted to be sent abroad with the American Expeditionary forces.

(c) For all enlisted men, the standard barrack bag or its equivalent.

Troops designated for European service will be provided with olive drab woolen clothing, heavy wool stockings, overcoats, field shoes, winter gloves, wool underwear and blankets as prescribed in equipment tables, equipment C, as modified for European service; mosquito bars, head nets and khaki clothing will not be taken.

6. All heavy tentage and cots in hands of organizations will be turned in to nearest supply depot and not taken abroad, except bakery companies and medical units belonging to divisions embarking for overseas duties, who will take heavy tentage.

BAGGAGE AND EQUIPMENT LIMITATIONS.

7. Due to shortage of cargo space, it is necessary to hold all individuals and organizations destined for overseas service to authorized allowance of baggage and equipment.

Inspectors on duty at this Port have been directed to give special attention to the detection and elimination of unauthor-

ized equipment of all kinds. No baggage or equipment will be allowed that is not authorized by tables of equipment or by General Orders 144, War Department, 1917, or such subsequent modifications as may, from time to time, be made by War Department order.

Officers on duty at this Port in charge of baggage-rooms will enforce regulations concerning baggage, both as to character of containers and as to weight authorized. (Paragraph VI, G. O., War Department, 1917.)

A copy of the order publishing the above information has been, so far as practicable, furnished to each commanding officer of troops prior to departure from station for this Port, in order to enable him to acquaint his command with its provisions. Ignorance, however, of such provisions will not be accepted as an excuse for evading their requirements.

Due to limited transportation for troops traveling through England, officers accompanying such troops will limit their personal baggage to one trunk locker, one bedding roll and hand baggage. Additional baggage authorized under existing regulations will be shipped direct to France.

BILLS OF LADING.

8. (a) Bills of lading should be made out **separately** for,
1. Baggage (light and heavy),
2. Freight, and
3. Wheel and motor transportation,
and will be sent, together with "property received" copy to the office of The Quartermaster, Port of Embarkation (Freight Department), Hoboken, N. J.

(b) The bill of lading will show lists of property of each organization, stating separately the weight and cubic contents of the property of each, the number of vehicles, and the total weight and cubic contents of property shipped. They should show the number and initials of car into which loaded. Bill of lading and motor transportation should show type and number of vehicle and should be loaded on separate cars. **Light and heavy baggage should be billed through to the Embarkation Camp.**

(c) Freight should be billed through to The Quartermaster, Port of Embarkation, Hoboken, N. J., c/o New York Lighterage.

9. (a) **Telegraphic notice of departure of troops, baggage**

and freight will be made as follows to the Commanding General, Port of Embarkation, Hoboken, N. J.

1. Hour and date of departure of train section.
2. By organization down to companies, number of officers and men.
3. Number of officers and men of detachments or casuals.
4. Car designation of cars carrying baggage and freight, cubic measurement of baggage and freight, and number of pieces in each car.

(b) Upon **departure** of trains carrying only **freight**, the following telegraphic notice will be given:

1. Car designations.
2. Cubic measurements of freight in each car.
3. Number of pieces in each car.
4. Number of officers in charge of train section. Notice of motor transportation in addition to the above will give type and number of vehicles.

INDIVIDUAL RECORDS OF SOLDIERS.

10. Organization commanders are particularly cautioned to keep **service records** and **individual records** of the soldier, in an easily accessible place, until the vessel actually leaves the pier. Men are **constantly** taken out of the organization after arrival at this Port and great confusion from loss of service records has resulted.

(a) Records of all men left behind at station of the troops should be left with the proper authorities at that station.

(b) Records of men taken out by Medical Inspectors at this Port should be given to the Surgeon who orders his **detention**.

(c) Should men be separated from their commands prior to arrival at Port of Embarkation and a doubt exists as to where such men actually are, or when they may rejoin their organizations, their service records and their individual records should be sent to the Commanding General, Port of Embarkation.

(d) No soldier who is an enemy alien (nationals of Germany and her Allies) is permitted to be taken overseas. This applies no matter what the wishes of the soldier or his organization commander may be and all soldiers falling legitimately in the class of enemy alien should be disposed of

before the organization starts for the Port of Embarkation. (See confidential letter, A. G. O., dated August 3, 1917, as to disposition.)

CAMP MERRITT.

11. Camp Merritt, N. J., is an **Embarkation Camp** under the control of the Port Commander, and is located about 16 miles north of Hoboken, N. J., on the Erie R. R. (Cresskill), and the West Shore R. R. (Dumont).

This Camp is for the purpose of a relay station where troops rest for several days enroute from their station to the Port of Embarkation for transportation overseas.

Troops arriving at Camp Merritt should be prepared, if necessary, to be moved to piers on short notice. There are no adequate facilities for equipping troops at Camp Merritt. All organizations should be **completely equipped** before departure from station.

When an organization is ordered to Camp Merritt, the **freight** will be sent direct to The Quartermaster, Port of Embarkation, Hoboken, N. J., c/o New York Lighterage, and only light and heavy baggage will be taken to Camp Merritt, to include field ranges, barrack bags, field desks, typewriters, office records, baggage of officers and personal equipment of officers and enlisted men.

PART II.
REGULATIONS.
GOVERNING THE MOVEMENTS OF TROOPS TO
PIERS
FROM EMBARKATION CAMPS SUCH AS CAMP
MERRITT.

1. (a) The commanding officers will furnish the Commanding General, Port of Embarkation, Hoboken, N. J., to reach him **three days** before the command is due to arrive at piers, an assignment list in triplicate, giving the names of officers of the command, arranged according to rank and organization, the non-commissioned officers above grade 17, paragraph 9, Army Regulations, arranged according to grade and organization, and the total number (number only) of enlisted men below grade 16, Army Regulations, paragraph 9, in each company or detachment. This list is for use in making assignments of staterooms to officers and of ship compartments for enlisted men, and is of vital importance and entirely separate and distinct from the list mentioned in paragraph 1-(b) below.

(b) Each company or detachment commander will hand **five copies of passenger list**, containing names of **officers and men**, to the Army Transport Service representative at the gangplank by which his command is to embark. These passenger lists, consisting of three parts, must be made out on the forms supplied by these headquarters, and the directions thereon strictly complied with.

One part—five copies—Officers arranged according to rank.

One part—five copies—Non-commissioned officers above grade 17, paragraph 9, Army Regulations, arranged according to grade.

One part—five copies—Enlisted men below grade 16, paragraph 9, Army Regulations, arranged according to the usual squad formation of the companies.

Separate lists must be made for each company or detachment; the names should be numbered consecutively, and these lists must show the total number in each part.

All these passenger lists must show opposite the name of every person the name, relationship and the address of the nearest relative, and will be made out on the forms provided by Headquarters, Port of Embarkation. The sheets will be

numbered consecutively and every sheet will have the company, regimental and corps designation at the top.

The foregoing lists are essential for checking the individual as he goes aboard ship. They must, therefore, be prepared with care and presented before any individual embarks. Statistical representatives from the Port of Embarkation are authorized to examine these lists before the arrival of troops.

2. On arrival at the pier the command will be checked on board by companies or detachments, each formed in the order in which the names appear on the lists referred to in paragraph 1-(b)—Part II.

3. Every effort will be made to perform all movements of troops by land or water after arriving in vicinity of the Port of Embarkation without attracting undue attention. Troops when passing through any streets or being moved by boats will be held at ease. Bands will not play, nor will music of any kind by troops be permitted. Colors will be cased.

4. Neither officers nor men will be allowed to leave the ship after once having gone aboard unless working details are necessary, in which case details must be under command of a commissioned officer, who will be held responsible for checking the detail off and on the ship. Neither officers nor men will be allowed to leave the piers, and sentinels will be instructed to enforce this rule. Any information desired as to supplies or baggage should be secured from the representative of the Army Transport Service.

5. All officers, civilians and enlisted men of the Army (except sentinels) on duty at piers from these headquarters, in connection with embarkation of troops, will wear on the left arm a numbered brassard of the Army Transport Service design. Guards at gangways will be instructed to allow persons wearing this brassard to enter and leave the ship without molestation.

6. Further instructions as to details of embarkation will be given by a representative of the Army Transport Service on arrival.

SECRECY.

7. (a) Under instructions of the Secretary of War, it is required that arrangements should be made to have all farewells completed before arrival at the piers. No members of

families, relatives or friends of those sailing will be allowed at the piers or thereabouts on day of sailing, and they must not be brought there by anyone. Should any be found there, they will be ordered away summarily by the guard and report made of the officer with whom they attempt to communicate.

(b) All persons without official business will be rigidly excluded from the Port of Embarkation at all times.

(See also paragraph 7, (a) and (b), Part III.)

ADVANCE OFFICER.

8. Advance officers and details of enlisted men as called for, will be sent to the Port of Embarkation thirty-six hours in advance of troops to trace freight, get acquainted with all details relative to the geography of the ship, police, guard and other duties that must be taken up immediately upon arrival of troops aboard ship.

They will not alter or modify plans of The Quartermaster, Port of Embarkation, Hoboken, N. J., for the loading of freight and embarking of troops, but should be prepared to assist in carrying out the plans of The Quartermaster.

Such officers should come prepared to go aboard ship immediately and should be given full information as to all arrangements made to send their units to this port. (See paragraph 5, Part III, "Visits of Courtesy.")

NOTE—Troops coming through Camp Merritt will not send such officers until they have arrived at Camp Merritt.

PART III.
MISCELLANEOUS.
AMMUNITION.

1. Ten rounds of ammunition will be carried on board transports by all soldiers armed with rifle.

RATIONS.

2. (a) Troops will ration themselves to the Port of Embarkation. Organizations will not bring any rations other than necessary to reach this Port. Surplus rations on hand at station should be turned in before departure.

(b) Three days' special rations for use of troops on landing will be placed on transports sailing **direct to France**. The Depot Quartermaster, New York, will place these rations on board ship without requisition and will invoice them to the proper officer. The report of strength given, as required in paragraph 1-(a), Part II, will indicate the quantity to be placed on board. (See paragraph 9, Part III, for composition of this special ration.)

(c) Provisions have been perfected for locally subsisting troops going to France **via England**. The issue of five days' travel rations to such troops at point of embarkation is no longer necessary. Instead, arrangements should be made with the steamship companies to provide a debarkation ration at Liverpool similar to that heretofore provided provisionally for use on railroad journeys to rest camps at Winchester.

MAIL.

3. (a) Commanding officers, prior to leaving camp for embarkation, will issue stringent orders to their command, warning them against giving out unauthorized information as to movement of troops or as to ships, and when enroute to ferry or transport piers will establish in every organization a guard, consisting of officers and non-commissioned officers, whose duties will be to see that no officer or enlisted man delivers any letter or post-card to anyone except agents authorized to receive them or U. S. Mail Boxes, or pouches designated on the pier for the purpose of receiving soldiers' mail. They will also warn members of their command that mail so deposited in these boxes will be forwarded, even though it bears no postage stamps; that all unsealed mail

containing no unauthorized information will be forwarded immediately; and that all sealed mail will be held until the arrival of the ship in a foreign port is reported.

(b) All mail from officers and enlisted men will be placed in mail bag at the gangplank for the purpose and will not be handed to outsiders for mailing. All **unsealed** mail will be censored and forwarded immediately. All **sealed** mail and safe arrival cards will be held until the arrival of the transport at the Port of Debarkation. When transport arrives overseas this mail will be dispatched.

EQUIPMENT.

4. Equipment for officers and men is prescribed in Orders, Bulletin, etc., the War Department. See paragraph 9, Part III, for articles that may be purchased at Port of Embarkation.

VISITS OF COURTESY.

5. Commanding officers of troops assigned to naval transports will pay a visit of courtesy to the commanding officer of the ship at the earliest moment practicable and will at this time receive any instructions the Naval Commander may wish to give relative to embarkation, guards, police details, mess details or otherwise.

Officers sent in advance of their commands to arrange for embarkation, will call on the commanding officer of the ship on the first occasion of boarding the ship and when practicable, all will call at the same time.

Where embarkation is on a commercial liner, the commanding officer will call on the Captain of the ship at the first opportunity and will co-operate fully in carrying out all ship's regulations.

HOSPITAL REGULATIONS.

6. The regulations for Army Transports, which direct that the transport hospital will be provided with such medical and hospital supplies as may be required for use of all troops on board during the voyage, do not apply to transports operated by the Navy. The hospital on these vessels, according to instructions from the Surgeon General, approved by the Secretary of the Navy, provide medical and hospital supplies only for patients in hospital. It is therefore necessary that

organizations provide their own equipment and supplies for holding sick call, or treating patients in quarters while on board.

QUOTATION OF ORDERS.

7. (a)

General Orders }
No. 94 }

War Department,
Washington, July 16, 1917.

* * * * *

II. Section 1, General Orders No. 75, War Department, 1917, is rescinded and the following is substituted therefor:

All persons connected with the military service who receive information of proposed oversea movements of organizations, detachments or individuals are forbidden to make public the details of such movements.

The names of organizations, dates of departure, arrival or of embarkation, or the name of the Port of Embarkation, or of the ships to be used in such movements will not be disclosed.

When necessary to advise relatives or other private persons of approaching departure, persons connected with the military service will convey only information absolutely necessary, which will not include dates or the names of ships or ports of departure or the designation of organization.

The marking of cars or of baggage so as to indicate an oversea destination, the date of departure, or the name of the ship on which sailing will be avoided. Baggage for oversea shipments will be addressed to the Quartermaster of the Port of Embarkation and information furnished the Quartermaster of the disposition to be made of it.

Violation of the provisions of this order will be investigated and disciplinary measures applied to offenders.

000.73, A. G. O.

BY ORDER OF THE SECRETARY OF WAR:

TASKER H. BLISS,
Major General, Acting Chief of Staff.

OFFICIAL:

H. P. McCAIN,
The Adjutant General.

(b)

WAR DEPARTMENT,
The Adjutant General's Office,
Washington,

December 5, 1917.

From: The Adjutant General of the Army.
To: The Commanding Generals of all National
Guard and National Army Divisions, the
Commanding Generals of all departments
within the United States, the Commanding
Generals of Ports of Embarkation, and the
Chiefs of all Staff Departments.
Subject: Repression of diffusion of information of
military importance.

It has been brought to the attention of the War Department that considerable information of military importance becomes public, due to the fact that officers and men send out a great deal in letters and on post-cards to relatives and friends, by whom it is made public.

To avoid the leaking out of military information, instructions regarding secret information were issued in General Orders No. 94, War Department, 1917, but considerable information continues to become public.

Secretary of War directs that all officers and enlisted men of your command be directed to exercise the greatest amount of care to prevent all military information from leaking out and to refrain from discussing in public or from mentioning in private letters anything whatever which might be of military value to the enemy. Considerable information of importance becomes public through publication of letters. The publication of letters is generally objectionable, because very frequently they carry information harmless in itself but seriously harmful when connecting with other items of apparently harmless matter.

In addition to the requirements of General Orders No. 94, War Department, 1917, it is of the greatest importance that officers and men be thoroughly instructed before departure from their camps or cantonments in the United States, and also enroute, with reference to the necessity of giving no details of the names, numbers or movements of troops for duty abroad or enroute for Europe; no names or numbers of

ships; no description or details of methods used to avoid enemy submarines; no information concerning the patrols for the protection of ships; no ports of embarkation, departure, arrival, debarkation; no routes pursued.

The commanding officers of troops on transports should be instructed to take every precaution that letters are not left on board ships by troops transported, with the expectation that they will reach the United States uncensored.

It will be well for Division Commanders to issue orders with reference to these matters and then proceed vigorously against those found to be guilty of infraction of the orders.

BY ORDER OF THE SECRETARY OF WAR:

H. G. LEARNARD,
Adjutant General.

000.7 (Misc. Div.)

QUOTATIONS OF CABLEGRAMS.

8. (a) The following extracts from cablegrams of the Commanding General, American Expeditionary Forces, are furnished for information and guidance:

(b) "With reference to paragraph 2, my cablegram 235. In addition thereto, recommend that careful inspection for venereal diseases be made before troops are embarked, and that all men found diseased be detained in United States for treatment. That instructions be issued directing physical inspection on ship board twice each week, and that adequate and active treatment be given to all venereal cases discovered enroute."

(c) Subparagraph B. "Detachments Reserve Officers not on active duty and aviation cadets arriving at Ports of Debarkation without equipment. Existing orders rate them as enlisted men and transportation and subsistence is provided accordingly. It is requested that blankets and other equipment be furnished these detachments before leaving United States."

(d) Cablegram No. 410, December 23d, Paragraph 8, Subparagraph A. "All aviation units leaving United States for Europe should have complete supply of clothing. Completely equipped. Service records should be completed. **Four months' supply of blank forms** of all descriptions should be carried. Personnel should be carefully proportioned in ac-

coirdance with Tables of Organizations, so that unit can sustain itself in field for extended period."

(e) Paragraph 2, Cablegram No. 236. For the Chief of Staff: "Reference prevention venereal diseases. It is very necessary that Commanding Officers and Medical Officers of troops leaving United States be given explicit orders to take active measures in this matter. They should give attention to instruction of men in venereal diseases and their prevention. Incoming troops show evidence of contracting venereal diseases while on leave just before embarkation. Equipment for treatment of venereal diseases on transports inadequate. Cases developing at sea, especially syphilis, have often gone untreated. Transports should be thoroughly equipped for venereal work. Regiments have arrived here without proper equipment to establish prophylactic stations at their camps and for treatment of venereal diseases. Officers do not seem to be sufficiently impressed with gravity of venereal situation in Europe or the especial danger to incoming troops. The great loss of effectives that has been produced in other armies by venereal diseases should be impressed upon all our troops. Information, instructions and advice by means of cards, leaflets and posters, as well as lectures delivered on shipboard, would be very useful. Suggested this matter be given very full attention by the War Department and Medical Officers, and that every effort be made to impress upon our troops the seriousness of venereal dangers in Europe. Have instituted very stringent regulations at all Ports of Debarkation."

GENERAL INFORMATION.

9. Commander of the Port: The office of the Commander of the Port is at Army Pier No. 1, Hoboken, N. J. All communications for his office should be so addressed. Telephone number: Hoboken 3000.

His office is reached by taking a Hoboken train in the Hudson Tunnels and getting out at Hoboken, which is the last stop. The Hudson Tunnel stations on the New York side of the Hudson River (or North River, as it is familiarly known) are:

33rd Street and 6th Avenue,
28th Street and 6th Avenue,
23d Street and 6th Avenue,
18th Street and 6th Avenue,

14th Street and 6th Avenue,
9th Street and 6th Avenue,
Christopher Street.

The downtown station is at the Hudson Terminal Building, corner of Cortlandt and Church Streets. The fare from the uptown stations to Hoboken is seven (7) cents; from the downtown station five (5) cents.

The Depot Quartermaster's and the Quartermaster, Port of Embarkation, are separate and distinct offices.

Quartermaster, Port of Embarkation: All matters concerning the details of overseas transportation will be taken up with the Quartermaster, Port of Embarkation.

His executive offices are at No. 104 Broad Street, New York. All communications should be addressed to him at that number. Telephone: Broad 7500.

Requests for delivery of supplies to the Quartermaster, Port of Embarkation, should be made to the Depot Quartermaster, 39 Whitehall St., New York.

Hoboken Branch, Army Transport Service (Passenger Department), No. 95 River Street, Hoboken, N. J.

Hoboken Branch, Army Transport Service (Freight Department), Administration Building, U. S. Army Pier No. 2, Hoboken, N. J.

Depot Quartermaster: All matters concerning Quartermaster's supplies should be taken up directly with the Depot Quartermaster, New York, whose main office is at No. 39 Whitehall Street, New York, one block from The Quartermaster, Port of Embarkation. Telephone: Broad 7500.

He maintains a Sales Department at Hoboken Pier No. 1 (soon to be moved to Pier 4), where the following articles are on sale. Articles and prices subject to change.

Clothing		Subsistence Stores	
Article	Price	Article	
Belts, waist.....	\$.17	Brooms, whisk	
Bedding roll	7.15	Brushes, hair	
Boots, hip	4.80	Brushes, nail	
Breeches, cotton, O. D....	1.19	Brushes, shaving	
Coats, cotton, O. D.....	1.65	Brushes, shoe	
Drawers, jean.....	.30	Combs, medium	
Drawers, wool.....	1.03	Combs, pocket	
Gloves, riding.....	1.75	Handkerchiefs (linen, white)	

Gloves, wool.....	.41	Handkerchiefs (cotton, O. D.)
Hats, service.....	1.28	Listerine
Laces, shoe.....	.02	Mugs, shaving
Overcoats, O. D.....	12.50	Needles
Shirts, cotton, O. D.....	.98	Polish, shoe (russet paste)
Shirts, flannel, O. D.....	3.03	Razors, plain
Shoes, field.....	3.69	Razors, safety
Shoes, russet.....	4.50	Razor strops
Slicker	3.85	Soap, Cashmere Bouquet
Stockings, cotton.....	.10	Soap, Glycerine
Stockings, heavy wool....	.35	Soap, Oatmeal
Stockings, light wool.....	.25	Soap, Ivory, 6 oz.
Tags (identification) & tape	.01	Talcum powder
Undershirts, cotton.....	.35	Thread, cotton, O. D.
Undershirts, wool.....	1.00	Toilet water
Bags, barrack.....	.48	Tooth powder
Blankets, O. D.....	4.50	Towels, bath
Cases, pillow.....	.13	Towels, huck
Locker, trunk.....	6.30	Witch hazel
Mattress	3.25	Brushes, tooth
Pillow	.49	
Jerkens	4.85	
Overshoes, arctic.....	2.40	
Clothing roll.....	3.18	
Sheets, bed.....	.52	

Ordinance Officer: Main office at No. 68 Hudson Street, Hoboken, N. J.

Ordinance Depot, Governors Island, New York. Telephone: Broad 6800.

Sales Department at 68 Hudson Street, Hoboken, N. J. (soon to be moved to Pier 4, Hoboken, N. J.), where the following articles are on sale. Articles and prices subject to change.

Bacon, can, M.1916.....	\$.20	Pouch for adhes. tape	
Canteen, M.1910.....	.61	and ft. pdr.....	\$.43
Canteen cover, M.1910,		Spoon	.07
Dismtd	.58	Holster, M.1916, pistol..	1.80
Canteen cover, M.1910 Mtd	.61	Spur, right, M.1911.....	.66
Condiment can, M.1910..	.13	Spur, left, M.1911.....	.66
Cup, M.1910.....	.35	Strap, spur, upper, M.	
Fork	.07	1911	.07

Haversack, M.1910.....	2.90	Strap, spur, lower M.	
Knife	.12	1911	.06
Meat can, M.1910.....	.48	Belt, pistol, M.1912, w/o	
Pack carrier, M.1910.....	.72	saber ring.....	2.50
Pouch for 1st aid, M.1910	.16	Belt, pistol M.1912, w	
		saber ring	2.60

Signal Officer: Main office, 4th floor, Army Building, New York. Telephone: Broad 7500.

Signal Corps Depot at Fort Wood, Bedloe's Island. Telephone: Broad 464.

Sales Department at 68 Hudson Street, Hoboken, N. J. (soon to be moved to Pier 4, Hoboken), where the following articles are for sale. Articles and prices subject to change.

Field Glasses, Type EE	\$45.55	Watch, wrist.....	\$6.75
Compass, pocket, Hunting case, illuminated dial	2.55	Wristlet for watch....	.84

Surgeon, Port of Embarkation: Main office, 209 River Street, Hoboken, N. J. Telephone: Hoboken 3000, Extensions 52 and 355.

Medical Supply Depot at 543 Greenwich Street, New York. Telephone: Spring 7954.

Engineer Officer: Main office, 68 Hudson Street, Hoboken, N. J. Telephone: Hoboken 2811.

Engineer Depot at foot of 57th Street, North River, New York. Telephone: Columbus 4579.

Mail Censor and Army Post Office: No. 310 River Street, Hoboken, N. J. Telephone: Hoboken 3000, Extension 173.

The British Consulate: No. 44 Whitehall Street, New York.

The French Consulate: No. 10 Bridge Street, New York.

The Italian Consulate: No. 395 Broadway, New York.

The special rations mentioned in paragraph 2, Part III, are for use by troops immediately on arrival in Europe (authorized by Q. M. C., May 11, 1917). The components of the ration are as follows:

- 40% Beef, corned—1 lb. per ration.
- 30% Hash, cornbeef—1 lb. per ration.
- 30% Cheese, full cream— $\frac{1}{4}$ lb. per ration.
- 100% Hardbread—1 lb. per ration.
- 50% Beans, baked—1 lb. per ration.
- 50% Tomatoes, small— $\frac{5}{8}$ can per ration (No. 3 can).
- 100% Jam BB—16/315 can per ration (No. 2 can).

100% Coffee, R & G—7/100 lb. per ration.
100% Sugar—1/5 lb. per ration.
100% Milk—1/32 can per ration (pint can).
100% Pickles—1/200 gal. per ration.
100% Salt—1/25 lb. per ration.
100% Pepper—1/100 can per ration (4 oz. can).
100% Soap—1/25 lb. per ration.
100% Candles—3/200 lb. per ration.
100% Toilet paper—1/60 pkg. per ration.
Soap, hand, 1 oz.—1 cake per man.
Matches—6/125 box per ration.

BY COMMAND OF MAJOR GENERAL SHANKS:

R. E. LONGAN,
*Lieut. Col. Adjutant General,
Acting Chief of Staff.*

OFFICIAL:

D. A. WATT,
*Major, A. G. R. C.,
Adjutant.*

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