

**INTENTIONAL MULTIPLE
EXPOSURES
DUE TO
COLOR CHANGES
AND
PHOTOGRAPHS**

SCRAPBOOKS CITY GOVERNMENT

**Elections - Education -
Housing and
Miscellaneous**

**WORLD WAR I
SHIPS
&
MISCELLANEOUS**

Part 1

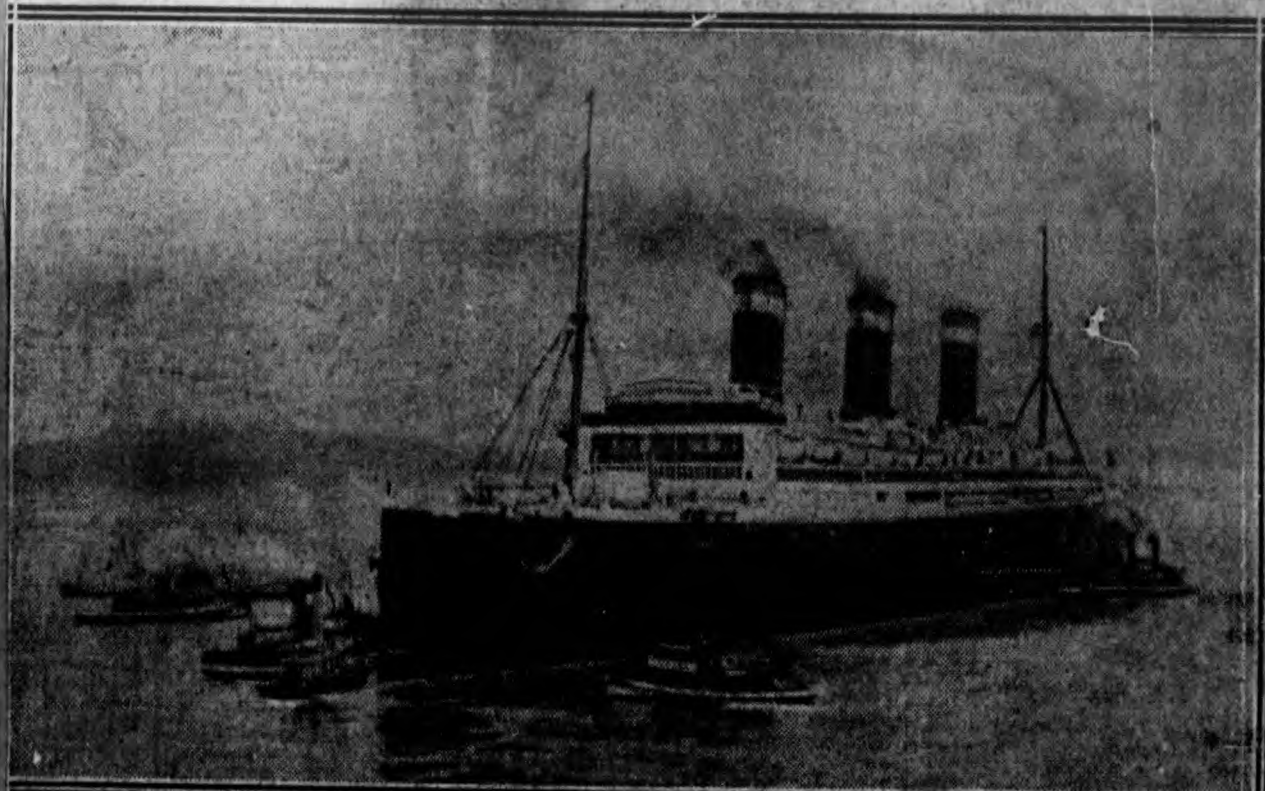
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Ships part 1

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N.Y. American June 29/23

Leviathan Leaves Boston on Trial Cruise



NOW FOR THE TEST—The Leviathan in Boston Harbor before starting on five-day trial trip to Southern waters yesterday afternoon. The big reconditioned liner was boarded in the lower harbor by the Shipping Board guests, who will make the trip with former Chairman Albert D. Lasker of the Shipping Board.

New York World
June 23/23

LEVIATHAN SPEEDS 27.94 KNOTS AN HOUR; WORLD RECORD NEAR

**In 12-Hour Period Giant
Liner Exceeds Mauretania's
Pace for Day's Run.**

TEST ENDS AT NOON.

**If Gait Is Maintained She
Will Be Fastest Ship
Afloat.**

By Wireless to The Evening World.
ON BOARD S. S. LEVIATHAN,
June 23.—Everyone aboard the Leviathan this morning is confident that the giant liner will have established a world's record when the run for the twenty-four-hour period ending at noon to-day is posted. The last figures announced reveal that for the first twelve hours of the twenty-four-hour period the Leviathan tore through the sea at the express-train speed of 27.94 knots an hour, which is at a land speed of 32.131 miles an hour.

The twenty-four-hour record now held by the Mauretania is 27.04 knots an hour and if the Leviathan has been able to maintain her tremendous speed through the night and this morning she will take her place as the fastest liner on the seas.

That the Leviathan may be able to attain this enviable pinnacle was forecast yesterday when she established a new record for a five-hour period. This was disclosed in the following cryptic posted on the bulletin board:

"Jupiter Light abeam 7.17. Distance covered to 10 A. M., 75.7 miles. Average speed from Jupiter Light, 23.04 knots. Signed, H. C. Fisher."

Most of the passengers were still at breakfast when the news was sent to the dining room. The meal practically stopped at the joyful tidings for a period of "andshaving and backslapping." Capt. Hartley did not leave the bridge, but Capt. Fisher personally posted the bulletin, wearing the smile that won't come off.

The new American flag at the stern is snapping proudly. Nothing but the new record is talked of on deck and everybody is joyous over the triumph of American shipcraft. Only Capt. Fisher looked worn and pale after forty hours without sleep.

Weather conditions were perfect for the record, with a calm sea and no wind. Capt. Fisher says there was some difficulty due to inability to obtain sufficient vacuum from the condensers with the water at a temperature of 88 degrees. A better record could have been made in the North Atlantic and cold water; experts say 29 knots would be possible there.

The speed test developed 85,000 horse power against the 65,000 for which she was designed. All forty-six boilers were going during the trial.

Despite the speed, there was little vibration. Technical experts were busy in all departments of the Leviathan. The first salute to the new record was given by the tanker Gargoyle, which, by whistle and raised signals, sent over its congratulations. The Gargoyle was steaming in the same direction as the Leviathan, a mile to port, but was passed as though anchored.

The Leviathan is unofficially still maintaining her speed and it is said she reached 29 knots at noon yesterday. The reading at that time was, latitude, 29.09 north; longitude, 79.40 west; making a distance of 530 miles in twenty-four hours, at an average speed of 24.48 knots. Homer, Ferguson & Gibbs, who reconditioned the liner, are delighted with the results.

The Leviathan is expected to dock at New York to-morrow.

OLYMPIC A LITTLE BEHIND LEVIATHAN IN SPEED RECORDS

**The White Star Liner Last July
Made 27.81 Knots for
Several Hours.**

Here are the best steamship records as compared with that of the Leviathan:

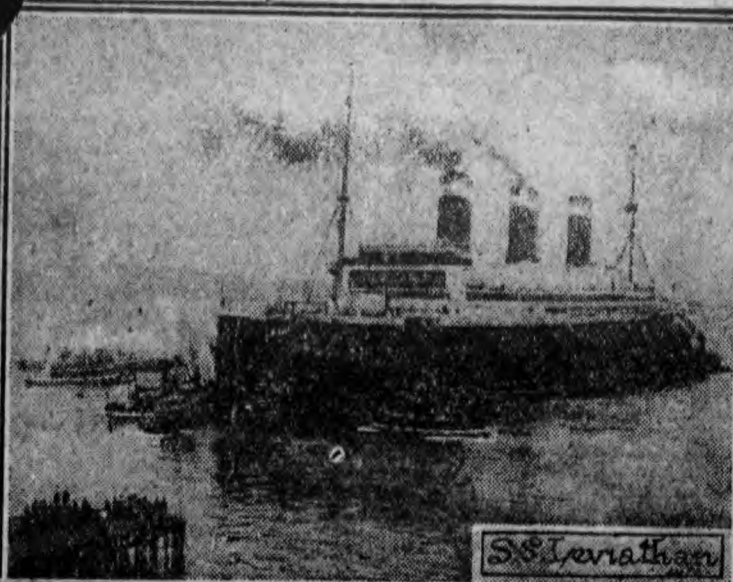
The Leviathan, yesterday—28.04 knots an hour, maintained for 75.7 miles.

Mauretania, Cunard Line, Jan., 1911—Averaged 27.04 knots an hour for a full day's run. For six hours she made 24.47 knots an hour.

Olympic, White Star Line, last July—Maintained a speed of 27.81 knots several hours. Majestic has made a "best day record" for herself at an average speed of 24.79 knots.

White Star Line officials say the Majestic is faster than the Olympic, but the latter found better conditions when she made her record.

LEVIATHAN LEAVING BOSTON.



Five Local Men On Leviathan's Trial Trip

Senator Edwards and Others Said to Have Sailed From Boston as Well as Mayor Griffin of Hoboken.

Among local guests on the Leviathan, which sailed yesterday southward on her trial trip from Boston, were Senator Edward I. Edwards, Mayor Patrick R. Griffin of Hoboken, William H. Todd, of the Todd shipyards; Superintendent J. J. Mantell of the Erie Railroad, and H. Herbermann, of 61 Glenwood avenue, Jersey City, well known in local shipping circles. Chairman Albert D. Lasker of the United States Shipping Board, boarded the vessel secretly at her anchorage at the harbor mouth and did not meet his guests, numbering over 300, until the big liner was well on her way.

It was said that a special guard was maintained over Mr. Lasker's steamer, as he was anxious that the trip should not be marred by an injunction at the last minute, and the air was thick with rumors in Boston yesterday that more than one representative citizen had sought to stay aboard, but has been termed by many a "sunket." A reporter who managed to get aboard was suspected as a process server and was not allowed to get anywhere near the part of the ship where Mr. Lasker was. It has cost \$8,000,000 to put the Leviathan in shape for passenger service after her trips as a transport during the war, when on one occasion, 13,000 doughboys were carried to France at one time. She was formerly the German steamship "Moltke". The Leviathan will make her maiden transatlantic trip under the American flag from New York July 4.

WANTS MORE SHIPS



MAYOR GRIFFIN.

GRIFFIN BACK DECLARES U. S. NEEDS SHIPS

Four or Five Leviathans Hardly Enough For This Country

"One ship the size of the Leviathan is not enough for an American mercantile marine, we need four or five ships the same size if America is to take her appropriate place on the high seas.

The speaker was Mayor Patrick R. Griffin of Hoboken, fresh from his voyage through southern waters on the trial trip of the giant Leviathan, with an honest coat of tan on his face and a lot of enthusiasm for the idea of a great fleet of American passenger vessels.

"The great majority of those who cross the Atlantic Ocean, are citizens of the United States," said Mayor Griffin, "I am sure they would rather sail on American ships, if we had ships which could compete with the British, in size, appointments and service.

"With four or five other ships as fine as the Leviathan, we could capture the passenger traffic of the Atlantic. There is no reason why we should not.

Last Word in Comfort.

Mayor Griffin said that many of the passengers who sailed on the trial voyage of the Leviathan were so enthusiastic about it that they had booked passage on the first voyage to Europe when she sails from New York on July 4. The ship is absolutely the last word in comfort, modern improvements, artistic surroundings and fine service, according to Mayor Griffin.

The Mayor is known to have become very interested in shipping previous to his voyage on the Leviathan, inasmuch as two of the greatest industries in Hoboken are shipyards, the Tietjen & Lang Dry Dock Company and the W. & A. Fletcher shipyards, two of the most important and busiest shipyards on the Atlantic coast in addition to the fact that Hoboken is a port known all over the world.

MIGHTY LEVIATHAN OFF ON TRIAL TRIP

Sailing Marred by Precaution Taken to Avert Service of Writ on Lasker.

Special Dispatch to the New York American. ON BOARD S. S. LEVIATHAN. AT SEA, out of Boston, June 19.—The mighty Leviathan, greatest passenger vessel that ever flew the Stars and Stripes, slipped her anchor of Boston Lightship at 10 o'clock this afternoon.

Thousands of persons lined the piers when the excursion steamer carrying guests to the liner, started for the lower harbor. Cheers and whistles of harbor craft broke out with a terrific din. Immediately the colossal craft headed out to sea to undertake a trial run which reconstruction experts say will result in the Leviathan proving she can easily make twenty-seven knots an hour. If she does this, she will outdistance the White Star liner Majestic.

Sailing on the Leviathan were about five hundred passengers, chiefly shipping experts and newspaper men.

Some of the newspaper men, with several members of the trial board, were not allowed aboard the liner at first. They broiled in the sun on the uncovered tug for more than two hours. Finally the embargo was lifted and they went on the liner.

Captain McAllister was furious at what he termed "stupidity of some one." It was explained by Shipping Board officials that it was feared attempts were being made to serve an injunction on Chairman Lasker to prevent the sailing of the ship.

Not until the Leviathan had left Massachusetts Bay did anyone see Lasker. The ship is now slowly picking up speed, and is off on a run that will bring her back to New York Sunday afternoon or Monday morning.

BOSTON, June 19.—Because they were denied opportunity to go down on the tender and put baggage aboard the Leviathan twenty longshoremen struck. Men from the Army base did the work.

A hundred longshoremen at the Army base then struck in sympathy.

HOBOKEN LOSES MOVE TO GET THE LEVIATHAN

Albert E. Lasker, retiring chairman of the United States Shipping Board, predicted after a conference with Shipping Board officials today that the reconditioned Leviathan, which returned Sunday from her trial trip with a world speed record hung on her bow, would sail on her maiden trans-Atlantic voyage July 4, with "more money in passages" than any ship that ever left this port.

Renewed efforts to get the Leviathan to dock in Hoboken instead of in New York seemed to be doomed today.

The Shipping Board declared that Mayor Griffin of Hoboken would hardly be likely to have the case reopened, the Washington authorities having definitely decided some time ago to yield to the powerful New York interests and to have the big liner dock on the Manhattan side of the

HOBOKEN APPEARS TO HAVE LOST FIGHT FOR LEVIATHAN

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MAYOR TO TELL ROTARY ABOUT LEVIATHAN TRIP

Mayor Patrick R. Griffin is to be the speaker this noon at the regular weekly luncheon of the Hoboken Rotary Club, to be held, as usual, in the dining room of the Chamber of Commerce Building. The Mayor, just returned from the trial trip of the mammoth ocean liner, "Leviathan," will give an informal account of this trip.

A special directors' meeting will follow immediately after the regular meeting.

Obs
June 25/23

Lacey Journal
June 26/23

Jersey City Resident Captained the Leviathan on its Record Making Trial Trip Which Ended Yesterday.



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Capt. Herbert Hartley

OFFICIALS PRAISE LEVIATHAN'S TRIP

Edwards and Griffin Both Enthusiastic Upon Their Arrival at Home.

Unqualified praise for the Leviathan, queen of ocean steamships, was expressed this morning by U. S. Senator Edward I. Edwards, of Jersey City, and Mayor Patrick R. Griffin, of Hoboken, both of whom were among the passengers on board the vessel during her trial trip, which ended yesterday.

Both Senator Edwards and Mayor Griffin left the Leviathan early yesterday afternoon, coming ashore on a tugboat from down the bay. The big ship was held in a fog for several hours, and did not get to her new berth at Pier 84, North River, until 8:30. She was scheduled to arrive at 10:30 yesterday morning.

The big liner came into port under the guidance of the new skipper, Captain Hartley, of 234 Academy street, Jersey City.

"It was a very wonderful experience," said Senator Edwards this morning. "It certainly demonstrates what the American shipbuilder can do. I would not say that the vessel is extravagantly appointed, but it is most comfortable. It did not seem like being on a ship at all. She traveled in the easiest way imaginable."

"The Leviathan is the greatest thing I have ever seen. It was a delightful experience. All I can say is that it must have been some job to put her into condition again, and too much praise cannot be given to those responsible for the work."

Mayor Griffin was also unqualified in his approval. He strongly urged, however, the necessity of getting more ships of the same kind to supplement the Leviathan.

"What we want now," said the Mayor, "is more ships so that the United States may be able to compete with England. The Leviathan has shown what American shipwrights are able to do, and I know of no reason why we should not have a mercantile marine second to none in the world."

"The Leviathan behaved in a wonderful manner. She was so steady that it was difficult to realize you were on the ocean. During the test trip, when she broke the speed record, you could not realize that she was making upwards of 28 knots an hour. She is a wonderful ship, and is a credit to American ingenuity and ability. I hope it will not be long before we have a definite shipbuilding program which will place the American flag in every port of the world."

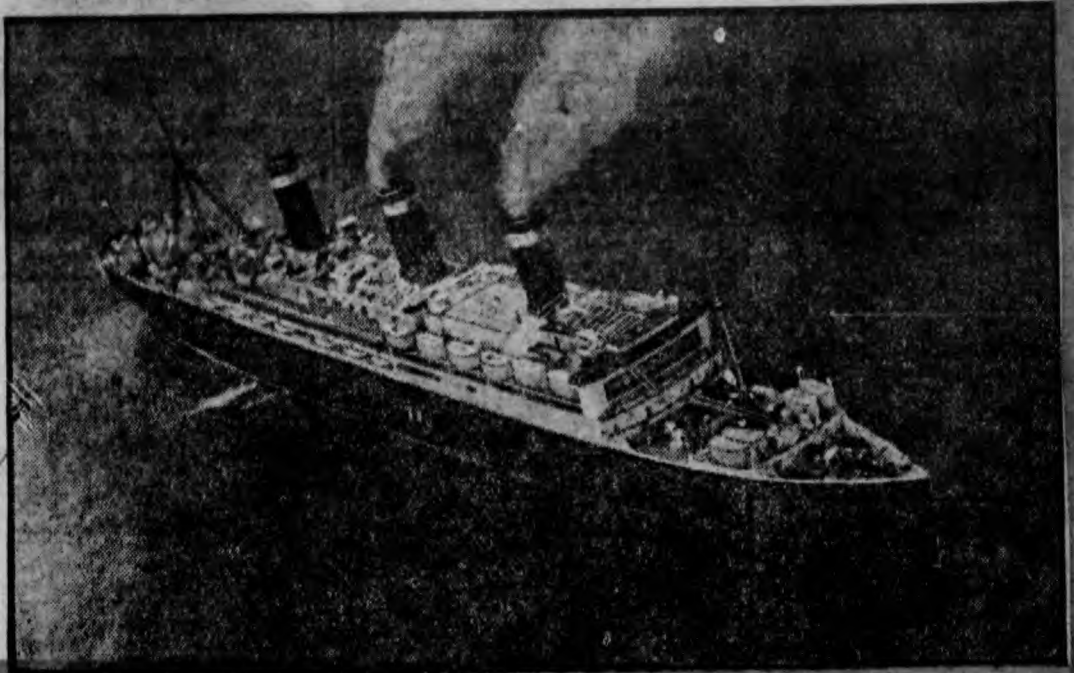
THE BOYS CUT UP A BIT ON THE LEVIATHAN TRIP



Such things as potato races like this one helped to fill in the five days of the trial trip of the S. S. Leviathan, sponsored by Al Lasker, ex-chairman of the Shipping Board. The spud racers are (left to right) Fred A. Britten, Chicago Congressman; Carl Laemmle, movie magnate, and Rube Goldberg, comic artist.

Obs June 25/23

QUEEN OF SEAS RETURNS TO PORT.



Aerial View of Leviathan Arriving in New York

LEVIATHAN DOCKS AFTER BREAKING RECORDS OF TRANS-ATLANTIC LINERS FOR SPEED

More than 500 guests on the Leviathan's inspection cruise voted the big reconstructed liner the greatest steamship afloat when they finished their five-day ocean voyage to the Bahamas last night. The Leviathan docked about eight o'clock last night.

Senator Edwards, Mayor Patrick R. Griffin, of Hoboken, and Naval Officer Arthur Foran were among the guests from New Jersey. All paid tribute to the fleetness of the gigantic liner as demonstrated in the breaking of a world's record for speed. The Leviathan on her return trip established a new record for

continuous speed over twenty-four hours.

The big liner was due in New York harbor at eight o'clock last night, but a heavy fog held her outside the harbor for almost twelve hours. Senator Edwards was taken off the steamship in a cutter near Sandy Hook and reached his home in Jersey City several hours ahead of the other members of the party.

The Leviathan will be commissioned into regular passenger service on July 4, it was announced. In the meantime recommendations calling for minor improvements revealed by the inspection cruise will be acted upon.

LASKER AND LEVIATHAN'S TRIP LAUDED AT Y. M. C. A. MARINE BRANCH AFFAIR

Munson, Head of Steamship Line, Declares Trial Was Fine Investment and Good Publicity for U. S. Merchant Marine—Dr. Sinclair and Henry Colgate Speak.

PRAISE FOR WORK OF SECRETARY BROAD

The formal house-warming last night of the Merchant Marine Branch Y. M. C. A., in Hoboken, was attended by a goodly number of men and women interested in the work which it is proposed to do there. In addition there were several prominent speakers, all of whom praised the project highly and commended it to the support of the business interests of the city.

Frank Munson, president of the Munson Steamship Line, made a speech of unusual interest. He paid a high tribute to the genius of Chairman Lasker of the Shipping Board in putting over the trial trip of the Leviathan. This was, he declared, one of the best publicity schemes ever devised. He further urged the establishment and building of an American Mercantile Marine and the training of American boys to a seafaring life.

"President Harding," said Munson, "made no mistake when he selected Lasker for his job, and he made no mistake when he put Lasker in charge of the trial trip of the Leviathan. It was a remarkably fine investment and the best publicity scheme that has been devised in a long time. It made the American people acquainted with the need of an American Merchant Marine. Lasker had the genius to put the thing over."

"We should have an American mercantile marine that will carry the American flag into every port of the world. Further, our boys should be trained for the sea far more than they are at present. We want American sailors; I make it a practice wherever possible to have American boys on the ships of the Munson line."

STARTED AT BOTTOM.

Munson said that he always had a great deal of sympathy for the bottom dog, as he had himself started life as a boy earning \$6 per week. The Y. M. C. A., he said, was a splendid influence and one that should receive the support of all the shipping companies. The Munson Line, he said, donated to the Y. M. C. A. every year and he hoped that the other shipping companies would do the same.

Dr. A. G. Sinclair, of Bloomfield, in declaring that American business was becoming more humane, said that the Marine Y. M. C. A. was a worth-while investment for any business man, because it helped to keep the workers in better condition, offered them a clean and healthy environment and kept them away from demoralizing influences.

"I hope the business men," he said, "will support the Y. M. C. A. regardless of any direct financial return that may come to them. We have in this country many varying nationalities and creeds and it should be the object of the Y. M. C. A. to act as an interpreter to these and bring them together to a common understanding of the real and essential facts of American nationality."

In paying a high tribute to the ability and earnestness of Fred L. Broad, secretary of the Marine Branch, Dr. Sinclair said that it was not right to let any man or woman give his or her life to this kind of work without providing them with the proper means of carrying it on. In order to make the work really effective, he said, it was necessary that the branch should receive full and adequate support.

COLGATE SPEAKS.

Henry Colgate, of Colgate & Company, Jersey City, who acted as chairman of the ceremonies, followed in somewhat similar strain. He said that the branch needed a cafeteria and other equipment which were more essential in that there was no place in Hoboken where men could get good and cheap board. He hoped that the business men of the city would not fail to give the branch every support.

John P. Spraul, president of the Coal and Iron National Bank of New York, also pointed out that the branch was a fine investment for every business man. The railroads, he said, found this out long ago and he was glad to see that the shipping companies were following suit.

There were representatives present from the United Fruit Line, the U. S. Lines, the Ellerman Wilson Line, the Royal Marine Packet Line and the Munson Line. A buffet lunch was served prior to the speeches. Miss Dorothy Donaldson played several selections on the violin, accompanied by Miss Helen Donaldson, both of Grantwood.

MEN ON LEVIATHAN BEHAVED, WOMEN SAY.



Mrs. H. Flynn and Mrs. R. Edgar.

Mrs. H. Flynn and Mrs. R. Edgar, chief stewardesses on the United States liner Leviathan, were the only women permitted to make the trial trip when the big ship broke all speed records. Mrs. Flynn has been a ship stewardess for twenty-two years and Mrs. Edgar for eleven, and when both said the men guests on the Leviathan "were the nicest men we ever met, and you can tell their wives," their words ought to have some weight with the lady folk back home.

Senator Attacks Failure to Dock Leviathan In Hoboken

That With Gibbs Brothers Contract Will Mean Loss of Profits

Washington, July 2. — Some features of the policy adopted by the Shipping Board in putting the liner Leviathan into service in the trans-Atlantic trade were assailed today by Senator Fletcher, of Florida, ranking Democratic member of the Senate Commerce Committee.

The contract granted to Gibbs Brothers in connection with the ship's operation, the senator said, was nothing less than a "crime." He declared that so far as he was able to learn the firm had no experience in the operation of ships, but had confined its activities exclusively to marine architecture.

This contract, he added, together with the decision not to berth the Leviathan at the government pier at Hoboken, would prevent profitable government operation of the liner. He asserted that the course followed by the board clearly indicated that it had no desire to make government operation a success.

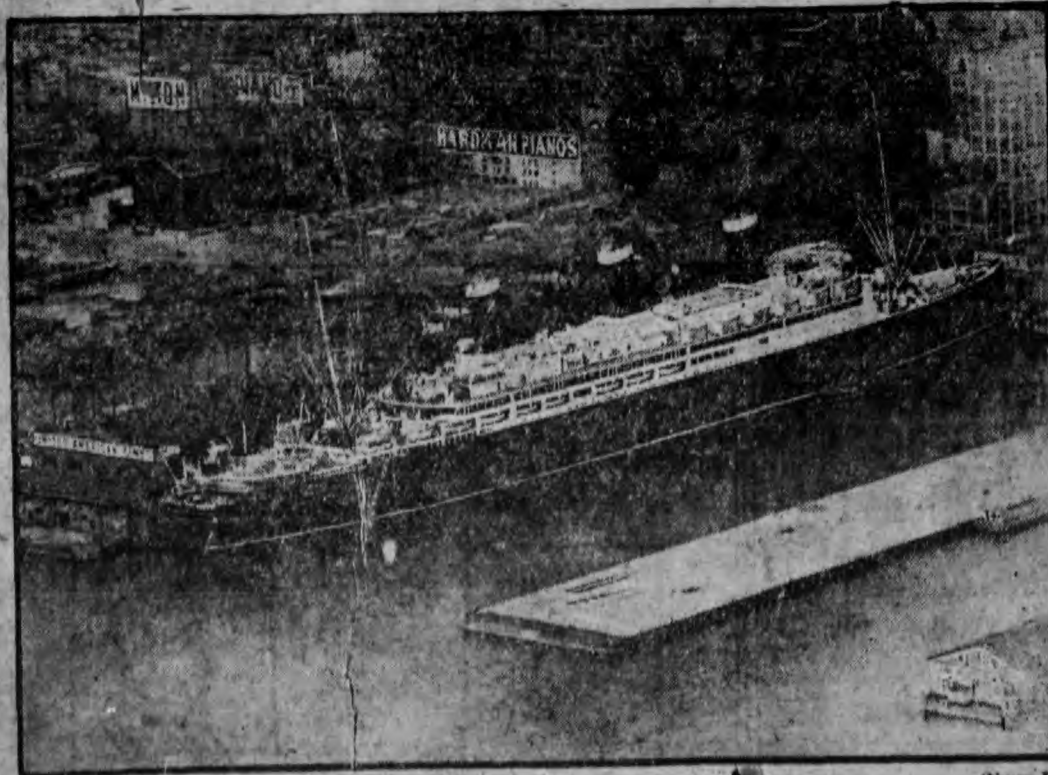
Only for Two Months.

The appointment of Gibbs Brothers as "supervisory agents" over the Leviathan, it was said today by Shipping Board officials, extends only for the first two trips of the liner. Unless some unforeseen contingency arises making it necessary to continue some sort of special supervision, it was said the appointment probably would not be extended.

As explained by board officials, the United States lines continue as operators of the liner except for this brief period. The board wanted the benefit of the experience of the Gibbs firm, it was asserted, since there is no official, either of the board, the Emergency Fleet Corporation, or the operating company, who has had such experience with any vessel near the size of the Leviathan. Gibbs Brothers, officials declared, was for years active in just such supervisory capacity for the International Mercantile Marine's biggest ships.

Under the agreement, Gibbs Brothers will take charge of the situation in behalf of the board if a breakdown in machinery or equipment occurs, or if expert decision is required at brief notice on any question affecting the course of the first two voyages.

QUEEN OF THE SEAS READY FOR HER OCEAN DASH.



American marine history... New York, leaves on...

(above, from aerial view, from July 2)

(News Photo.)

Dispatch July 5/23

5 Dispatch July 4/23

Thousands Throng Heights To Give Leviathan Send-off

Stirring Spectacle Afforded As
Magnificent Liner Swings Into
Mid-Stream for Voyage

Thousands came from all parts of Hudson County yesterday morning to form a human line atop the Palisades in Weehawken to watch the Leviathan steam out of her berth at the foot of Forty-sixth street across the river, on her first trans-Atlantic pleasure voyage under the Stars and Stripes.

It was an altogether fitting expression of patriotic interest on the part of the public. The reconditioned Leviathan was sailing on Uncle Sam's birthday anniversary. The magnificent spectacle as the majestic liner swung into mid-stream thrilled the thousands on the Jersey shore and New York side as no similar scene the many thousands more on the has since the home-comings from the war.

Know Departing Time.

That this is a newspaper-reading country was attested to by the magnitude of the crowd. Weehawken Heights and the ground overlooking the river and railroad yards in West New York fairly throbbed with the crowds. No local parade or demonstration could possibly have excited as much interest or enthusiasm.

With the cheers of the spectators mingled the sirens of harbor craft and the whirr from propellers of airplanes circling her pier.

Although her bar was dry, the Leviathan was literally a "wet" ship. For as her great whistles boomed their warning to river traffic and the liner moved into the Hudson, clouds cracked and a torrent rained on her decks.

The crowds ashore ran to shelter, and passengers sought protection. But the waving of hats and handkerchiefs continued, while cheer after cheer bridged the widening water.

The din increased as the great Shipping Board vessel swung her nose toward sea. Fore and aft she was dressed with international code flag. Upon her decks bands played. Around her sides circled gayly-dressed river craft. Shoving her into the channel were tiny tugs with the power of titans. Off her starboard bow steamed a toy vessel—a reproduction of Robert Fulton's Clermont, America's first steamboat.

Greatest Ovation.

As the liner with her varied escort pushed seaward, through steamboat and ferry traffic, holiday crowds took up the cheering. The rainfall soon abated, the sky changed for a moment from gray to blue, and passengers swarmed the open decks to witness what the waterfront proclaimed the greatest ovation since the Leviathan steamed back from war-torn Europe with her thousands of American fighting men.

Airplanes which had come from Hampton Roads to bid her farewell, followed the liner downstream, out into the bay and toward the open sea. A pretty sight she made, in midst of sunshine, this spotless queen of the American Merchant Marine, once the proud monarch of Germany's fleet.

Past Ellis Island and the flotilla of inbound craft bearing new citizens to America's shores, the Leviathan carried in a suite once reserved for

the Kaiser a man who, 42 years of age, had come to America as an immigrant boy and had risen to be Secretary of Labor. He was John J. Davis, a member of the Harding cabinet.

"This is the land of opportunity," said Mr. Davis. "Here I am traveling in a suite once reserved for an Emperor. I take pride in it. I hope that many of the boys who came into New York during the past week and who have gone through Ellis Island and who are yet to go through that island will hear about it."

"I want them to know that when I started forty-two years ago, I had no more than they. I want them to know that they can do just what I did."

"America never had so many opportunities as she has today. There is room for every good immigrant, boy or man, comes here and comes here within an intelligent application of the immigration law."

Ship Chairmen Aboard.

Not the least excited man aboard the Leviathan before she sailed was Albert D. Lasker, retiring chairman of the Shipping Board, who for months had been concentrating his attention on the Leviathan. Accom-

panied by his successor, Edward P. Farley, he strode the decks, looking proudly at the liner's spotless cleanliness.

Sailing on the liner was the daughter of a former President—Mrs. Nicholas Longworth, wife of the Ohio senator. Mrs. Longworth, whose father, Colonel Theodore Roosevelt, had long been an exponent of a great American merchant marine, contented herself with saying she was "delighted" with the Leviathan, saying she never talked for the press.

"I let Nic do that for me," she added.

Of the 1,700 passengers, 800 were first cabin, 450 second class, and 450 third class.

The great power of the vessel's engines, developed since she was converted into an oil burner, were demonstrated on her recent trial cruise in southern waters, when she broke several world speed records for trans-ocean liners. It is believed that she will be able to set a new time mark for the run to Cherbourg, first stop out for this record on the initial voyage abroad. Whether she would be sent out for this record on the initial voyage depended a great deal upon weather her commander, Captain Hiley, U. S. N. R., said

Leviathan Is Ready to Sail For Europe With 3000 Today

Reconditioned Liner Will Carry
Seventeen Hundred Passen-
gers On Her Trip

The Leviathan, the world's largest liner, will leave on her first trans-Atlantic voyage today since she was reconditioned and re-equipped, with 3,000 persons aboard, 1,700 of whom are passengers. The crew and workmen for over a week, since she returned from her trial trip in coast waters, have been at work completing the elaborate details of appointment.

From New Jersey amongst the passengers will be Congressman William N. Seger of Passaic City. There are many notables amongst the 700 first class passengers.

Every cabin in the de luxe quarters will be occupied, but not every bed, as many of the travelers have engaged extra accommodations, thus reducing the total carrying capacity of the giantess for the first trip. Wilson & Company, packers, announced yesterday that they had taken all the cargo space allotted to Chicago and would fill it with provisions for consumption in the British Isles.

The firm of Gibbs Bros., 1 Broadway, engineers in charge of the operation of the Leviathan, and the passenger department of the United States lines, 45 Broadway, were busy yesterday with last minute preparations for the maiden voyage. Minor defects in the ship located on the trial trip were being eliminated, stores placed on board and last minute applications for passage were being considered. There were, too, the usual lines of applicants for passes to visit the giantess at her pier.

The Shipping Board, it became known yesterday, has under consideration plans for supplying one or more big vessels as running mates for the Leviathan to the end that a weekly express service to Europe may be maintained under the American flag. The original idea of reconditioning the Agamemnon and Mount Vernon for this purpose has been abandoned, and alternative propositions are now being discussed.

The North German Lloyd has submitted a cash offer for the Agamemnon and Mount Vernon, which are each 20,000 gross tons and of over twenty knot speed. Before the war they were owned by the North German Lloyd, but they are considered too old to warrant the big investment that would be necessary for preparing them for American passenger service.

T. V. O'Connor, vice chairman of the Shipping Board, admitted that a cash offer for the two ex-Germans had been received, but he said that he would rather see a trade made whereby a suitable running mate for the Leviathan might be obtained by the board. He said an advantageous exchange might be made of the Agamemnon, Mount Vernon and two or three other ex-Germans for the new Columbus of the North German

Lloyd, a sister ship of the Homeric, an oil burner of 31,000 gross tons which is approaching completion in a German shipyard.

A report that the Leviathan nearly missed starting her trial trip on time because several hundred oil burner tips were stolen or misplaced at the last moment got about yesterday, but was denied by P. H. Gibbs of Gibbs Bros. He said that ample tips had been aboard the liner at all times, but that shortly before the beginning of the trial cruise it had been decided that more tips of a special type ought to be carried. An order was placed with the Interstate Mechanical Laboratory, 521 West Fifty-seventh street, New York, and by working night and day the firm succeeded in turning out the tips in time for the start of the trial.

George Harvey, ambassador to the Court of St. James, and Albert D. Lasker, former chairman of the Shipping Board, are among those who have engaged first class passage. They will occupy the two premier suites, once known as the imperial suites, and theoretically held at all times for the Kaiser. They have two bedrooms with baths, living room, sun parlor and breakfast room and are listed at \$4,950 for a one way trip.

Others booked to sail are Vincent Astor, Mrs. J. Borden Harriman, Gen. Butler Ames, of Boston; Gen. T. Coleman du Pont, Justice George Sutherland, of the United States Supreme Court; Mr. and Mrs. Howard Chandler Christy; Edgar Speyer, Mr. and Mrs. George Horace Lorimer, Representative and Mrs. Nicholas Longworth, David Lawrence, Paul M. Beck, Representative Martin Madden, of Washington; Representative George N. Seger, of Passaic City; Justice and Mrs. Isidor Wasservogel, Cord Meyer, George B. Ingersoll, of Chicago, Mr. and Mrs. E. J. Laddlow, of New York City; and Brig-Gen. Charles E. Sawyer, the President's physician, and Mrs. Sawyer.

Among the notable persons on the first cabin list are Vincent Astor, Mrs. J. Borden Harriman, Senator and Mrs. Reed Smoot, General Coleman Du Pont, Howard Chandler Christy, Congressman Martin B. Madden, of Illinois; J. M. Thompson, New Orleans publisher and Mrs. Thompson; Charles Morse and family, Brigadier-General Sawyer, the President's physician and Mrs. Sawyer, and a number of operatic stars and stage folk.

Jersey Journal July 3/23

LEVIATHAN, "SURPRISE BOX."

Isn't it time that somebody measured the Leviathan from stem to stern and from pilot house to keel and discovered how many more unsuspected rooms are on the ship? During the war she carried thousands of American troops to France and brought them back after the Armistice—and it wasn't until she had lain in dry dock for several years after the war, and had been completely overhauled, and was off on her trial trip again, that somebody discovered a completely equipped hospital under the ballroom floor. And now, behind a panel in the main hall, another somebody yesterday discovered a completely equipped barber shop. Perhaps, if another search is made, somebody will discover a U boat, or a castle on the Rhine, or some other German landmark. The Leviathan begins to loom up in the imagination as a picture puzzle, with parts of the picture still missing.

When the barber shop was discovered, picture postcards of the Kaiser and the Crown Prince were scattered about the room. And all during the war those pictures went back and forth with the American doughboys! Well, for once in its life, anyway, royalty was in good company.

6 Dispatch July 6/23

LEVIATHAN IS MONEY LOSER, SAYS PLUNKETT

Rear Admiral Declares Giant Ship Has Never Made Expenses and Never Will

The steamship Leviathan, reconditioned by the government at a cost of more than \$8,000,000, and now on the high seas on her first trip under the American flag in the trans-Atlantic passenger service, "never made any money and never will," Rear Admiral Charles P. Plunkett, commandant at the Brooklyn navy yard, declared in an address yesterday before the Brooklyn Rotary Club.

"The giant liner, like the British Majestic and Benengarian, is too large and expensive for practical operation," he said.

Rear Admiral Plunkett also denounced international conferences as a means of securing peace, asserting that they were "purely a waste of time."

"They have simply resulted in engendering bad feeling among many of the nations of the world," he added. "What we want is peace on earth, but the outlook is not good."

Peace can be maintained only by force, he continued, adding that treaties generally are ignored after twenty-five years. The American navy, he said, was in good condition to keep the peace, and the "problem of the hour" was the development of a merchant marine. It was in this connection that he pronounced the Leviathan a white elephant.

The steamers Agamemnon and Mt. Vernon, he said, should be reconditioned at once, and he was seeking to obtain this work for the Brooklyn yard.

BIG LINER SPEEDING AT TWENTY-THREE KNOTS

New York, July 5.—A heavy fog which delayed the United States liner Leviathan after she left New York yesterday, lifted today and the vessel now is making more than 23 knots, said a wireless message received from Captain Herbert Hartley.

Shipping Board officials said that no attempt for a speed record would be made on the maiden voyage, as far as they knew.

LITTLE PROSPECT OF RETURN OF THE SS. LEVIATHAN

So Says Mayor Griffin Relative to Reports About the Big Ship.

For some days past rumors have been in circulation to the effect that the S.S. Leviathan, of the U. S. Lines, would dock in Hoboken either on her next trip or shortly afterwards. In several quarters it has been asserted that all the arrangements have been completed and that there is no question as to the big vessel coming back to her berth in Hoboken.

At the Hoboken piers this morning it was stated that nothing was known of any such move on the part of the Shipping Board officials. At the same time it was pointed out that there has been unusual activity at Pier 4 lately, and this has served, to some extent, to give color to the report.

It seems, too, that the story has gained some ground in business and commercial circles in the city. While a great many people had heard reports that the liner would again dock in Hoboken and at an early date, no one seemed to be able to give any authority for the statement.

When asked this morning if he had heard of the rumor Mayor Griffin replied in the affirmative, but said that there is no possibility at this time of the Leviathan coming back to Hoboken. He said that a leave for a year has been signed for the New York Pier and there is no likelihood that this will be broken. Therefore, said the mayor, there is no chance of the big ship coming to her Hoboken pier for a considerable time.

HOBOKEN HITS REPAIR PLAN OF LEVIATHAN

Chamber of Commerce Wants Work to Be Done By Local Firms

Announcement that repairs to be made on the steamship Leviathan during her winter's stay in Hoboken, are to be made by employees of the Brooklyn Navy Yard, has resulted in a protest from the Hoboken Chamber of Commerce.

Two of the largest and best ship yards on the Atlantic coast, the Tietjen and Lang Dry Dock Company, and the W. and A. Fletcher shipyards, are located in Hoboken and employ a large force of men living in Hudson County. It is felt by the Hoboken Chamber of Commerce that the repair job ought to be done by a local firm.

Edge's Aid Asked

With that end in view, Anthony J. Volk, Sr., president of the Chamber of Commerce, sent telegrams yesterday to Senator Walter E. Edge, Senator Edward I. Edwards, Congressman John J. Egan, Chairman Edward P. Farley of the United States Shipping Board and former Senator Joseph S. Frelinghuysen. The messages read as follows:

"The Leviathan docks, Pier 4, Hoboken for repairs about December 21. Repair job given Brooklyn Navy Yard whose employees will have to come to Hoboken from Brooklyn daily. We object not only to governmental agency going out of its district but also to principle of government competing with private business in this repair work. Job should be done by one of our Hoboken firms. Will appreciate your aid in this matter."

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Leviathan's Hello Girl



Miss Irene Harrole, only 22, is youngest telephone operator to cross Atlantic on liner Leviathan yet she handles 879 extensions on ship's telephone system like veteran.

WHY SHOULD HOBOKEN BE IGNORED IN THE PERMANENT BERTH OF THE LEVIATHAN?

The matter of pier revenue was revived by Corporation Attorney John J. Fallon in a recent talk before the local Knights of Columbus in connection with the docking of the Leviathan. If it is perfectly proper for the Government to pay the sum of \$400,000 per year to New York for pier service for this big ship, he asked, why should not the Government pay a similar sum to Hoboken for the same service?

It will be recalled that when the question of pier revenues was previously agitated the excuse was offered that there was no available legal way in which payment could be made. The suggestion as made by Mr. Fallon would seem to be the answer, and the money so received would certainly go a long way toward making up the losses sustained by the Mile-Square City.

Local people will be in accord with the Corporation Attorney and are bound to question the Shipping Board's insistence upon docking the big vessel on the other side of the river. And it may be mentioned that she would probably have been sent there on the occasion of her recent arrival, in spite of promises to the contrary, had it not been for the accident which interfered with the Shipping Board's plans.

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6 Dispatch July 6/23

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Dispatch Dec 14/23

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Action By Chamber of Commerce Brings Action From Officials Over Big Liner

Protests by the Hoboken Chamber of Commerce against repair work on the steamship Leviathan being done by outside firms while she is laid up at Hoboken for the winter, were made in the form of telegrams sent by Anthony J. Volk, Sr., president, to government officials and representatives in a position to be directly interested in the matter.

Replies to the telegrams were received yesterday at Chamber of Commerce headquarters, 1 Newark street. They make it plain that only a comparatively small number of men from the Brooklyn Navy Yard will be employed on the Leviathan and that some of the work on the giant ship will be given to private commercial firms.

More Data Sought.

It is assumed that work not done by the Navy Yard men will be done by either the A. & W. Fletcher ship yards or the Tietjen and Lang Dry Dock Company, two Hoboken firms which are known as among the best on the Atlantic coast. Mr. Volk is now writing to both the United States Shipping Board and the Navy Department for further information.

In his original protest, he stated that it was not fair for a government agent like the Navy Yard to compete with private firms in doing repair work on a ship, or for Navy Yard men to be sent from another city than that in which the Navy Yard is located, to do work which is not a Navy job. The principal work on the Leviathan is repairing turbines, and it is also contended by the Hoboken Chamber of Commerce, that the most experienced and skilled turbine engineers and mechanics to be found are those employed in Hoboken ship yards, where they have worked on many of the best and largest ships in the world.

Replies to Hoboken.

Following are replies received by the Chamber of Commerce, in reference to the work on the Leviathan:

From Senator Edge:

"Dear Mr. Volk:

"Upon receipt of your telegram, I immediately took the matter up with the Shipping Board by phone and received the explanation which was later confirmed by enclosed letter.

"If this representation is accurate, then I assume considerable employment will accrue to the men of Hoboken and vicinity. I will be glad to be kept informed as the work progresses.

"Of course, in a way we cannot take the Government to task for using men already being paid salaries by the taxpayers but I entirely agree with you that the entire system of government competition is wrong in principle and without justification.

"Very truly yours,
WALTER E. EDGE."

Enclosed Letter.

The letter to which Senator Edge refers, is as follows:

"Hon. Walter Evans Edge,
"United States Senate,
"Washington, D. C.

"My dear Senator:

"With reference to your inquiry of even date regarding the repairs to be made on the S. S. Leviathan when laid up upon her return from this voyage.

"The vessel will dock at Pier 4, Hoboken, N. J., upon arrival and will remain there throughout the entire period of lay-up except when necessary to take the vessel to Boston for dry docking.

"The repairs on the turbines will be made by the workmen from the Brooklyn Navy Yard. This was decided upon after a thorough study of the situation during which it developed that the repairs of the same nature previously made on this vessel were carried on by specialists from the Brooklyn Navy Yard. The amount of work which will be done by the Navy Yard is very limited and comparatively few men will be engaged upon this. All other routine work developing during the lay-up period will be done as usual by commercial firms.

"Yours very truly,

"JOSEPH E. SHEEDY,

Vice President, United States Shipping Board Emergency Fleet Corporation."

Farley's Letter.

The following letter was received from Edward P. Farley, chairman of the United States Shipping Board:

"My dear Mr. Volk:

"I desire to acknowledge your telegram of the 10th instant, in connection with the work to be done on the Leviathan by the Brooklyn Navy Yard.

"This matter has been given very careful consideration, and by reason of the intimate knowledge of the Leviathan gained by the Brooklyn Navy Yard while she was under the jurisdiction of the Navy, it was believed that the work could be done much more efficiently and more cheaply by the Navy Yard than by private concerns.

"Very truly yours,

"EDWARD P. FARLEY,

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Edwards' Communication.

Telegrams received respectively from Senator Edwards and former Senator Frelinghuysen in Washington:

"Only repairs on Leviathan are turbines to be made by Brooklyn Navy Yard specialists. All other repairs to be made as usual by commercial firms. Very few Brooklyn men will be used and they will be the same ones who have made repairs on turbines on other ships. Brooklyn Navy Yard men will be required to travel back and forth daily while on the job.

"EDWARD I. EDWARDS."

"Difficult to prevent Leviathan being repaired Brooklyn Navy Yard, but have urged Assistant Secretary Roosevelt and the President's secretary that a portion of the work be given to Jersey workmen while Leviathan is at Pier 4. Suggest you wire Secretary of Navy, Shipping Board and the President's secretary. As a private citizen I urged employment of all Jersey workmen.

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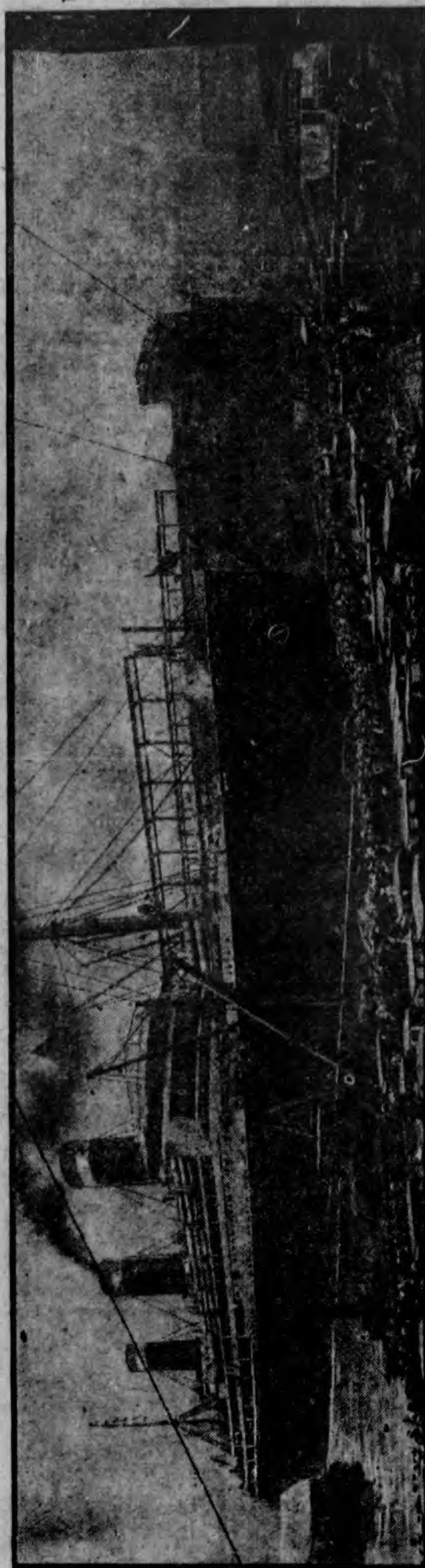
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"JOHN J. EAGAN."

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(News Photo.) Symbolical of American independence and supremacy in foreign shipping, the giant Leviathan, flying Old Glory, steamed out of Pier 86, North River, yesterday with all cabins filled. Thousands on waterfront cheered.

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(New York Photo.) Symbolical of American independence and supremacy in foreign shipping, the giant Leviathan, lying Old Glory, steamed out of Pier 86, North River, yesterday with all cabins filled. Thousands on waterfront cheered.

An aerial photograph of the RMS Leviathan, a large passenger liner, docked at New York Harbor. The ship is viewed from an elevated angle, showing its full length and multiple decks. Two large funnels are visible, and the ship's name "LEVIATHAN" is partially legible on the hull. In the foreground, two smaller tugboats are positioned near the ship's bow. The water shows some wake and ripples. The background includes a shoreline with buildings and a bridge structure.

New York Times July 29, 1923

"THIS IS THAT LEVIATHAN": AIRPLANE VIEW
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Back Home After Her First Round Trip to
Europe as the Flagship of America's New
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Leviathan, on Last Voyage of Season, Will Soon Dock at Hoboken for Winter

SS. LEVIATHAN IS AGAIN DOCKED AT THE LOCAL PIERS

**Comes to Old Berth Despite
Announcements From
New York.**

The steamship Leviathan returned to her old berth in Hoboken this morning, docking at six o'clock at Pier 4, south side, where she docked before the war, during the war and after the war. Capt. Herbert Hartley of Jersey City is commander of the vessel.

According to information obtained in shipping circles in Hoboken this morning the big ship will remain in Hoboken for two months, to undergo repairs. This is in accordance with the statements previously published in the Hudson Observer.

From New York, however, comes the statement that she will be taken to drydock in Boston, where she will be overhauled to determine what damage, if any, she sustained in her grounding yesterday.

However, the information obtained this morning appears to be the more authoritative. According to this the preliminary inspection indicates she has suffered no damage as a result of the mishap yesterday. It was denied yesterday that she would dock at Hoboken after clearing her passengers, yet the fact remains that she pulled into the Hoboken dock at six o'clock this morning.

This was originally stated in the Hudson Observer over four weeks ago, being at that time denied by the shipping officials. It was learned this morning that the Leviathan will stay at her Hoboken berth for her winter overhauling and will leave probably early in March for Boston. There she will be dry-docked to



Captain Herbert Hartley.

have her bottom scraped. She will return to Hoboken and will resume trans-Atlantic sailings, making Hoboken her home port.

MILE-SQUARE CITY PLANNING RECEPTION FOR QUEEN OF SEAS

**Mayor Griffin Prepares to Aid in
Facilitating Work of Assist-
ing Passengers**

The giant steamship, Leviathan of the U. S. Lines, is coming back to Hoboken to dock. There have been rumors in the past that such a thing would happen, but in each case they have been denied by Shipping Board officials. In this case, however, the Dispatch is officially authorized to announce that the huge ship with a passenger list of several thousand persons, will dock in Hoboken on December 21, upon returning from the voyage she is now on to England and France.

This voyage will be the last one of the Leviathan until next spring. The vessel will be tied up at Hoboken four months during which time she will be given a thorough overhauling after which she will be taken to Boston to go into dry dock in the only dry dock in this country which is large enough to hold a vessel the size of the Leviathan.

GRIFFIN CONFERS ON SHIP.

Hoboken is planning to cooperate with the United States Lines to take care of the streams of passengers who will pour off the ship when she docks here, and the vehicular traffic which will result. A strong effort will be made to prove to all concerned that docking the Leviathan at Hoboken is a paying proposition, so that the company will be convinced that it is a mistake to hire a dock in New York at an enormous cost.

Mayor Patrick R. Griffin, Captain John Emery, marine superintendent for the Lackawanna railroad, Corporation Counsel, John J. Fallon, Anthony J. Volk, president of the Hoboken Chamber of Commerce and Cap-

tain Joseph Clark of the Auto Squad. Plans were outlined for taking all vehicular traffic to and from the Leviathan and uptown New York, by way of the Fourteenth street ferry, which has the fastest service across the river of any ferry line between New York and New Jersey, taking only three minutes to cross. The new Fourteenth street boats also have more room for vehicles than any other ferries, taking on four abreast. Captain Emery promised to have extra boats put on to take care of the increased traffic when the Leviathan docks and Captain Clark promised to have the best sort of traffic regulation on hand by his department.

"COMING HOME" PARTY.

Mayor Griffin told the Dispatch last night that if docking the Leviathan at Hoboken proves satisfactory this time, she would probably sail from Hoboken on her first trip of the season next spring, and hereafter make Hoboken her home port. So far as residents of Hoboken are concerned, the return of Leviathan to her Hoboken will be just "coming back home." For previous to the outbreak of the war in 1914 the giant ship then the "Vaterland" of the Hamburg American Line docked regularly at Hoboken. She was tied up at Hoboken for three years until this country entered the war when she was taken over by the Navy, made over into a transport and re-christened "Leviathan" and as such conveyed thousands upon thousands of dough boys between Hoboken and Brest, France, and then back again after the Armistice. So the historic vessel seems peculiarly to belong to Hoboken. She will probably dock at her old pier berth, at Pier 4.

The hosts to Mayor Griffin and the other guests at the luncheon meeting on the George Washington, were Colonel Robert M. Watkins of the Shipping Board and Captain Maloney of the United States Lines.

New York, Dec. 22.—Responsibility for the grounding of the Leviathan on the Jersey mud flats in the harbor was a moot question to-day. Captain Herbert Hartley assumed full responsibility. This was his second mishap in a year's time.

Pilot Joseph Bigley blamed the accident to "orders from shore."

"Had it been left to our own judgment we would have waited for better water, but orders were sent to leave Quarantine at 10 o'clock, which was the original schedule," the pilot said.

Officials of the United States Line, operators of the big liner, denied any orders had been sent to Captain Hartley relative to the time of docking the ship.

The Leviathan was refloated late yesterday after six hours on the mud bank. The passengers were taken off in the middle of the afternoon.

HOBOKEN TO BE HOME PORT OF THE LINER LEVIATHAN

*Big Ship to Be Repaired
and Have Her Home Here*

ARRANGEMENTS NOW UNDER WAY TO HAVE
TRAFFIC LEADING TO AND FROM PIERS
REORGANIZED SO AS TO MAKE APPROACH
TO VESSEL EASY.

After many months of agitation the *Leviathan*, of the U. S. Lines, will not only dock in Hoboken for repairs, but will, after the repairs have been made, sail from Hoboken and will have her home berth at Hoboken thereafter.

Inquiries at the Hoboken Chamber of Commerce and from Mayor Griffin this morning made this assured. Arrangements are now being made to have the traffic leading to and from the piers re-organized so as to make easy approach to the big ship. Captain Clark of the Traffic Squad, after a conference with Director of Public Safety B. N. McFeely, is to complete plans whereby traffic will be facilitated both from the lower and the uptown ferries to the piers.

On December 21 the *Leviathan* will dock in Hoboken for repairs. These, it is estimated, will cost about \$100,000. It had originally been the intention of the government to assign these repairs to the firm at Newport News, where the big ship was reconditioned. Later it was arranged that the work should be done by the W.

and A. Fletcher Company of Hoboken.

Still later, it developed yesterday, the contract was to go to the Brooklyn Navy Yard, whose employees would have to come daily to Hoboken to do the work. When this became known President A. J. Volk, of the Chamber of Commerce, this morning has addressed a letter of protest to Senators Walter E. Edge and Edward I. Edwards, to Joseph S. Frelinghuysen, Congressman John J. Egan and to Chairman Edward P. Farley of the U. S. Shipping Board. In the course of this letter President Volk says:

"We object not only to governmental agency going out of its district, but also to the principle of government competing with private business in this repair work. The job should be done by our Hoboken firms."

This, however, seems assured according to the statement made this morning by Mayor Griffin, that the *Leviathan* will come to Hoboken and that Hoboken will be her home port from the time of her first spring sailing next year.

Leviathan to Have Biggest Radio

THE *Leviathan*, which will re-enter the trans-Atlantic service some time in June flying the U. S. Lines flag will have the most powerful and elaborate steamship radio equipment in the world. The contract to equip the *Leviathan* with a super-power marine radio installation was given by the U. S. Shipping Board to the Radio Corporation of America and work in connection therewith is now in progress. The completion of this work will give to America the distinction of radio supremacy upon the seas.

The famous vessel's radio equipment will enable her passengers to exchange messages with two continents regardless of her position on the high seas. With equipment six times as powerful as that carried by the average ocean greyhound, uninterrupted communication with points 3,000 miles distant is assured. Upon leaving her berth in New York Harbor, the *Leviathan* radio officers will be able to link the huge vessel with various marine centers in Europe, and to communicate with America when leaving European ports.

In addition to telegraph service, a radio telephone installation, which will provide voice contact with other vessels and shore stations, is also to be installed. While it is not expected that a commercial telephone service will be inaugurated immediately, it is quite probable that shore stations will, in the no distant future, be erected to handle wireless telephone traffic from ships in mid-ocean to points inland over the conventional land line system. When such arrangements have been made passengers and officers on vessels at sea may establish contact with those on shore at their homes or offices and speak with them with the same facility and ease that accompanies an ordinary telephone conversation on land.



THE NEW COMMANDER OF THE NEW
LEVIATHAN: CAPTAIN HERBERT HARTLEY,
Just Appointed Skipper of the Largest Ship of
the United States Lines by Order of Admiral
Benson of the Shipping Board.

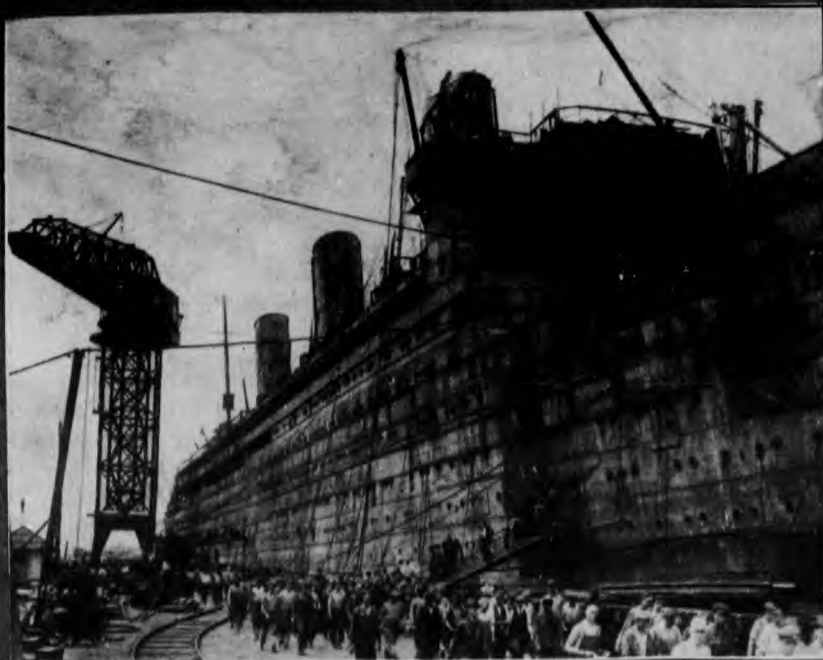


PHOTO BY UNDERWOOD & UNDERWOOD

Workmen at Newport News, Virginia, remodeling the Steamship *Leviathan*, former army transport and the second largest steamship afloat, and putting it into condition for transatlantic passenger service. Before the war the vessel was the German *Vaterland*.

10 Abs Dec 11/23

HOBOKEN TO BE HOME PORT OF THE LINER LEVIATHAN

Big Ship to Be Repaired and Have Her Home Here

ARRANGEMENTS NOW UNDER WAY TO HAVE
TRAFFIC LEADING TO AND FROM PIERS
REORGANIZED SO AS TO MAKE APPROACH
TO VESSEL EASY.

After many months of agitation the *Leviathan*, of the U. S. Lines, will not only dock in Hoboken for repairs, but will, after the repairs have been made, sail from Hoboken and will have her home berth at Hoboken thereafter.

Inquiries at the Hoboken Chamber of Commerce and from Mayor Griffin this morning made this assured. Arrangements are now being made to have the traffic leading to and from the piers re-organized so as to make easy approach to the big ship. Captain Clark of the Traffic Squad, after a conference with Director of Public Safety B. N. McFeely, is to complete plans whereby traffic will be facilitated both from the lower and the uptown ferries to the piers.

On December 21 the *Leviathan* will dock in Hoboken for repairs. These, it is estimated, will cost about \$100,000. It had originally been the intention of the government to assign these repairs to the firm at Newport News, where the big ship was reconditioned. Later it was arranged that the work should be done by the W.

and A. Fletcher Company of Hoboken.

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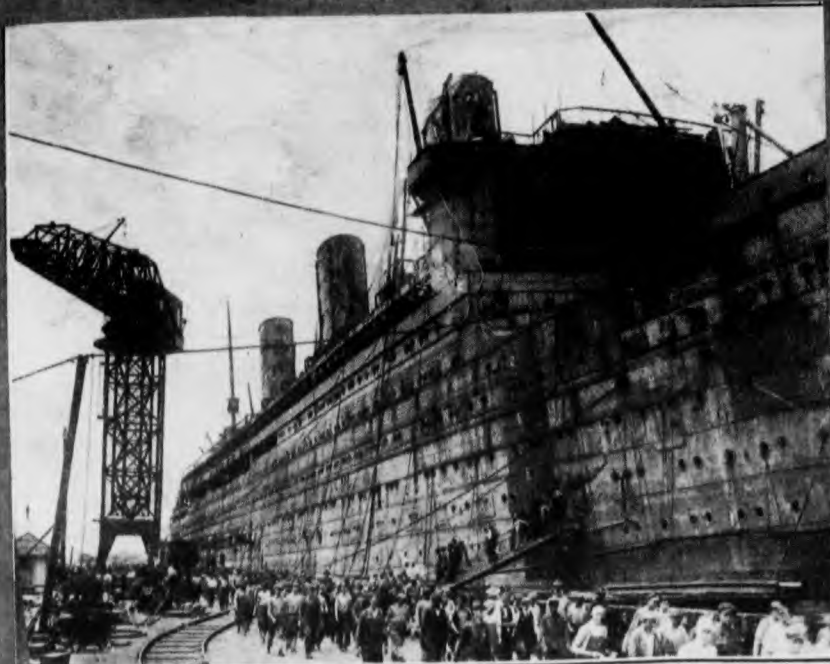


PHOTO BY UNDERWOOD & UNDERWOOD

Workmen at Newport News, Virginia, remodeling the Steamship *Leviathan*, former army transport and the second largest steamship afloat, and putting it into condition for transatlantic passenger service. Before the war the vessel was the German *Vaterland*.

OCTOBER 4, 1923.

LITTLE PROSPECT OF RETURN OF THE SS. LEVIATHAN

So Says Mayor Griffin Relative to Reports About the Big Ship.

For some days past rumors have been in circulation to the effect that the S.S. Leviathan, of the U. S. Lines, would dock in Hoboken either on her next trip or shortly afterwards. In several quarters it has been asserted that all the arrangements have been completed and that there is no question as to the big vessel coming back to her berth in Hoboken.

At the Hoboken piers this morning it was stated that nothing was known of any such move on the part of the Shipping Board officials. At the same time it was pointed out that there has been unusual activity at Pier 4 lately, and this has served, to some extent, to give color to the report.

It seems, too, that the story has gained some ground in business and commercial circles in the city. While a great many people had heard reports that the liner would again dock in Hoboken and at an early date, no one seemed to be able to give any authority for the statement.

When asked this morning if he had heard of the rumor Mayor Griffin replied in the affirmative, but said that there is no possibility at this time of the Leviathan coming back to Hoboken. He said that a lease for a year has been signed for the New York Pier and there is no likelihood that this will be broken. Therefore, said the mayor, there is no chance of the big ship coming to her Hoboken pier for a considerable time.

ALL DRESSED UP, LEVIATHAN SOON QUITS HOBOKEN

**Leaves Tuesday For New York
Pier Gleaming in New White
Coat of Paint**

The steamship Leviathan, which is now docked at Pier No. 4, Hoboken, occupies a position which can readily be seen from adjoining streets. Judging by the large number of persons who pause to gaze at her imposing bulk, she is the premier attraction of Hoboken, if not of Hudson County, for the time being. The giant vessel glistens in the sunlight with new paint, and her huge funnels, painted red, white and blue, add to her snappy appearance.

Yesterday a man was seen at work painting the top of the forward mast and he was rewarded with admiration from a gaping audience below. Next Tuesday, the "Levi," to give her the popular nickname, will slip across the river to the pier at New York which the U. S. Shipping Board rents at such an enormous expense. Next Wednesday the public will be given an opportunity to inspect the ship. It will be docked at Pier No. 86, North River, foot of West Forty-sixth street.

Residents of Hoboken who think their city is by rights the home port of the Leviathan, say some harsh things at times about the way the Shipping Board likes to go to extra expense when all the docking space it requires is located on its own piers at Hoboken.

This criticism broke out afresh the other day and remarks were made about "propaganda" when a Newark paper published a story about the Leviathan being at present docked at Hoboken, and then proceeded to say that it would be transferred soon to its "deep water" pier in New York.

When the attention of A. W. Coffin, manager of the Hoboken Chamber of Commerce, was called to this story, he laughed and said: "As a matter of fact, the water is much deeper at the Hoboken pier than it is on the other side. Its keel almost touched bottom at low tide on the New York side, while there is always plenty of water at Hoboken, regardless of the tide."

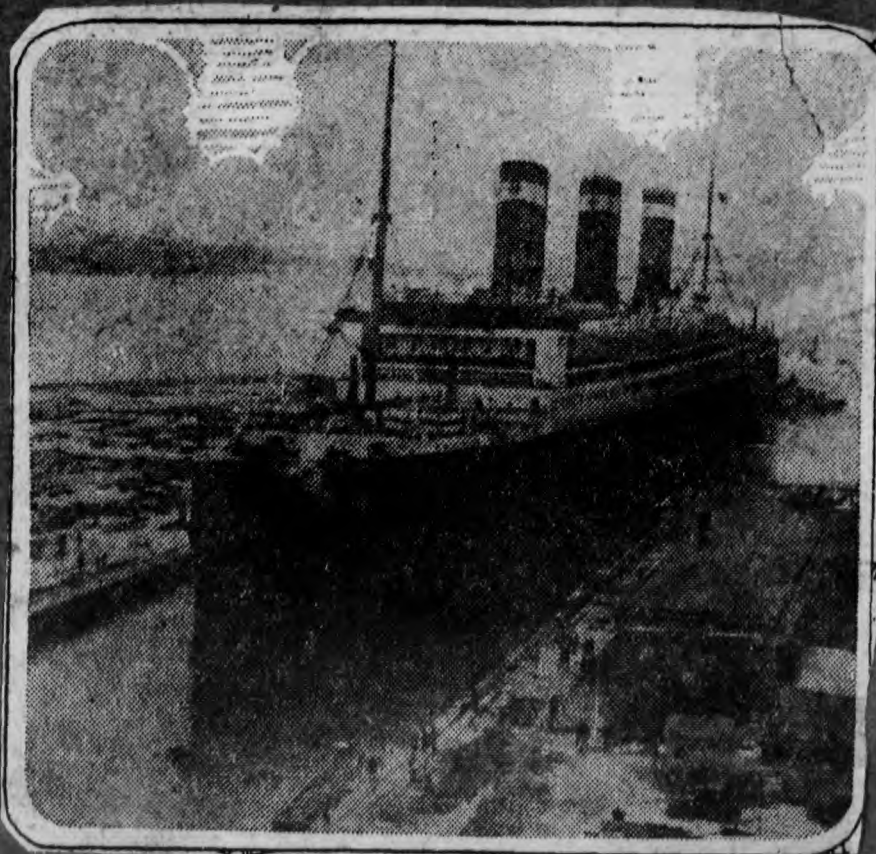
Leviathan Recognized as Fastest Atlantic Liner

The Leviathan, queen ship of the American merchant marine, has been officially recognized by the Atlantic Conference of Transatlantic Steamship Lines, with headquarters at Brussels, as the vessel maintaining the highest average speed in Atlantic service, according to a cable received to-day at the office of the United States lines.

The six speediest liners of the Atlantic, according to the records of the conferences, and their averages are:

Leviathan23.57 knots
Mauretania23.51 knots
Majestic23.29 knots
Aquitania22.65 knots
Berengaria22.27 knots
Olympic21.44 knots

The Leviathan is also holder of the world's record for the passage from Cherbourg to New York.



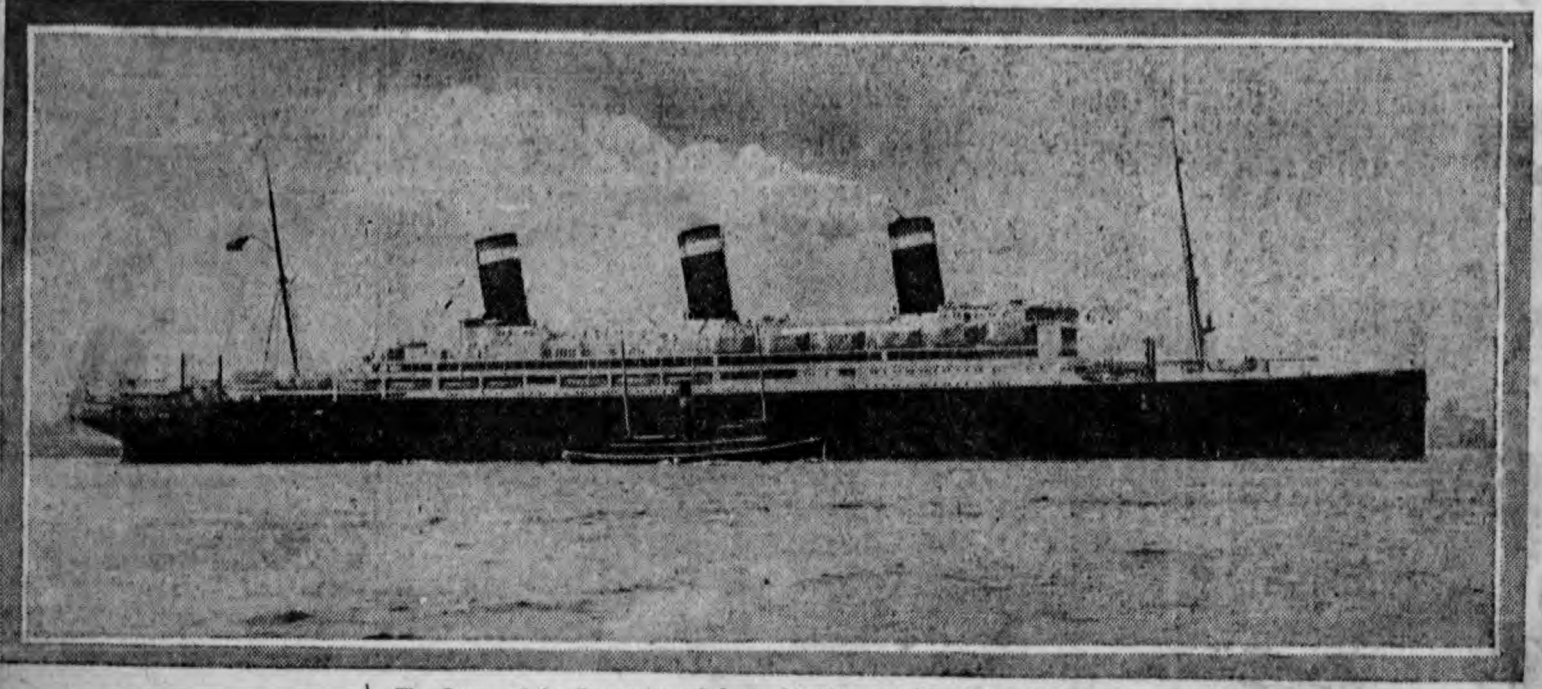
LIKE A BABY IN ITS CRADLE—

The S. S. Leviathan, queen of American ships, rests meekly in dry-dock in Boston while her hull is inspected minutely to insure her readiness to return to the trans-Atlantic passenger service in April.

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THE SUN, WEDNESDAY, MARCH 26, 1924.

AS THOUSANDS SAW THE LEVIATHAN YESTERDAY FROM THE BATTERY



The Queen of the Seas returned from Boston yesterday to the North River ready to do her bit in handling the spring tourist traffic. It was the liner's first appearance in these waters in three months, during which time she was undergoing repairs at the New England port for damage incurred when she grounded on Robins Reef. She looked spick and span yesterday in her new coat of paint and her red, white and blue funnels.

Again in Service



Leviathan, newly reconditioned, leaves Holoken for Boston, to have hull scraped, when she will again take her place in transatlantic service.

THOUSANDS VISIT SS. LEVIATHAN AT LOCAL BERTH

Inspection Is Arranged for
by the Hoboken Cham-
ber of Commerce.

Thousands of visitors inspected the United States Liner Leviathan on Saturday as guests of the U. S. Shipping Board. The scene was different from that on one misty morning, some years ago, when a small crowd of men waited the far end of pier 4, and khaki-clad warriors, with bayoneted guns, still walked back and forth before the pier gates. They had been waiting for over an hour, every now and then seeking to peer through the mist that hung over the river. Then the sun came out through the clouds, there was the whirr of an aeroplane overhead and, emerging slowly out of the fog could be seen, right in the center of the river, the great paint-streaked hull of the Legithan, her decks crowded with khaki-clad figures who, as the shore opened up to them, sent up an uproarious cheer, which was answered by a deafening outburst from the craft on the river and the bands on shore.

That was the day when the first consignment of American soldiers came back on the Leviathan. She came rapidly to her dock, south of four, amid wild hilarity. To the singing of "The gang's all here" in forty different keys from ship and shore there was an accompaniment of yells and cat-calls, cheering and shouting, the waving of helmets and handkerchiefs and anything else that came in handy. Right alongside where she lay on Saturday the big ship had come, and the minutes were all too long until the gangplanks were connected and those on the pier could get on the ship.

The visitors on Saturday were conducted through the vessel by the staff of stewards. The inspection was arranged by the Hoboken Chamber of Commerce.

Beautiful furniture, magnificent appointments that equal anything seen on any ship in the world and are excelled by none, and pictures by famous artists were seen in the first class dining saloon. It was in this very room on that particular day that hundreds of American soldiers, officers mostly, congregated and greeted their friends who had come to welcome them home again.

It was, indeed, a different scene. There were no fine pictures on that occasion, no costly appointments, no exquisite furnishings, but there was something more. Strewn around on the tables here and there were souvenirs of the war, German helmets, bits of captured guns, small arms, and together with them, many another reminder of the stern yet glory-filled days which were even then in the passing. And, in looking around you saw men, most of them with decorations of honor on their breasts, some of them minus an arm or a leg, some of them hobbling around on crutches, but all happy at being home again.

The visitors on Saturday were taken around the vessel and shown the magnificently-equipped first class quarters. There are accommodations equal to anything the best hotels can furnish. Spacious bathrooms, period beds and furniture and decorations and wall panels that are artistic triumphs. Yet what a contrast they made to the rough bunks, piled, of necessity, as closely together as possible, in which the flower of the American Army crossed and recrossed the ocean during the war.

The smell of paint and new enamel permeated the ship on Saturday, but there was little of paint or enamel on the interior of the Leviathan during the war. Stern necessity knew little of artistic decorations.

Yet the great ship, now entering upon her second term as an American passenger liner, is one to be proud of. She is certainly the most luxuriously appointed vessel traveling the high seas. It is stated that the third class accommodations on the Leviathan are superior

to the second class on many other vessels.

It is believed that she will set up a new speed record on her second or third trip. It is known that all arrangements are being made for this trial. It is not intended to put her to her utmost on the first trip, owing to the necessity of easing out the giant turbines gradually.

To some of the visitors on Saturday who were of an inquiring disposition it was a surprise to find that the majority of the crew and staff of the ship are Britishers. There was a strong flavor of the British accent, not to mention at least one very pronounced Cockney, on board. It is said that they have taken out their first papers.

On Saturday many members of the personnel of the ship were given their first pay since she has been in dock in Hoboken. They were due for it, as they do not eat on the ship and many of them had been on very short rations ashore for a week.

✓ The Old Leviathan ✓

During the Hoover Administration, the I. M. M. had secured control of the United States Lines, including the Leviathan, then the biggest ship on the high seas and enjoying the unique record of having taken one-tenth of the American Expeditionary Force to France.

Having acquired the Leviathan, the I. M. M. changed its European terminus from Southampton to Bremerhaven, in competition with the brand new German liners Europa and Bremen (but not in competition with the British Majestic and Olympic). The Leviathan's tonnage was also knocked down from 58,000 to 47,000 so she could no longer be advertised as the largest ship afloat, and she was run on pitiful voyages during the winter months, when her cabins were sure to be empty and when she would not take too many passengers away from the I. M. M.'s White Star Line ships.

When the Leviathan was operated by her previous owners, Chapman and Sheedy, she cleared a profit of \$2,400,000 in 1929-30, and \$640,000 in the depression years of 1930-31. But on the basis of winter voyages, the I. M. M. was able to tell the Shipping Board that the big vessel was losing money, and that she should be withdrawn from service.

No Explanations.

For some reason, never explained, the plea was granted. So

far as is known, the Shipping Board did not even ask for an explanation as to why I. M. M. was able to keep the Majestic and the Olympic in operation, but not the Leviathan. Nor did the Shipping Board do anything about the fact that the Leviathan was allowed to lie at the dock in Hoboken, her keel rusting away with a crew of 13 aboard whereas insurance requirements called for 150, with lifeboats uncovered, ashes from the last voyage in her furnaces, engines corroded, and portraits in her palatial saloons ripped with a vandal's knife.

This later chapter occurred during the first days of the Roosevelt Administration. However, the International Mercantile Marine is politically non-partisan. It plays ball with either party and seems to be on the preferred list of both.

For it was during the Hoover Administration that I. M. M. was able to get the United States Lines away from full American ownership to its own British-American control.

Just on the eve of the depression, Chapman and Sheedy, previous owners of the United States Lines, had contracted to build the S. S. Washington and S. S. Manhattan, but the depression caught them short. They reorganized with the backing of Pacific Coast shippers, but the cards were stacked against them on the old Shipping Board. Or rather the cards were stacked in favor of I. M. M.

Government Aids I. M. M.

Francis Burke, treasurer of the Republican National Committee, appeared before the board as I. M. M.'s attorney. Walter Brown, Hoover's Postmaster General, expressed doubt that the mail contracts could be transferred to the reorganized U. S. Lines. Later it was disclosed that Brown had been willed 3,200 shares of stock in the International Mercantile Marine. In the end I. M. M. and its subsidiary, the Roosevelt Line

steamship company, got the United States Lines.

Immediately its troubles vanished. The \$11,000,000 of mortgages which the Shipping Board held against the line was reduced to \$3,000,000, and interest payments were suspended for three years. Moreover, the interest rate of the \$15,000,000 advanced by the Government to build the Washington and Manhattan was scaled to 1½ per cent. Chapman and Sheedy had to pay 3½ per cent.

So, whether Hoover or Roosevelt is in office makes no difference to the International Mercantile Marine.

Jersey Observer.

Oct. 24/17 **"REMEMBER ANTILLES!"** **IS M'ADOO'S RALLY CALL** **FOR THE LIBERTY LOAN**

(Special to The World.)

WASHINGTON, Oct. 23.—Secretary of the Treasury McAdoo has issued the following message to be read at all Liberty Loan meetings throughout the United States to-morrow—Liberty Day.

This is Liberty Day in the United States, made so by proclamation of the President and the Governors of the forty-eight States of the American Union. Would that it were Liberty Day for all the peoples of the world. Let us make it an ominous day for the German Kaiser. Let us make it the beginning of the end of military despotism and inhuman warfare.

A few days ago one of the Kaiser's undersea assassins destroyed the American transport Antilles, killing sixty-seven of America's gallant sons. The Kaiser must answer for this crime. He must be made to feel the prick of American bayonets. Let us remember the Antilles. Let us never stop nor falter until this infamous apostle of brutalized warfare, the Kaiser, is brought to justice.

To the families of the soldiers and sailors who were killed on the Antilles this war was made personal. Its horror was brought home to them with a terrible shock. Those brave men had no chance to defend themselves, to fight for their country and their lives. But they died like heroes. The people at home can fight, however, both for themselves and for their country without going to the front.

This war must become a personal thing to each man, woman and child of the civilian population, just as it is a personal thing to our soldiers and sailors and their families; it must grip us by the heart-strings, it must be our first thought every hour. To-day let every American realize that this is a personal war between every American and the German Kaiser.

The Kaiser has brought it to every American home, whether it be the home of a German-American citizen or any other American citizen. The Kaiser does not spare German-American citizens. He fights all Americans and all Americans must fight him.

To-day the American public is on trial. The eyes of the world are upon her—the eyes of the oppressed peoples of the earth with hope and expectancy, the eyes of the military autocracy of Germany with outward contempt but inward fear.

Our first duty is not only to subscribe but to oversubscribe the Second Liberty Loan. If we fail, it will be a victory for the Kaiser. There is no reason why we should fail, because we are the richest people in the world. Our prosperity has been unexampled, and we are able to provide our Government with all the money and resources required to win this war.

To accomplish this great task all must pull together. Bankers alone cannot finance the Government, men alone cannot do it, women alone cannot do it, the rich alone cannot do it, the poor alone cannot do it, the men of moderate means alone cannot do it, but all—acting and co-operating patriotically and enthusiastically can do it.

In a democracy no one class should be permitted to save or to ruin the nation. All the people should save and own the nation. Each does his part, if every one is animated by superlative love of country and resolute purpose, we can finance every requirement of the Government and win this mighty war quickly and save thousands of precious American lives and a vast amount of American treasure.

The war only can be won quickly if every Liberty Loan is promptly subscribed. The least we can do for our gallant sons, the only chance we can give them to return with their lives, is to provide them with the best gun that American ingenuity can devise and money can buy, a gun that will shoot faster and further than any gun yet made; with a bayonet forged by American skill and long enough to reach to Berlin.

Every \$50 bond purchased by a patriotic American will provide some noble American boy with this kind of a gun and bayonet.

It is our soldiers, our sailors and our guns that are going to win the victory, vindicate America's rights at home and upon the high seas and make the world safe for democracy. The least service of patriotism that any man or woman who stays at home can perform is to lend their money to his or her own Government on impregnable security at 4 per cent. interest. They risk nothing, while the soldier risks all.

I have visited some of the great camps in the West, where thousands of splendid American young men are training for the army. They are setting an example which the civilian population would do well to emulate.

Our brave soldiers are not only giving up their families and all their material interests and putting their lives in the balance, but they are actually subscribing from their meagre pay to the bonds of their own Government in a larger amount per capita than the civilian population. All honor to our brave and gallant men. May those who stay at home not fail to do their duty to those valiant sons of America.

The failure of one Liberty Loan would destroy the Government's credit, undermine confidence, imperil prosperity and disgrace us in the eyes of the world. The patriotic people of the forty-eight States of the Union must make such a disaster impossible.

When the sun sets on the evening of Liberty Day 10,000,000 Americans should have registered their subscriptions to the Second Liberty Loan.

Antilles no 28717 **ANTILLES SURVIVOR** **ARRIVES IN A PORT**

And Gets to Hoboken, After Arrival in America; Stranded, Aided by Newspaperman.

A fire aboard the U. S. Transport Antilles when it was one day from the shores of France brought about the torpedoing of that transport on October 17. The switching on of the emergency lights attracted the U. boat, two days lowered the vessel and sunk it of Deck En-journey from France.

This was the narrative of the sunken engineer Herbert Corbett arrived in port yesterday on a French vessel with 55 Antilles crew.

Twice torpedoed, after being picked up by a patrol boat after the in return had been sunk he was taken to Brest, and a week later with Antilles members of the crew started off back to America again on the Finland. That other was torpedoed on October 25, after she had left the shores of France but the vessel did not sink.

LIFEBOAT FROM THE **ANTILLES IN HOBOKEN**

A relic of the torpedoed ship Antilles, on which several Americans lost their lives several months ago, including a Hoboken engineer, was towed up the Hudson River yesterday by a U. S. Navy vessel.

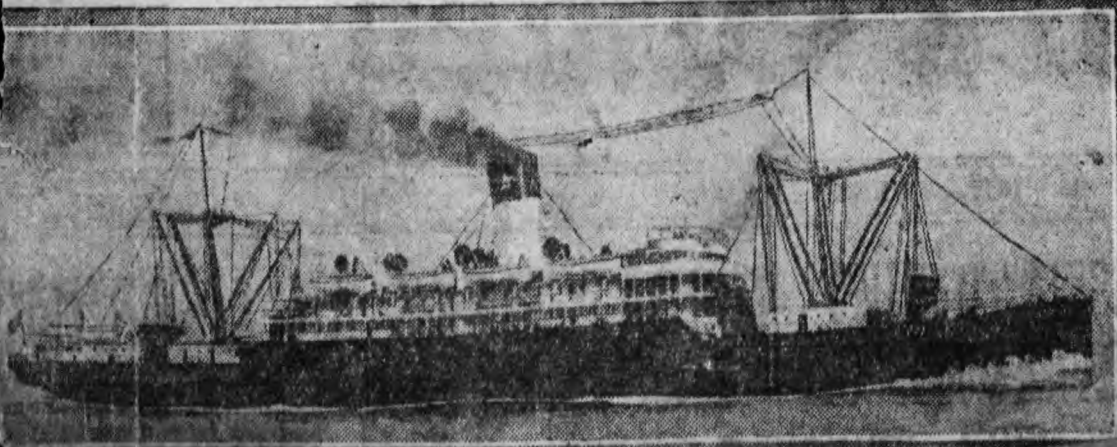
It was one of the big life boats of the fateful vessel through which many members of the Antilles crew were saved from a watery grave.

The lifeboat, made than forty feet in length and very stoutly built had her side staved in, probably from being smashed against the doomed steamer when it was sinking. The lifeboat was towed to the docks at the foot of Seventeenth street, where it is understood it will be repaired and put in service again on another Army transport.



Andrew J. Clancy, first officer of the Antilles.

Oct 26/17 **American Transport Antilles, Sunk by U-Boat.**



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for Gene Oct 20/17

LOST TRANSPORT LANDING TROOPS "SOMEWHERE IN FRANCE."



Copyright, Kadel & Herbert.
The Antilles with American soldiers ready to disembark.

ANTILLES, HOMEWARD BOUND, GOES DOWN IN 5 MINUTES

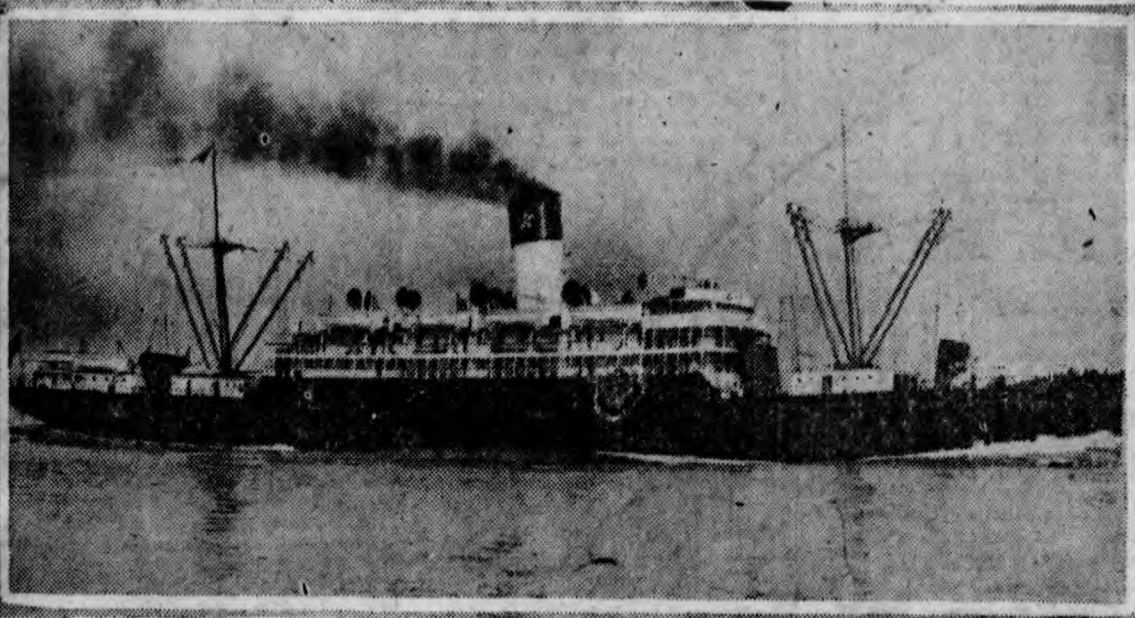


PHOTO © INTERNATIONAL

U. S. TRANSPORT ANTILLES.

Washington, Oct. 20.—Seventy men, of whom twenty-one were United States soldiers and sailors, were killed by explosion or drowned last Wednesday when a German U-boat sank the steamship Antilles, Vice-Admiral Sims has notified the Navy Department to-day. There were 237 persons on board.

Since the vessel was returning to this country there was not a large body of troops aboard, but she carried a number of army officers and thirty-three enlisted men. Sixteen of the latter were lost. Three engineer officers of the ves-

sel also lost their lives.

Five minutes after being struck by the torpedo fired by the submarine, Vice-Admiral Sims reported, the Antilles sank. The location of the sinking was not announced.

A convoy of American naval vessels was escorting the transport, and she carried an armed naval guard, but no opportunity for defense was afforded.

Oct 20/17
msa

ANTILLES SURVIVORS DESCRIBE DISASTER

Officers and Men of Sunken
U. S. Transport Lived Up to
Best Traditions.

NO CONFUSION OR PANIC

Lifeboats Filled, Men Leaped
Into Sea After Trying to
Sight U-Boat.

Special Cable Despatch to THE SUN.
PARIS, Oct. 22.—The story of the survivors of the torpedoed American transport Antilles landed at a French port show that officers and men, in spite of conditions calculated to strike terror to the stoutest hearts, not only lived up to the traditions of the service but went even beyond the technical etiquette of sea disasters. Many left the ship only at the instant of actual sinking of the vessel.

The survivors tell the same story that the submarine was not seen by any one, that the explosion was the first intimation any of the vessels had of the submarine's presence, and that the loss of life was due to the victims remaining too long on board the Antilles in the hope of getting a shot at the submarine.

Suddenly awakened by the explosion, the men made for the lifeboats to which they previously had been assigned, but three and possibly five of these boats were overturned. The Antilles filled so quickly in the heavy sea that it practically was impossible to execute orders, but although she sank in five minutes there was no confusion and no hint of panic. Many men stood on deck at "attention" until the final plunge, when they leaped out into the waters.

Men Drawn Into Maelstrom.

Some of these escaped by clinging to bits of wreckage, but the majority were sucked under. There were 237 men aboard, more than half of whom were landed after the disaster at a French port.

Among the victims were four or five men from infantry regiments of the American Expeditionary Force who were being sent back, members of the naval gun crew, some of the ship's crew and a talented lad, H. H. Cumings, Jr., of Philadelphia, returning home after having served six months in the American field service.

His body was recovered and brought to this port. He was seen on the deck of the Antilles as she went down and it is believed that he was caught in the suction and struck by some wreckage.

No United States naval officers were lost. A Brigadier-General and two army surgeons were among the saved.

The Antilles sailed Monday night for the United States. Wednesday morning at 6:45 o'clock an explosion amidships on the starboard side shook the vessel and a great mass of water was thrown over the side of the ship. The torpedo had found its mark. The engine room had been pierced and the ship began to sink immediately. Men began rushing on deck. They saw vessels speeding toward them, but it was seen immediately that the Antilles was doomed.

Men Went to Their Stations.

The men went at once to the lifeboats to which they had been assigned at the boat drills, according to a young member of the American Field Service who was one of those rescued, after floating for several hours in the water.

What impressed him, he said, was the comparatively few men he saw on deck. Unfortunately the launching of the lifeboats was attended by several disastrous mishaps. One boat overturned when it hit the water, throwing all the occupants into the sea; another capsized as it pushed off, and a third, in which were Brig.-Gen. —, the purser of the ship and the young American Field Service man, when being lowered stuck at the stern. The boat descended rapidly and pitched them all out when about half way to the level of the water.

These three men and a few members of the crew who were in the boat came to the surface, were swept past the stern of the ship and managed to get hold of some floating objects.

Three boats got away safely with the bulk of the survivors. All around the ship were seen men who had been thrown into the sea from the deck of the Antilles when she was about to take her last plunge.

Picked Up by Three Life Boats.

A half hundred men who had been unable to find places in the boats jumped from the stern of the transport as she made her final roll. Some of them were taken down by the suction, and those that came up held on to the wreckage until picked up by the three lifeboats, which cruised around saving as many

Brig.-Gen. —, the ship's purser and a few sailors. In lowering the boat's bow dropped suddenly. We were all thrown into the sea.

"I was swept around to the stern of the ship and there saw the purser swimming near me. There was an oil floating near us. I called to him to get hold of it and push it toward me. We held on to the bar for about two hours, and all this time the ships did not try to pick us up, but steamed about looking for the submarine. We would think they were coming to us when they would disappear again.

"I was getting pretty tired after being two hours in the water when one of the lifeboats worked our way and pulled us in. We were taken aboard ship an hour later. Most of the men lost were killed by the explosion of the torpedo. Only three lifeboats were afloat when we were picked up.

ANTILLES DEATH LIST.

Gen. Pershing Cables Names of 67
U-Boat Victims.

WASHINGTON, Oct. 22.—Gen. Pershing cabled the War Department to-day the complete casualty list in the destruction of the homeward bound army transport Antilles by a German submarine last Wednesday. He gave no additional details of the disaster.

Sixty-seven men, including sixteen soldiers, went down with the ship, another is unaccounted for and 170 were rescued by the naval convoy. Many of those killed were foreigners of the transport's engine and boiler room forces and some of the missing soldiers also were of foreign birth.

Gen. Pershing did not explain why the soldiers were being sent home.

Official List of Men Lost.

Following is the list of lost as transmitted by Gen. Pershing:

H. H. Cumings, Jr., of Warren, Pa., ex-ambulance driver.

Sergeant Otto Kleber, infantry; father, Paul Kleber, Berlin, Germany.

Sergeant Otto Miller, infantry; mother, Mrs. Mary Miller, Nordenhem, Oldenberg, Germany.

Corporal Abraham Swartzberg, infantry; sister, Theresa Arico, 338 East Thirteenth street, New York city.

Private Roy Cottrell, infantry; mother, Mrs. Alfred Cottrell, Clinton, Ind.

Private Lee W. Nelson, infantry; cousin, Max J. Nowaczyk, Grand Rapids, Mich.

Private Ernest Egert, infantry; nearest friend, Miss Edna Barnett, Chicago.

Private Anton Ehrhart, infantry; cousin, Charles Ritt, Ferry Wharf, Newport, R. I.

Private John Bright, infantry; Milwaukee.

Private Jorgan P. Lock, infantry, Kansas City, Mo.

Private Carl G. Norsell, infantry; father, Carl Norsell, Copenhagen, Denmark.

Private Burett Hamilton, infantry; father, J. R. Hamilton, Grape Vine, Tenn.

Private William L. Faust, field artillery; mother, Mrs. Sarah Faust, Stony Creek Mills, Pa.

Private Edward L. Echel, field artillery; address unknown.

Private Cornelius J. McLaughlin, infantry; Woburn, Mass.

Private Nepton Bobin, transport worker; wife, Mrs. Annie Bobin, East Savannah, Ga.

C. L. Ausburne, electrician, U. S. N.; no address.

H. F. Watson, electrician, U. S. N.; no address.

J. C. McKinney, seaman, U. S. N.; no address.

J. W. Hunt, seaman, U. S. N.; no address.

Private Melvin E. Bradbury, Medical Corps; mother, Mrs. Angel Bradbury, Boston.

Private Guy R. Bosworth, Medical Corps; mother, Mrs. Sophie Bosworth, Ocean street, Milburn, N. J.

Assistant Carpenter A. Pedersen, steamship Antilles; mother, Leonhard Pedersen, Farsun, Norway.

Wheelman L. E. M. Jensen, address unknown.

E. F. Leonhardt, gunner's mate; father, Martin Leonhardt, Ninety-second street and Dahlgren place, Brooklyn.

R. C. Eller, chief quartermaster; wife, Sally Eller, 175 Waverly avenue, Brooklyn.

William Joseph Cunningham, coxswain; mother, Jesse M. Cunningham, Cleveland.

James Thomas Connolly, yeoman; father, James T. Connolly, 815 Forty-second street, Brooklyn.

Hans Otto Lawrence Miller, seaman; father, Francis Julius Miller, Wilmington, Del.

John Leo Davis, seaman; mother, Elizabeth Dunne, New Orleans.

Dennis Marray, seaman; mother, Mary Marray, 2430 Macia avenue, New York city.

George Frank Klein, chief pharmacy mate; sister, Anna Taylor, Buffalo.

Ralph Waldo Emerson Shuey, yeoman; father, William H. Shuey, Effingham, Ill.

John Edwin McCann, chief water tender; mother, Mary McCann, Sanburn, N. Y.

William Joseph Murphy, chief electrician; wife, Mrs. Mable Mary Murphy, 378 Thirty-fifth street, Brooklyn.

Walter Robbins, chief machinist's mate; mother, Mrs. E. Robbins, Brooklyn.

ter, Mary Broderick, 356 Montgomery street, Jersey City.

Steward W. Slattery, address unknown.

Chief Cook Charles Jason; wife, L. Jason, Portsmouth, England.

Second Cook William Bell; sister, E. Gray, Secumb, England.

Third Cook V. Ripa; brother, J. Ripa, Clarendon Hotel, New York city.

Crew Cook Charles Tunnle; mother, M. L. Schuelter, Oakland, Cal.

The following were firemen:

Z. C. Rodriguez, Bilbao, Spain; Antonio Rodriguez, Alvaro, Portugal; A. Reyes, Iroico, Chile; F. Sanis, Astoria, Spain; Pedro Sola, Parulo, Spain; Constantine Suarez, Coruna, Spain; J. Gonzales, Coruna, Spain; F. Solas, Lisbon, Portugal; E. Parcero, Coruna, Spain; J. Thomas Mitill, Greece; F. Bonza, Puen-tadum, Spain; J. Diaz, Punta Arenas, Chile; A. Diego, Santander, Spain; I. Scheverria, San Diego, Chile; Jose Sillar, Coruna, Spain.

Total casualties, 67.

Total survivors, 170.

Private Elzie S. Dobes, marine, not yet accounted for. J. Alvarez of crew not yet accounted for. This probably is a duplication of name Alvez, a survivor.

35

SKIPPER OF ANTILLES GAME.

Twice Torpedoed, Capt. Boyd Will
Ask for Another Ship.

Harry T. Boyd, captain of the transport Antilles, torpedoed by a German submarine; his chief officer, Andrew J. Clancey, and fifty of his crew, arrived at an Atlantic port yesterday, every American among them ambitious to continue in the sea service of his country. Capt. Boyd seemed startled when asked if he intended to risk being torpedoed the third time, and answered: "After I visit my home in New Jersey I shall report for duty to the army transport service. I am going to keep in this thing to the finish; to see it through."

"Those are my sentiments too," said Chief Officer Clancey.

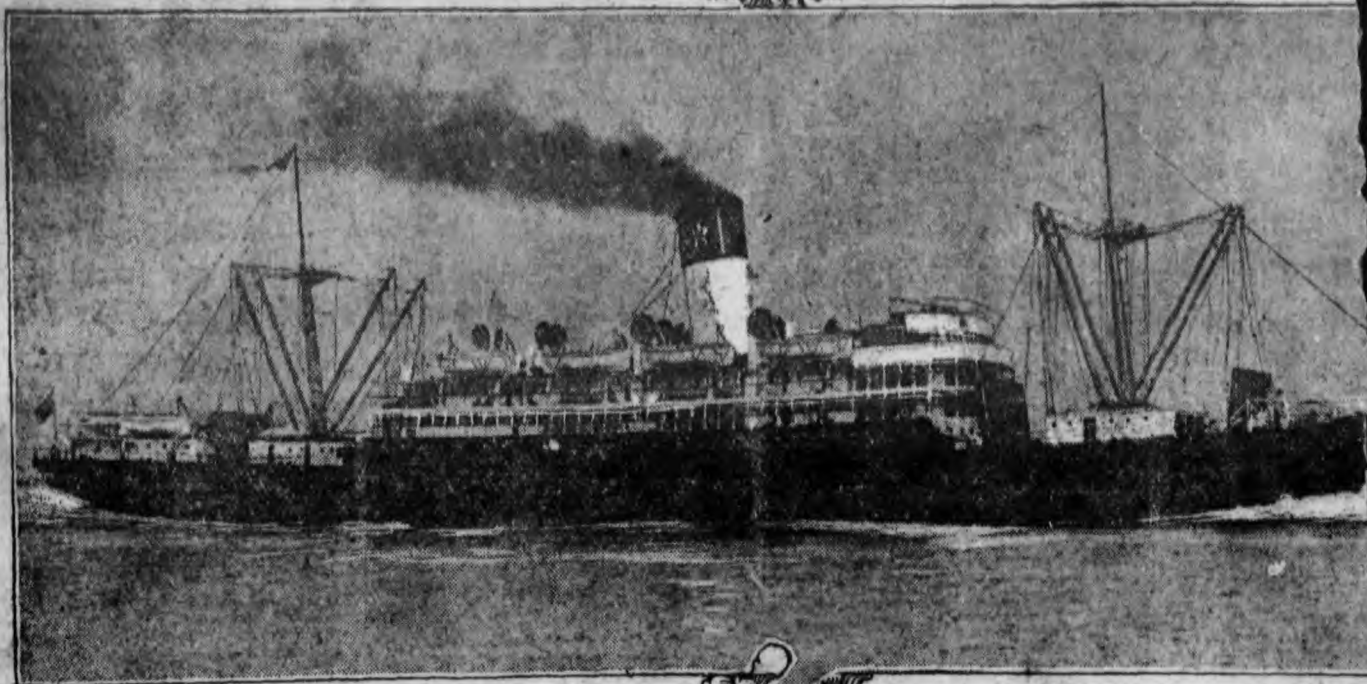
Capt. Boyd, after losing the Antilles, was aboard the American transport Finland, homeward bound, when a German torpedo smashed a great hole in her bow, forcing her back to a French port.

Also Mar 2/18

ANTILLES LIFEBOAT IS BROUGHT TO HOBOKEN

Hobokenites yesterday saw a relic of the torpedoed American transport Antilles, which was sent to the bottom by a German U-boat some months ago with the loss of nine Americans, among them Engineer Robert Walker, of Hoboken. It was a large lifeboat, and was towed up the Hudson by a Navy tug. The lifeboat was moored to one of the Army piers at the foot of Fifteenth street. It is to be repaired and to be used by another army transport.

One side of the lifeboat is partly staved in, caused by the collision between it and the Antilles. The lifeboat is more than forty feet long and strongly built. It was placed aboard a rescuing steamer after the loss of the Antilles and later found its way into Hoboken.



...The ANTILLES...

ANTILLES DEAD LIST CABLED BY PERSHING

General Gives Names of Sixty-seven, but No More Details of the Sinking.

MANY VICTIMS FOREIGNERS

Sixteen Soldiers Among the Missing—170 Men Were Rescued by the Naval Convoy.

WASHINGTON, Oct. 22.—General Pershing today cabled the War Department the complete casualty list in the destruction of the homeward-bound army transport Antilles by a German submarine last Wednesday. He gave no additional details of the disaster.

Sixty-seven men, including sixteen soldiers, went down with the ship, another is unaccounted for, and 170 were rescued by the naval convoy. Many of those killed were foreigners of the transport's engine and boiler room forces, and some of the missing soldiers also were of foreign birth.

The men lost by the army included two Sergeants of Infantry of German origin, a Corporal of Infantry of German origin, nine privates of infantry several of whom bear German names, and two privates of field artillery, both of whom have German names. No comment was obtainable from high officials as to why so large a percentage of the men lost by the army bearing German names were returned to this country from France by the commander of the expedition. Both of the Sergeants of infantry lost, in addition to being of German origin, have parents—one a father and the other a mother—now living in Germany.

There are many men of German origin in the army, some of whom have been serving a long time. By steady habits and thrifty qualities a number of these have gained advancement and become non-commissioned officers.

Following is the official list of dead:

ARMY.
CUMMINGS, H. H., casual civilian; emergency address unknown.
KLEIN, OTTO, sergeant, infantry; father, Paul Klein, Koenigsstrasse, 2, 021, Berlin, Germany.
MILLER, OTTO, sergeant, infantry; mother, Mrs. Mary Miller, Nordenham, Oldenburg, Germany.
SWARTZBERG, ABRAHAM, corporal, infantry; sister, Theresa Arico, 338 East Thirtieth St., New York.
COTTRELL, ROY, private, infantry; mother, Mrs. Alfred Cottrell, Clinton, Ind.
NELSON, LEE W., private, infantry; cousin, Max J. Nowaczyk, 41 Prescott Av., Grand Rapids, Mich.
EGERT, ERNEST, private, infantry; nearest friend, Miss Edna Barnett, 332 North Forty-fourth St., Chicago.
MURHART, ANTON, private, infantry; cousin, Charles Ritt, Ferry Wharf, Newport, R. I.
BRIGHT, JOHN, private, infantry; nearest relative, Mike Bright, 1,241 Lake St., Milwaukee.
LOCK, JORGAN P., private, infantry; nearest friend, Floyd Pearmen, 422 West Eleventh St., Kansas City, Mo.
NORSELL, CARL G., private, infantry; father, Carl Norsell, Vesterbroghe 47, Copenhagen, Denmark.
HAMILTON, BURETT, private, infantry; father, J. R. Hamilton, Grape Vine, Tenn.
FAUST, WILLIAM L., private, field artillery; mother, Mrs. Sarah Faust, Stony Creek Mills, Penn.
ECHERL, EDWARD L., private, field artillery; address unknown.
McLAUGHLIN, CORNELIUS J., private, infantry; nearest friend, William Bradley, 8 Water St., Woburn, Mass.

BOBIN, NEPTOIN, private, transport worker; wife, Mrs. Anna Robin, 713 Oglethorpe St., East Savannah, Ga.

NAVY.
ASHEBURN, C. L., electrician; no address.
WATSON, H. F., electrician; no address.
McKINNEY, J. C., seaman; no address.
HUNT, J. W., seaman; no address.
BRADBURY, MELVIN E., private, Medical Corps; mother, Mrs. Angel Bradbury, 1 Rochester St., Boston, Mass.
BOSWORTH, GUY R., private, Medical Corps; mother, Mrs. Sophie Bosworth, Ocean St., Milburn, N. J.

MEN OF ANTILLES CREW.

PEDERSEN, A., assistant carpenter; mother, Leonard Pedersen, Faros, Norway.
JENSEN, L. E. M., wheelman; address unknown.
ERICKSEN, B., seaman; sister, A. Nilsen, Lake Hayes, Iowa.
IGHOLM, M. S., seaman; mother, M. Igholm, Næstved, Denmark.
JOLY, P., seaman; mother, B. Joly, 1,010 St. Catherine St., Montreal, Canada.
PARKS, R., seaman; mother, Ella Parks, 314 Kearny St., San Francisco.
WALKER, E. A., third assistant engineer; wife, Mrs. E. A. Walker, 1,010 Willow Av., Hoboken, N. J.
BOYLE, THOMAS, junior engineer; mother, E. Boyle, County Louth, Ireland.
O'ROURKE, J., junior engineer; sister, B. O'Rourke, 220 West 25th St., New York.
FINNEGAN, JAMES, water tender; father, J. Finnegan, Greenmore, County Louth, Ireland.
PEARON, O., oiler; wife, M. Fearon, 238 East 50th St., New York.
BOZA, M., fireman; mother, J. Boza, Velga, Spain.
GONZALES, FIDEL, fireman; brother, A. Gonzales, Santander, Spain.
LLARET, H. J., fireman; father, G. Llaret, Barcelona, Spain.
LEAL, ANTONIO, fireman; mother, A. Leal, Valparaiso, Chile.
STANLEY, GEORGE, chief butcher; wife, M. Stanley, 1,121 Eighth Av., Brooklyn, N. Y.
MAURIN, CASIANE, second butcher; mother, C. Maurin, 25 South St., New York.
BISHOFBERGER, E., second baker; brother, A. Bishofberger, Swiss Army.
TOUHEY, A., scullion; no address.
DEVINE, WALTER J. L.; brother, L. Devine, Camden, N. J.
HASKIE, GEORGE, waiter; aunt, Mary A. Grown, 317 St. Anne St., Baltimore, Md.
MICHELLE, F., waiter; sister, M. Michiele, 258 Fulton St., New York.
PIRIE, W.; wife, Mary Pirie, 315 East 86th St., New York.
DOUFORS, A., seaman; Krunsluota, Finland.
SLATTERY, W., steward; address unknown.
BAYNE, D., assistant storekeeper; sister, Mary Broderick, 350 Montgomery St., Jersey City, N. J.
JASON, CHARLES, chief cook; wife, L. Jason, 40 Livingston Road, Portawood, England.
BELL, WILLIAM, second cook; sister, E. Gray, 5 Hood St., Secumb, England.
RIPA, V., third cook; brother, J. Ripa, Clarendon Hotel, New York.
TUNNIE, CHARLES, crew cook; mother, M. L. Schuelter, 9 Washington St., Oakland, Cal.

The following were firemen:
RODRIGUEZ, E. C., Bilbao, Spain.
RODRIGUEZ, ANTONIO, Alvauro, Portugal.
REYES, A., Chile.
SANIS, F., Astoria, Spain.
SOLA, PEDRO, Parulo, Spain.
SUAREZ, CONSTANTINE, Corruna, Spain.
GONZALES, J., Corruna, Spain.
SOLAS, F., Lisbon, Portugal.
PARCERO, E., Corruna, Spain.
THOMAS, J., Mitili, Greece.
BONZA, F., Puenteajun, Spain.
DIAZ, J., Puerta Arenas, Chile.
DIEGO, A., Santandas, Spain.
ECHEVERRIA, I., San Diego, Chile.
SILVAR, JOSE, Corruna, Spain.
Total casualties, 67.
Total survivors, 170.
Private Elzie S. Dobes, marine, not yet accounted for.
J. Alvarez of crew not yet accounted for. This is probably duplication of name Alves, a survivor.

KILLED ON THE ANTILLES.

Identity of Men Who Were Lost with the Transport.

George Stanley, chief butcher on the Antilles, made his home at 1,121 Eighth Avenue, Brooklyn, with his wife. When

Mrs. Stanley received the official news of her husband's death yesterday she was prostrated, and her physician said last night that she was in a serious condition. Stanley had been a butcher at sea for seven years and formerly worked for the United Fruit Company. When the Antilles became an American transport he was assigned to her. He had been away from home exactly a month. His parents live in Milwaukee.

Abraham Schwartzberg joined the army nearly four years ago at the age of 20 years, and was the son of Herman and Celia Schwartzberg of 649 East Thirtieth Street. The father, who is 74 years old, suffered a stroke of apoplexy only a few days ago and is in a serious condition. Schwartzberg, who had served on the Mexican border, sailed for France a few months ago, and was promoted to Corporal later. About three weeks ago he sent his parents a gift of \$100 which he had saved. Besides his mother and father, he leaves seven brothers and sisters.

CAMDEN, N. J., Oct. 22.—J. L. Devine, a waiter, one of the Antilles victims, lived at 169 Villa Avenue, Yonkers, N. Y., according to his brother, here. He was 47 years old and had been employed on transatlantic vessels since he was 14.

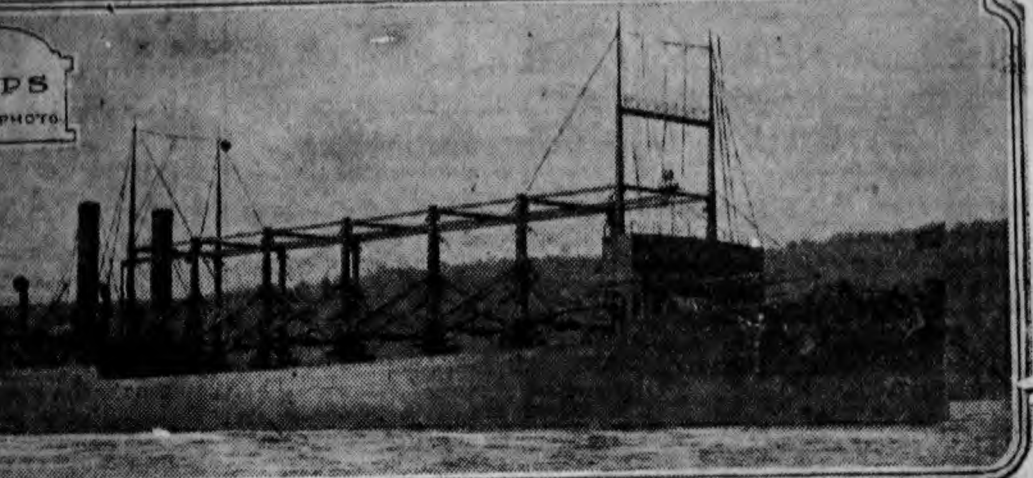
WARREN, Penn., Oct. 22.—H. H. Cummings, Jr., who went down on the Antilles, was a grandson of the late H. H. Cummings, former State Senator. His parents, Mr. and Mrs. H. H. Cummings, and one brother, Pierce, live in Philadelphia. Cummings, who was 19 years old, left for France in March to serve as a driver in the French Ambulance Corps, and a letter received from him last week said he had served out his enlistment and was bound for home.

LOSS OF BIG NAVAL COLLIER

LOSS OF THE CYCLOPS TO RANK

AMONG MYSTERIES OF THE SEA

The
CYCLOPS
W. HEARLE PHOTO



(CONTINUED FROM PAGE 1, PART 2.)

and 57 passengers, is overdue at an Atlantic port since March 13. She was reported at one of the West Indian islands on March 4, and since her departure from that port no trace of her or any information concerning her has been obtained. Radio calls to the Cyclops from all possible points have been made and vessels sent to search for her along the probable route and areas in which she might be, with no success.

No well founded reason can be given to explain the Cyclops' being over due, as no radio communication with or trace of her has been had since leaving the West Indian port. The weather in the area in which the vessel must have passed has not been bad and could hardly have given the Cyclops trouble. While a raider or submarine could be responsible for her loss, there have been no reports that would indicate the presence of either in the locality in which the Cyclops was.

It was known that one of the two engines of the Cyclops was injured and that she was proceeding at a reduced speed with one engine compounded. This fact would have no effect on her ability to communicate by radio, for even if her main engines were totally disabled the ship would still be capable of using her radio plant.

The search for the Cyclops still continues, but the Navy Department feels extremely anxious as to her safety.

The Cyclops was built at the ship yard of William Cramp and Sons, Philadelphia. The keel was laid on June 2, 1909; she was launched May 7, 1910, and was commissioned November 7, 1910. She had a displacement of 19,360 tons. Her length over all was 542 feet, beam 55 feet, mean draught, loaded, 27 feet 3 inches, and cost \$2,250,000.

For many days the naval authorities were clinging to the hope that the ship would be found or that information would be



FRANK
CELESTANO



GEORGE
FREDERICK COOK

picked up indicating how she had met her fate, but to no avail. The sea has been swept by wireless calls and naval vessels have searched carefully for traces of her, but the mystery of her disappearance has remained unfathomed.

Naval officers admit that the collier might have been attacked by a submarine or a sea raider, but the theory is all but disapproved by the fact that neither a submarine nor a raider has been seen in these waters. In either event the radio apparatus could have been used unless the ship were taken entirely unawares and it had been disabled before calls could have been sent out. The same would have been true had the Cyclops struck a mine carried far from its moorings.

The route the Cyclops would have taken after leaving the West Indies was one of

the ocean lanes of travel where steamships are frequently within sight and seldom more than fifty miles away at any point. It is quite improbable that any call the Cyclops might have sent out would not have been picked up by a passing vessel.

The theory of an internal explosion is also discredited. There were small magazines on the Cyclops, one forward and the other aft. In neither was there a large quantity of ammunition. Naval officers, some of whom hold that a magazine explosion offers the most reasonable explanation for the disappearance of the vessel, are mostly of the opinion that it would have remained afloat long enough to send out distress signals. It is also doubted that a sufficient quantity of explosive could have been placed in the cargo to sink the vessel at once.

to have been carrying, is practically unobtainable in America, and before the war the main sources of supply were the East Indies, the Russian Black Sea and the Persian Gulf. The last country has much needed metal. Manganese, which before the war could be purchased for about \$30 a ton, rose to \$200 a ton within a year.

Manganese is known to marine men as a heavy cargo—that is to say, its weight per cubic foot is so great that a vessel is drawn to her load draft, and that the space between her decks is so small that a vessel loaded with manganese is likely to roll quickly, even jerky, in heavy seas, but the very fact that the weight was carried low down in the hold is declared, add to the ship's ability to stand up in a heavy sea. The only danger, it is felt, might be a shift of cargo, but the ship and her sisters were so carefully loaded to pocket space that such a danger is deemed most remote.

Marine men of experience have freely expressed yesterday that the Cyclops was fully able to take care of itself in any seaway, even when loaded to maximum capacity, and if any disaster occurred it will not be found in the vessel's design.

The danger in a cargo of manganese lies in the large cargo space between the water in event of a puncture. Punctures are always possible. At the same time, in consequence of the weight of the metal, the vessel is liable to other obstruction.

Prowling U-Boat Sunk by Gunners in Three Minutes

Just how American gunners deal with submarines which cross their path in traversing the Atlantic was described yesterday by one of the men who had to do with the sinking of a U-boat three minutes after it showed its steel eye above the water off the coast of France on April 4. The sinking of this U-boat was announced exclusively in the HERALD yesterday.

Three minutes, this seaman thinks, is ample to get the best of the biggest submarine if weather conditions are such as to make target practice possible. The marksmanship of Uncle Sam's gunners is excellent, he said, and even so small a target as a periscope, if within torpedo range, is sufficient to prove their skill.

"We were all anxious to get a crack at one of those U-boats," said the seaman. "We knew it was up to us now that the convoy was gone, and we redoubled our efforts to get a slant at one of them. Each vessel hoped that the distinction of being the first to sight one would belong to it."

"It wasn't long before the opportunity came. At least one 'sub' had been following us all along, just waiting for this

chance to get a shot at us. The last of the destroyers had hardly passed out of sight when the officer on the bridge of our troopship saw something in the water and turned his glass on it.

"Sure enough, it was a periscope. She was coming up out of the water fast and evidently ready to go into action. But we were just as ready as Fritz was. The U-boat was fully one thousand yards away on the port side.

"The officer had to act quick, but he was ready for it. He gave his orders to steer straight for the periscope, giving the narrowest target and giving Fritz the scare of his life at the same time. At the same moment, the officers ordered the gunners to open fire.

"Two minutes later a shot hit the water not far from the periscope. Two more shots were fired. Both went wild, because we were still turning.

"The other transports fell back, leaving us a clear field. It was Fritz and us. Everybody on board was impressed into service carrying ammunition up from below. We didn't know how long the fight might last and we were ready to carry it to a finish. We knew that the destroyer weren't far away, but we were ready for anything that might happen.

NEW YORK MEN MISSING IN THE L

MISSING WITH THE CYCLOPS

The officers attached to the Cyclops were announced as follows:—

WORLEY, G. W., lieutenant commander, Norfolk, Va.
FORBES, HARVEY E., lieutenant, Port Huron, Mich.
FINGELTON, LOUIS J., lieutenant, Portsmouth, N. H.
MAGNET, G. E., lieutenant, Water Valley, N. J.
HODGE, C. R., lieutenant, Bound Brook, N. J.
SCHONNOF, H., ensign, Baltimore, Md.
CAIN, J. J., ensign, Fairview, Cal.
HOLMES, CHARLES J., boatswain, Baltimore, Md.
MONTGOMERY, C. E., boatswain, no record of kin.
SMITH, R. T., ensign, Phoenix, Ariz.
GREEN, E. J., machinist, No. 2374 Cornelia st., Brooklyn, N. Y.
KONSTOVICH, S., ensign, Norfolk, Va.
PAGE, C. G., assistant paymaster, Hyde Park, Wt.
MORRIS, HUGH J., pay clerk, No. 234 Kingsbridge terrace, New York.
ASPER, BURT J., assistant surgeon, U. S. N., Chambersburg, Pa.
(All the officers except Assistant Surgeon Asper are of the Naval Reserve force.)
The list of passengers follows:—
GOTTSCHALK, ALFRED L. MOREAU, Consul General from United States to Rio de Janeiro.
NIGG, FRANK C., lieutenant, U. S. N., Marquette, Ia.
WINKLE, A. C., lieutenant, U. S. N. R. F., No. 4236 Palisade avenue, West New York, N. J.
DAVIS, HARRY M., carpenter, U. S. N., Redondo Beach, Cal.
ANGIOVIC, JOHN MARTIN, electrician, Rocks Springs, Wyo.
ARMSTRONG, ROBERT, boatswain's mate, Galena, Ore.
BARNARD, JESSE LARKIN, blacksmith, Gainesville, Texas.
BARRETT, JASON ALLEN, boatswain's mate, Fort Smith, Ark.
BARTON, UBERT S., quartermaster, Portland, Ore.
RAYNE, HAMILTON LEE, shipfitter, St. Louis, Mo.
BEYE, ORAL ANDRES, fireman, Grand Junction, Col.
BOYCE, HARRY LESLIE, chief water tender, Attleboro, Mass.
BRENNER, FELIX E., machinist's mate, Meriden, Conn.
BROWN, ALLIE RICHARD, fireman, Vallejo, Cal.
BULLINGER, FRED OLIVER, fireman, Wichita, Kan.
CAVANAUGH, ARTHUR, coxswain, Farrington, Wash.
CHANDLER, CHARLES THOMAS, pharmacist's mate, Willimantic, Conn.
CLAREY, ROY ATHOLD, carpenter's mate, Santa Barbara, Cal.
COTTON, FRANCIS EDWIN, chief electrician, Phoenix, Ariz.
CUMMINGS, JOHN WM., fireman, Fall River, Mass.
DEVORE, BERNARD EUGENE, fireman, Long Beach, Cal.
FILZ, CHARLES, carpenter's mate, Appleton, Wis.
GARICA, LEOPOLDO ESTEBAN, coxswain, San Diego, Texas.
GARNES, JOHN, engineman, Alameda, Cal.
HAMILTON, WILLIAM HALL, water tender, Dombey, Okla.
HARDYMAN, WILLIS CHARLES, fireman, Quincy, Ill.
HINES, ENCHILL MCKINLEY, machinist's mate, Blackfoot, Idaho.
HUTCHINS, RAY SELDEN, seaman, Los Angeles, Cal.
JONES, CHARLES CLAYTON, electrician, Providence, R. I.
JONES, EARL LEON, coxswain, Keril, Wash.
JONES, ROLLAND FRANK, electrician, South San Francisco, Cal.
KAISER, WELCH NORMAN, electrician, Los Angeles, Cal.
KASHIWAMURA, HENRY K. V., steward to commander in chief, Japan.
KING, JUDSON RUFUS, coxswain, San Pedro, Cal.
KRUEGER, CHARLES JOHN, gunner's mate, Mildred, Mont.
McNELLY, EUGENE FRANKLIN, coxswain, North Portland, Ore.
MERRIAM, ROY STUART, coxswain, Hickman, Cal.
MILLER, CARL AUGUST, boilermaker, Seattle, Wash.
MILLER, JOSEPH CHARLES, seaman, Hartford, Conn.
PAUR, JOHN JOSEPH, fireman, Milwaukee, Wis.
OWENS, JOHN BURLESON, fireman, Sour Lake, Texas.
PORTER, AMOS MARCELUS, shipfitter, Ashland, Va.
POTZ, LOUIS, shipfitter, Detroit, Mich.
POWERS, ROBERT HARDY, painter, Buncombe County, N. C.
RATHBUN, LLOYD MAHLON, ship's cook, Belgrade, Neb.
REINOEHL, WALTER ALFRED, pharmacist's mate, San Francisco, Cal.
ROBERTSON, BIBB BOUNOS, fireman, Dallas, Texas.
ROGERS, DANIEL TALKET, water tender, Anderson, Mo.
ROONEY, FRED HENRY, electrician, Council Bluffs, Ia.
SMALL, ERNEST, gunner's mate, Fort Logan, Col.
SOTHERN, WILLIAM STUART, electrician, Spartanburg, S. C.
VANDERWHITE, LEON BRYANT, pharmacist's mate, San Francisco, Cal.
WHITESIDE, MOSS TINSLEY, fireman, St. Louis, Mo.
WHITESIDE, EARLE B., fireman, Denver, Col.
WILSON, WALTER OTIS, water tender, Los Angeles, Cal.

MARINE CORPS.

HILL, F. W., private, Fostoria, Ohio.
STAMBY, W. D., private, Topeka, Kan.
The list of the ship's crew follows:—
AHRENS, ALBERT GEORGE, seaman, Oshkosh, Wis.
ALEXANDER, HIM, boatswain's mate, Calolymnos, T. D., Turkey.
ALEXSON, ARTHUR ERICK, carpenter's mate, Chicago, Ill.
ALLEMAN, ALFRED FRANCIS, fireman, Gulfport, Miss.
ALLRED, GEORGE HENRY, fireman, Randleman, N. C.
ALSCHBACH, JOHN GEORGE, coxswain, Kearsarge, Mich.
ACHART, LOUIS ELMER, machinist's mate, Johnstown, Pa.
ARMIGER, GEORGE JONES, seaman, Baltimore, Md.
ASHBEE, CHARLES SPRUELL, Jr., seaman, Berkeley, Va.
ASKIN, ANDREW THEODORE, mess attendant, Steelton, Pa.
BAILEY, GEORGE A., oiler, Newport, R. I.
BARROW, GEORGE WEST, seaman, Columbus, Miss.
BATTLE, LEE OTIS, seaman, Andalusia, Ala.
BEALE, FRED, seaman, Rushville, Ind.
BESE, WILLIAM OTIS, coxswain, Lisbon, Iowa.
BESS, JOHN ALBERT, seaman, Hinton, W. Va.
BLACKLEDGE, CHARLES YANCEY, storekeeper, Commerce, Mo.
BLAKE, EDWARD LEO, machinist's mate, Bennwood, W. Va.
BREMLE, O. H. HERBERT, machinist's mate, Philadelphia, Pa.
BOESE, JOHN, fireman, Duck Creek, Wis.
BOSHER, REGINALD ST. CLAIRE, seaman, Richmond, Va.
BRANDT, WILLIAM CLARK, seaman, Ravenna, Ohio.
BRANSON, BASCOMB NEWTON, coxswain, Whistler, Ala.
BRAWFORD, JOHN WILLIAM, yeoman, Estherville, Ia.
BROOKS, WILLIAM BRYAN, seaman, Roanoke, Va.
BURGESS, LEONARD THOMAS, baker, Burlington, Tex.
BURROW, JAMES SANFORD, machinist's mate, Eagle Mills, Ark.
BUTLER, JOHN, fireman, Harrison, N. J.
CAHOON, ALBERTUS S., Jr., coxswain, West Tisbury, Mass.
CALLAHAN, JOHN, chief machinist's mate, Weals, Mass.
CALLAHAN, THOMAS OSCAR, fireman, Toledo, Ohio.
CAREY, THOMAS, fireman, Cedar Springs, Mich.
CARPENTER, PERCY LEON, chief water tender, Philadelphia, Pa.
CARROLL, EARL LE BARUN, seaman, Oak Grove, Ala.
CELENTANO, FRANK, water tender, No. 402 West 31st st., New York.
CHASE, MARTIN LEE, seaman, Detroit, Mich.
CLAUSEN, CARL E., oiler, Norfolk, Va.
CLAUDE, SYDNEY, seaman, Lampasas County,

DRESEBACH, EDWARD HERBERT, seaman, Baltimore, Md.
DUKE, WILLIAM H., storekeeper, Norfolk, Va.
EALS, JOHNSON CLAY, seaman, Lexington, Ky.
EASTERLING, JAMES EDWARD, fireman, Bowman, S. C.
ELLIS, LELAND SEARSON, seaman, Columbia, S. C.
EMBERTSON, ARTHUR BERNARD, fireman, Zimmerman, Minn.
FELDER, HENRY SOLOMONS, yeoman, Bamberg, S. C.
FERGUSON, ROBERT, electrician, Curwensville, Pa.
FINCHER, JESSE CURTIS, fireman, Woodbury, Ga.
FLANAGAN, JOHN DEWEY, seaman, Chicago, Ill.
FLETCHER, LLOYD VERNON, seaman, Portland, Ore.
FOX, JOHN HARRY, seaman, St. Louis, Mo.
FURRER, JACOB CHARLES, seaman, Altoona, Pa.
GARDNER, WILLIS THOMAS, seaman, Spring Hill, Ala.
GELLER, MEYER, seaman, Wilmington, Del.
GEORGE, COOT, chief boatswain's mate, Peretassas, Turkey.
GLOWKA, ANTHONY, fireman, Philadelphia, Pa.
GOLDING, FREDERICK BURKNER, storekeeper, Silver City, N. M.
GOLDSTEIN, SAMUEL, seaman, Philadelphia, Pa.
LIGHTENHOM, CHARLES CORNELIUS, Jr., coxswain, Chicago, Ill.
LINDQUIST, ALPH GIBSON, fireman, Peoria, Ill.
LOCKEY, HERBERT TILLMAN, seaman, Grand Ridge, Fla.
LOWMAN, DEWEY NICHOLAS, fireman, Leedsville, Md.
McADAMS, WILLIAM JAMES, chief water tender, No. 423 West 45th st., New York city.
McCLAIN, GEORGE BUSHNELL, fireman, Memphis, Tenn.
McDANIEL, RICHARD HUGHIE, fireman, Magnolia, Miss.
McKINLEY, THOS. JACKSON, seaman, Evergreen, Ala.
McCORMICK, FRANK HENRY, quartermaster, Oakland, Cal.
McNEAL, GEORGE MASON, fireman, Birmingham, Ala.
McNICHOLAS, WILLIAM PATRICK, water tender, Chicago, Ill.
GOODMAN, CLAYTON, seaman, Rockford, Ill.
GRADY, OLIVEDWEY, seaman, Bartow, Fla.
GRAVES, CHARLES GARNETT, water tender, Carrollton, Ill.
GRAY, WALTER S., engineman, Norfolk, Va.
GRIGGSBY, EARL V., gunner's mate, New Palestine, Ind.
HAKE, JAMES BERNARD, seaman, Richmond, Va.
HALL, JAMES ORBIN, fireman, Crab Orchard, Ky.
HANLIN, JESSE SAMUEL, yeoman, Atlanta, Ga.
HARDWICK, LEWIS HERBERT, mess attendant, Atlanta, Ga.
HARPER, ULRIC SAMUEL, seaman, Toddville, S. C.
HARRISON, RUPERT ASA, yeoman, McAlester, Okla.
HEMPER, NORMAN A., coxswain, South Norfolk, Va.
HENDRIX, ARCH, seaman, Colbert, Ga.
HERBERT, W. ROY, oiler, Berkeley, Va.
HERRANDEZ, ENRIQUE, cook, Washington, D. C.
HERRAB, STAMATIOS, machinist's mate, Chios, Greece.
HERRING, DEWEY HOBSON, seaman, Ginter Park, Va.
HEYWOOD, CARROLL, fireman, Baltimore, Md.
HITCHCOCK, NELSON, fireman, Meriden, Conn.
HOFF, GEORGE WASHINGTON, seaman, Chicago, Ill.
HORNE, WILLIAM MICHAEL, fireman, Augusta, Ga.
HOTCHKISS, ORAL FRANK, fireman, Cleveland, Ohio.
HUBBARD, KENNETH, seaman, Terra Ceta, Fla.
HYMAN, FRANK, seaman, Leesburg, Fla.
JARVIS, EUGENE, engineman, Norfolk, Va.
JETTE, HUGHIE ALPHUS, seaman, Brooksville, Ky.
JONES, BEVERLY, seaman, Baltimore, Md.
JORDAN, DARRELL GOODWIN, engineman, Danville, Va.
JUDSON, WILLIAM CURTIS, seaman, Madison, N. J.
KEARNES, MURRELL ALFRED, seaman, Lamont, Okla.
KELLER, JAMES, quartermaster, Galveston, Texas.
KEOGH, WILLIAM FRANCIS, plumber and fitter, Elizabeth, N. J.
KING, HERMAN JOHN, fireman, Camden, N. J.
KINNIGER, OTTO FRANK, electrician, Centralia, Ill.
KNAGGS, WILLIAM T., fireman, Toledo, Ohio.
KILE, ROBERT, cook, no address.
LAMB, AUBREY L., boilermaker, Portsmouth, Va.
LANDGREN, GEORGE A., quartermaster, Chicago, Ill.
LEE, THOMAS VERNON, fireman, Baltimore, Md.
MACDONNELL, THOMAS FRANCIS, electrician, South Boston, Mass.
MARTIN, R. E., coxswain, Lancaster, Pa.
MEDIOLDA, VICTOR, mess attendant, Calho Copitz, P. I.
MERKEL, LAWRENCE, fireman, Baltimore, Md.
MINCH, LOUIS, fireman, Philadelphia.
MITCHELL, JOSEPH F., seaman, Pratt City, Ala.
MIZE, AUSTIN, seaman, Odenville, Ala.
MOORE, STEWART MARK, seaman, Wildsville, La.
MOORES, HERMAN GRAY, fireman, Muir, Ky.
MORGAN, EDWARD SCOTT, Jr., fireman, Washington, D. C.
MOSES, E. O., mess attendant, South Carolina.
NEWTON, B. A., seaman, Halcyon Dale, Ga.
NOWLIN, GUY CORNEOLUS, ship's cook, Aurora, Neb.
O'DAY, NICHOLAS JAMES, seaman, Bellevue, Ky.
OVERTON, DAVID ALONZO, carpenter's mate, Adamsville, Tenn.
OXFORD, J. M., quartermaster, New Harmony, Ind.
PARKS, JAMES HENRY, fireman, Sandwich, Mass.
PATNAUDE, CHARLES L. G., yeoman, Newport, R. I.
PETERS, CLEMONS GEORGE, painter, Dallas, Texas.
PETERS, MARTIN ALBERT, chief commissary steward, Milwaukee, Wis.
POFF, ALFRED, fireman, Murfreesboro, Tenn.
POLLARD, EDWARD SPOTTSWOOD, seaman, Aylems, Va.
POPE, W. A., fireman, Fountain City, Tenn.
POTTER, HARRY LEROY, gunner's mate, Peoria, Ill.
PRICE, HERBERT REGINAL, seaman, Baltimore, Md.
POWELL, JAMES POLK, seaman, Tyler, Texas.
RAMSEY, HENRY OTIS, fireman, Graniteville, S. C.
ROBINSON, L. S., engineman, St. Louis, Mo.
RYAN, JAMES ERNEST, quartermaster, West Alexandria, Ohio.
SALERNO, ANDREA, blacksmith, Coney Island, L. I.
SCARLETT, J. I., fireman, Brunswick, Ga.
SCHAFER, JAMES GUY, fireman, Martinsburg, W. Va.
SCHMEDEBERG, H. C., fireman, Rochester, Minn.
SCHNEIDER, OTTO GEORGE, electrician, Findlay, Ohio.
SCOGGINS, ROY, fireman, Wingate, Texas.
SELLERS, VALENTINE, seaman, Washington, D. C.
SHERRARD, HARRY, water tender, Pittsburg, Pa.
SHIELDS, WILLIAM PATRICK, gunner's mate, Traverse City, Mich.
SCHOCKLEY, JOHN, fireman, Ethel, Mont.
SHOOTER, JAMES ARTHUR, seaman, Philadelphia, Pa.
STEWART, JAMES, seaman, Cambridge, Mass.

SKELLENGE, JAMES, seaman, Cambridge, Mass.
SMITH, GEORGE W., seaman, Jacksonville, Fla.
SMITH, JOHN ENGRAM, electrician, Fannin, Miss.
STANLEY, SHIRLEY WOOTSON, seaman, Daoula, Ga.
STARK, EDWIN LEO, fireman, Wilton, Wis.
STEINBERGER, GAIL H., fireman, Toledo, Wash.
STRAUS, EDWIN J., pharmacist's mate, Denver, Col.
STRONG, FRANCIS OLNEY, fireman, Ashland, Ala.
SWOVELAND, ROY B., oiler, Portsmouth, Va.
TAYLOR, H. A., fireman, Memphis, Tenn.
TEGGER, W. S., machinist's mate, Baltimore, Md.
THRASHER, H. E., quartermaster, Millville, N. J.
TOURATA, JAMES JOSEPH, cook, Gloucester, Mass.
TOURAT, WILLIE, seaman, Pensacola, Fla.
TOWNSEND, BIRCH ALFRED, chief water tender, Rollins, Wyo.
TRALINSKY, BERNARD, fireman, Baltimore, Md.
VABILIAN, PANY, blacksmith, Buffalo, N. Y.
VIDLUND, JOHN HENRY, chief yeoman, Ishpeming, Mich.
UNGER, HARRY D., chief electrician, Tiffin, Ohio.
URQUHART, WILLIAM ARCHIE, fireman, Harrisonville, Mo.
WADDELL, FRED LEO, fireman, Rochelle, Ga.
WAFF, LONNIE, oiler, Portsmouth, Va.
WAINWRIGHT, JOHN FREEMAN, seaman, Portsmouth, Va.
WALL, JAMES, fireman, Rockland, Mich.
WARD, WILLIAM DAVID, fireman, Jennings, Fla.
WATKINS, THOMAS, seaman, Melcher, Iowa.
WEATHERS, JOHN WESLEY, fireman, Bowman, S. C.
WEBB, NORMAN EMMETT, seaman, Cincinnati, Ohio.

CYCLOPS VICTIM PROMINENT IN THE CONSULAR SERVICE

Mr. Gottschalk Formerly
on the Staff of the
Herald.

Alfred L. Moreau Gottschalk was born in New York city in 1873, the son of George Boucher Gottschalk, and was educated in the College of the City of New York, Kenyon College and New York University. He joined the staff of the New York Herald in 1896 and in the Spanish American war he represented the city with the staff of General Brooke in Puerto Rico campaign.
Seeing the opportunities in Latin American commerce, Mr. Gottschalk went to the sugar planting business in Santo Domingo and Hayti in 1899, but was discouraged by successive revolutions. Serving as Collector of Customs at Mr. Christo, Santo Domingo, Mr. Gottschalk was appointed United States Consul at San Jua del Norte, Nicaragua, in 1901 and the following year was sent to Callao, Peru, where he became Consul General in 1905. Two years later he was appointed United States Consul General at the city of Mexico, where he served until 1911 when President Roosevelt sent him to Liberia to investigate conditions and appointed him Consul General Large for the District of Africa and Middle East.
At the beginning of the European war Mr. Gottschalk was sent to London as assistant to the Consul General. His work in connection with the war, and in November, 1914, he was appointed to the important Consulate Generalship at Rio de Janeiro.
Since going to Brazil Mr. Gottschalk has been credited with having had much to do with swaying the feeling of the people against Germany. He was a popular speaker there and possessed great influence.

In New York city Mr. Gottschalk made his home with relatives at No. 178 West



ALFRED L. MOREAU GOTTSCHALK
HARRIS & EWING

Eighty-first street. A telegram from the War Department was received there yesterday, but members of the family were too much affected by the news to speak last night.

Hugh J. Morris, assistant paymaster aboard the Cyclops, was the son of Hugh Morris, a postal clerk, living at No. 234 Kingsbridge Terrace, the Bronx. He was born in New York city twenty-five years ago, and after finishing school at St. Ann's Academy became an accountant for the American Bank Note Company. He resigned last August to become a warrant officer in the navy and first was assigned to the hospital ship Havana as a pay clerk and on board her went to the relief of Halifax. Then he was transferred to the Cyclops. He was last home on November 30.

Frank Celentano, water tender in the crew of the Cyclops, lived with his parents at No. 46 West Thirty-first street. Last October he began his second enlistment, four years in the navy. He was twenty-five years old, the oldest of eleven children, five girls and six boys.
George Frederick Cook, able seaman, was only seventeen years old. He is the home of his parents, Mr. and Mrs. Thomas Cook, No. 126 Webster street, Yonkers, just after the United States entered the war, when he was sixteen, and joined the navy. He was sent to Newport News and then was assigned to the Cyclops. The report of the probable death of George quickly followed good news for the parents that another son, James Douglas Cook, had arrived safely in France with the motor truck company in which

other son, Gilbert, nineteen, is with the 105th infantry at Spartanburg.

Mr. Daniels Still Hopes Ship Is Safe

Secretary Daniels, when seen by a Herald reporter at the Astor Hotel last night, said there had been anxiety in navy circles for some time over the fate of the Cyclops and that while he had not given up hope, he had deemed it best to make the circumstances public.

"I still have hopes that the Cyclops will be found," said Mr. Daniels. "She may be disabled somewhere, unable to sail, but with her crew safe, waiting for aid. We haven't given up hope yet, by any means, and are exerting every effort to find the missing vessel. The fact that the vessel's long absence has been made public should not be taken as conclusive proof that she is lost."

From United States to Rio de Janeiro.
NIGG, FRANK C., lieutenant, U. S. N., Marquette, Ia.
WINKLE, A. C., lieutenant, U. S. N. R. F., No. 4,646
Palisade avenue, West New York, N. J.
DAVIS, HARRY M., carpenter, U. S. N., Redondo
Beach, Cal.
ANGIOVIC, JOHN MARTIN, electrician, Rocks Springs,
Wyo.
ARMSTRONG, ROBERT, boatswain's mate, Galena, Ore.
BARNARD, JESSE LARKIN, blacksmith, Gainesville,
Texas.
BARRETT, JASON ALLEN, boatswain's mate, Fort
Smith, Ark.
BARTON, UBERT S., quartermaster, Portland, Ore.
RAYNE, HAMILTON LEE, shipfitter, St. Louis, Mo.
BEYE, ORAL ANDRES, fireman, Grand Junction, Col.
BOYCE, HARRY LESLIE, chief water tender, Attle-
boro, Mass.
BRENNER, FELIX E., machinist's mate, Meriden, Conn.
BROWN, ALLIE RICHARD, fireman, Vallejo, Cal.
BULLINGER, FRED OLIVER, fireman, Wichita, Kan.
CAVANAUGH, ARTHUR, coxswain, Darrington, Wash.
CHANDLER, CHARLES THOMAS, pharmacist's mate,
Williamette, Conn.
CLAREY, ROY ATHOLD, carpenter's mate, Santa Bar-
bara, Cal.
COTTON, FRANCIS EDWIN, chief electrician, Phoenix,
Ariz.
GUMMINGS, JOHN WM., fireman, Fall River, Mass.
DEVORE, BERNARD EUGENE, fireman, Long Beach,
Cal.
FILZ, CHARLES, carpenter's mate, Appleton, Wis.
GARICA, LEOPOLDO ESTEBAN, coxswain, San Diego,
Texas.
GARMES, JOHN, engineman, Alameda, Cal.
HAMILTON, WILLIAM HALL, water tender, Dom-
bey, Okla.
HARDYMAN, WILLIS CHARLES, fireman, Quincy, Ill.
HINES, ENCELL MCKINLEY, machinist's mate, Black-
foot, Idaho.
HUTCHINS, RAY SELDEN, seaman, Los Angeles, Cal.
JONES, CHARLES CLAYTON, electrician, Providence,
R. I.
JONES, EARL LEON, coxswain, Keril, Wash.
JONES, ROLLAND FRANK, electrician, South San
Francisco, Cal.
KAISER, WELCH NORMAN, electrician, Los Angeles,
Cal.
KASHIWAMURA, HENRY K. V., steward to com-
mander in chief, Japan.
KING, JUDSON RUFUS, coxswain, San Pedro, Cal.
KRUEGER, CHARLES JOHN, gunner's mate, Mildred,
Mont.
MCNELLY, EUGENE FRANKLIN, coxswain, North
Portland, Ore.
MERRIAM, ROY STUART, coxswain, Hickman, Cal.
MILLER, CARL AUGUST, boilermaker, Seattle, Wash.
MILLER, JOSEPH CHARLES, seaman, Hartford, Conn.
PAUR, JOHN JOSEPH, fireman, Milwaukee, Wis.
OWENS, JOHN BURLESON, fireman, Sour Lake, Texas.
PORTER, AMOS MARCELUS, shipfitter, Ashland, Va.
POTZ, LOUIS, shipfitter, Detroit, Mich.
POWERS, ROBERT HARDY, painter, Buncombe County,
N. C.
RATHBUN, LLOYD MAHLON, ship's cook, Belgrade,
Neb.
REINOEHL, WALTER ALFRED, pharmacist's mate,
San Francisco, Cal.
ROBERTSON, BIBB BOUNOS, fireman, Dallas, Texas.
ROGERS, DANIEL TALKET, water tender, Ander-
son, Mo.
ROONEY, FRED HENRY, electrician, Council Bluffs, Ia.
SMALL, ERNEST, gunner's mate, Fort Logan, Col.
SOTHERN, WILLIAM STUART, electrician, Spartan-
burg, S. C.
VANDERWHITE, LEON BRYANT, pharmacist's mate,
San Francisco, Cal.
WHITESIDE, MOSS TINSLEY, fireman, St. Louis, Mo.
WHITESIDE, EARLE B., fireman, Denver, Col.
WILSON, WALTER OTIS, water tender, Los Angeles,
Cal.

MARINE CORPS.

HILL, F. W., private, Fostoria, Ohio.
STAMEY, W. D., private, Topeka, Kan.
The list of the ship's crew follows:—
AHRENS, ALBERT GEORGE, seaman, Oshkosh, Wis.
ALEXANDER, HIM, boatswain's mate, Calioymnos,
T. D., Turkey.
ALEXSON, ARTHUR ERICK, carpenter's mate, Chi-
cago, Ill.
ALLEMAN, ALFR'D FRANCIS, fireman, Gulfport, Miss.
ALLRED, GEORGE HENRY, fireman, Randleman, N. C.
ALSCHBACH, JOHN GEORGE, coxswain, Kearsarge,
Mich.
ACHANT, LOUIS ELMER, machinist's mate, Johns-
town, Pa.
ARMIGER, GEORGE JONES, seaman, Baltimore, Md.
ASHBEE, CHARLES SPRUEILL, Jr., seaman, Berk-
ley, Va.
ASKIN, ANDREW THEODORE, mess attendant, Steel-
ton, Pa.
BAILEY, GEORGE A., oiler, Newport, R. I.
BARROW, GEORGE WEST, seaman, Columbus, Miss.
BATTLE, LEE OTIS, seaman, Andalusia, Ala.
BEALE, FRED, seaman, Rushville, Ind.
BEESE, WILLIAM OTIS, coxswain, Lisbon, Iowa.
BESS, JOHN ALBERT, seaman, Hinton, W. Va.
BLACKLEDGE, CHARLES YANCEY, storekeeper, Com-
merce, Mo.
BLAKE, EDWARD LEO, machinist's mate, Bennwood,
W. Va.
BREMEL, O. H. HERBERT, machinist's mate, Phila-
delphia, Pa.
BOESE, JOHN, fireman, Duck Creek, Wis.
BOSHER, REGINALD ST. CLAIRE, seaman, Rich-
mond, Va.
BRANDT, WILLIAM CLARK, seaman, Ravenna, Ohio.
BRANSON, BASCOMB NEWTON, coxswain, Whist-
ler, Ala.
BRAWFORD, JOHN WILLIAM, yeoman, Estherville, Ia.
BROOKS, WILLIAM BRYAN, seaman, Roanoke, Va.
BURGESS, LEONARD THOMAS, baker, Burlington, Tex.
BURROW, JAMES SANFORD, machinist's mate, Eagle
Mills, Ark.
BUTLER, JOHN, fireman, Harrison, N. J.
CAHOON, ALBERTUS S., Jr., coxswain, West Tis-
bury, Mass.
CALLAHAN, JOHN, chief machinist's mate, Weals, Mass.
CALLAHAN, THOMAS OSCAR, fireman, Toledo, Ohio.
CAREY, THOMAS, fireman, Cedar Springs, Mich.
CARPENTER, PERCY LEON, chief water tender, Phila-
delphia, Pa.
CARROLL, EARL LE BARUN, seaman, Oak Grove, Ala.
CELENTANO, FRANK, water tender, No. 492 West 31st
st., New York.
CHASE, MARTIN LEE, seaman, Detroit, Mich.
CLAUSEN, CARL E., oiler, Norfolk, Va.
COOL, ELBERT SIDNEY, seaman, Lampasas County,
Texas.
COOK, GEORGE FREDERICK, seaman, Yonkers, N. Y.
COULTER, JOHN HENRY, seaman, Stamford, Conn.
COUTU, LEON PETER, seaman, Irving Mass.
COWLES, RUSSELL HOWARD, electrician, Sacra-
mento, Cal.
CRAMMER, EARNEST RANDOLPH, seaman, Asbury
Park, N. J.
CRANE, FRANK PATRICK, seaman, Elizabeth, N. J.
CRAWFORD, CLIFFORD, seaman, Cincinnati, Ohio.
CROWLEY, JOSEPH CORNELIUS, fireman, Charles-
town, Mass.
DAMAVARA, CHRIST, coxswain, Limnos, Greece.
DELLINGER, JUNIUS LOGAN, seaman, Newton, N. C.
DALNES, HAROLD EDWARD, electrician, Crookston,
Minn.
DANCY, ISAAC, boatswain's mate, Vannoy, N. C.
DAVISON, FRED, fireman, Coin, Iowa.
DAY, LEONARD CALVERT, fireman, Morehead City,
C.
DELPAN, LUIS, fireman, Manila, P. I.
DAMERE, TOM, coxswain, Mudros, Greece.
DEMPSEY, JOHN CLARENCE, seaman, Dothman, Ala.
DENNIS, JOHN THOMAS, seaman, Olathe, Col.
DEWEES, GORDON, seaman, Louisville, Ky.
DOBBS, PAUL WESLEY, fireman, Briton, S. D.
DOUGLAS, WILLIAM ROBERT, Jr., electrician, New
Hans, La.
DOWDY, SAMUEL G., oiler, Norfolk, Va.

LINDQUIST, ALPH GIBSON, fireman, Peoria, Ill.
LOCKEY, HERBERT TILLMAN, seaman, Grand Ridge,
Fla.
LOWMAN, DEWEY NICHOLAS, fireman, Leeds-
ville, Md.
MEADAMS, WILLIAM JAMES, chief water tender, No.
428 West 45th st., New York city.
MCCLAIN, GEORGE BUSHNELL, fireman, Memphis,
Tenn.
MCDANIEL, RICHARD HUGHIE, fireman, Magnolia,
Miss.
MCKINLEY, THOS. JACKSON, seaman, Evergreen, Ala.
MCCORMICK, FRANK HENRY, quartermaster, Oak-
land, Cal.
MCNEAL, GEORGE MASON, fireman, Birmingham, Ala.
MCNICHOLAS, WILLIAM PATRICK, water tender,
Chicago, Ill.
GOODMAN, CLAYTON, seaman, Rockford, Ill.
GRADY, OLIVEDWEY, seaman, Bartow, Fla.
GRAVES, CHARLES GARNETT, water tender, Carroll-
ton, Ill.
GRAY, WALTER S., engineman, Norfolk, Va.
GRIGGSBY, EARL V., gunner's mate, New Palestine,
Ind.
HAKE, JAMES BERNARD, seaman, Richmond, Va.
HALL, JAMES ORBIN, fireman, Crab Orchard, Ky.
HANLIN, JESSE SAMUEL, yeoman, Atlanta, Ga.
HARDWICK, LEWIS HERBERT, mess attendant, At-
lanta, Ga.
HARPER, ULRIC SAMUEL, seaman, Toddville, S. C.
HARRISON, RUPERT ASA, yeoman, McAlester, Okla.
HEMPEL, NORMAN A., coxswain, South Norfolk, Va.
HENDRIX, ARCH, seaman, Colbert, Ga.
HERBERT, W. ROY, oiler, Berkeley, Va.
HERNANDEZ, ENRIQUE, cook, Washington, D. C.
HERRAB, STAMATIOS, machinist's mate, Chios, Greece.
HERRING, DEWEY HOBSON, seaman, Ginter Park, Va.
HEYWOOD, CARROLL, fireman, Baltimore, Md.
HITCHCOCK, NELSON, fireman, Meriden, Conn.
HOFF, GEORGE WASHINGTON, seaman, Chicago, Ill.
HORNE, WILLIAM MICHAEL, fireman, Augusta, Ga.
HOTCHKISS, ORAL FRANK, fireman, Cleveland, Ohio.
HUBBARD, KENNETH, seaman, Terra Ceia, Fla.
HYMAN, FRANK, seaman, Leesburg, Fla.
JARVIS, EUGENE, engineman, Norfolk, Va.
JETTE, HUCHIE ALPHUS, seaman, Brooksville, Ky.
JONES, BEVERLY, seaman, Baltimore, Md.
JORDAN, DARRELL GOODWIN, engineman, Danville,
Va.
JUDSON, WILLIAM CURTIS, seaman, Madison, N. J.
KEARNES, MURRELL ALFRED, seaman, Lamont,
Okla.
KELLER, JAMES, quartermaster, Galveston, Texas.
KEOGH, WILLIAM FRANCIS, plumber and fitter,
Elizabeth, N. J.
KING, HERMAN JOHN, fireman, Camden, N. J.
KINNIGER, OTTO FRANK, electrician, Centalla, Ill.
KNAGGS, WILLIAM T., fireman, Toledo, Ohio.
KILE, ROBERT, cook, no address.
LAMB, AUBREY L., boilermaker, Portsmouth, Va.
LANDGREN, GEORGE A., quartermaster, Chicago, Ill.
LEE, THOMAS VERNON, fireman, Baltimore, Md.
MACDONNELL, THOMAS FRANCIS, electrician, South
Boston, Mass.
MARTIN, R. E., coxswain, Lancaster, Pa.
MEDIOLIA, VICTOR, mess attendant, Calho Copra,
P. I.
MERKEL, LAWRENCE, fireman, Baltimore, Md.
MINCH, LOUIS, fireman, Philadelphia.
MITCHELL, JOSEPH F., seaman, Pratt City, Ala.
MIZE, AUSTIN, seaman, Odenville, Ala.
MOORE, STEWART MARK, seaman, Wildsville, La.
MOORES, HERMAN GRAY, fireman, Muir, Ky.
MORGAN, EDWARD SCOTT, Jr., fireman, Washing-
ton, D. C.
MOSES, E. O., mess attendant, South Carolina.
NEWTON, B. A., seaman, Halcyon Dale, Ga.
NOWLIN, GUY CORNEOLUS, ship's cook, Aurora, Neb.
O'DAY, NICHOLAS JAMES, seaman, Bellevue, Ky.
OVERTON, DAVID ALONZO, carpenter's mate, Adams-
ville, Tenn.
OXFORD, J. M., quartermaster, New Harmony, Ind.
PARKS, JAMES HENRY, fireman, Sandwich, Mass.
PATNAUDE, CHARLES L. G., yeoman, Newport, R. I.
PETERS, CLEMONS GEORGE, painter, Dallas, Texas.
PETERS, MARTIN ALBERT, chief commissary stew-
ard, Milwaukee, Wis.
POFF, ALFRED, fireman, Murfreesboro, Tenn.
POLLAND, EDWARD SPOTTSWOOD, seaman, Aylems,
Va.
POPE, W. A., fireman, Fountain City, Tenn.
POTTER, HARRY LEROY, gunner's mate, Peoria, Ill.
PRICE, HERBERT REGINAL, seaman, Baltimore, Md.
POWELL, JAMES POLK, seaman, Tyler, Texas.
RAMSEY, HENRY OTIS, fireman, Graniteville, S. C.
ROBINSON, L. S., engineman, St. Louis, Mo.
RYAN, JAMES ERNEST, quartermaster, West Alex-
andria, Ohio.
SALERNO, ANDREA, blacksmith, Coney Island, L. I.
SCARLETT, J. I., fireman, Brunswick, Ga.
SCHAFER, JAMES GUY, fireman, Martinsburg, W. Va.
SCHMIEDEBERG, H. C., fireman, Rochester, Minn.
SCHNEIDER, OTTO GEORGE, electrician, Findlay, Ohio.
SCOGGINS, ROY, fireman, Wingate, Texas.
SELLERS, VALENTINE, seaman, Washington, D. C.
SHERRARD, HARRY, water tender, Pittsburg, Pa.
SHIELDS, WILLIAM PATRICK, gunner's mate, Tra-
verse City, Mich.
SCHOCKLEY, JOHN, fireman, Ethel, Mont.
SHOOTER, JAMES ARTHUR, seaman, Philadelphia, Pa.
SLEWERSKI, JACOB, seaman, Camden, Ind.
SKELLENGEL, SAM, seaman, Camden, Ind.
SMITH, GEORGE W., seaman, Jacksonville, Fla.
SMITH, JOHN ENGRAM, electrician, Fannin, Miss.
STANLEY, SHIRLEY WOOTSON, seaman, Daoula, Ga.
STARK, EDWIN LEO, fireman, Wilton, Wis.
STEINBERGER, GAIL H., fireman, Toledo, Wash.
STRAUS, EDWIN J., pharmacist's mate, Denver, Col.
STRONG, FRANCIS OLNEY, fireman, Ashland, Ala.
SVOVELAND, ROY B., oiler, Portsmouth, Va.
TAYLOR, H. A., fireman, Memphis, Tenn.
TEGEDER, W. S., machinist's mate, Baltimore, Md.
THRASHER, H. E., quartermaster, Millville, N. J.
TORRETA, JAMES JOSEPH, cook, Gloucester, Mass.
TOURAT, WILLIE, seaman, Pensacola, Fla.
TOWNSEND, BIRCH ALFRED, chief water tender,
Rollins, Wyo.
TRALINSKY, BERNARD, fireman, Baltimore, Md.
VASILIAN, PANY, blacksmith, Buffalo, N. Y.
VIDLUND, JOHN HENRY, chief yeoman, Ishpeming,
Mich.
UNGER, HARRY D., chief electrician, Tiffin, Ohio.
URQUHART, WILLIAM ARCHIE, fireman, Harrison-
ville, Mo.
WADDELL, FRED LEO, fireman, Rochelle, Ga.
WAFF, LONNIE, oiler, Portsmouth, Va.
WAINWRIGHT, JOHN FREEMAN, seaman, Ports-
mouth, Va.
WALL, JAMES, fireman, Rockland, Mich.
WARD, WILLIAM DAVID, fireman, Jennings, Fla.
WATKINS, THOMAS, fireman, Melcher, Iowa.
WEATHERS, JOHN WESLEY, fireman, Bowman, S. C.
WEBB, NORMAN EMMETT, seaman, Cincinnati, Ohio.
WEISANSAL, EDWARD NICHOLAS, fireman, Buffalo,
N. Y.
WELBORN, LEO ROY ALEXANDER, cook, Stringer,
Miss.
WELBORN, PENDLETON DEWEY, seaman, Stringer,
Miss.
WEST, ANDREW BENN, fireman, Clatskanie, Ore.
WEST, JAMES ALEXANDER, fireman, Clatskanie, Ore.
WEST, WILLIAM HARRY, fireman, Oilton, Okla.
WHEELER, JAMES MADISON, hospital app., National
Soldiers' Home, Tenn.
WHEELLOCK, MYRON, electrician, East Concord, N. Y.
WILKERSON, EDWIN EARL, shipwright, Washing-
ton, D. C.
WILLIAMS, CHARLES W., seaman, no address.
WILLIAMS, SURVAIN AUSTIN, mess attendant, Wash-
ington, D. C.
WILLIS, CLARENCE JOSEPH, fireman, Springfield, Mo.
WILLIS, THOMAS JEFFERSON, fireman, Easton, Mo.
WILSON, HENRY JAMES, seaman, Minneapolis, Minn.
WISE, WILLIAM THOMAS, fireman, Glenmore, La.
WISOTZKEY, SAMUEL CONRAD, fireman, Forest
Hill, Md.
WOLF, WILLIAM ROBERT, fireman, Baltimore, Md.
WOOD, WILLIAM TOMES, fireman, Kinsley, Kan.
WOOLLEY, FRANK LESTER, machinist's mate, Park-
ersburg, W. Va.
WYMORE, WORTH, carpenter's mate, Montezuma, Iowa.

YORK Herald in 1896 and in the
American war he represented the
with the staff of General Brooke in
Puerto Rico campaign.
Seeing the opportunities in Latin
American commerce, Mr. Gottschalk
the sugar planting business in
Domingo and Hayti in 1899, but was
discouraged by successive revolutions.
serving as Collector of Customs at
Christo, Santo Domingo, Mr. Gott-
was appointed United States Consul
San Jual del Norte, Nicaragua, in
and the following year was sent to
Peru, where he became Consul Gen-
1905. Two years later he was ap-
United States Consul General at the
of Mexico, where he served until
when President Roosevelt sent him
Liberia to investigate conditions
and appointed him Consul General
Large for the District of Africa and
Middle East.
At the beginning of the European
Mr. Gottschalk was sent to London
assistant to the Consulate General
work in connection with the war, and
November, 1904, he was appointed to
important Consulate Generalship at
de Janeiro.
Since going to Brazil Mr. Gottschalk
been credited with having had much to
with swaying the feeling of the
against Germany. He was a prom-
speaker there and possessed great
fluence.
In New York city Mr. Gottschalk
his home with relatives at No. 174 W.



ALFRED L. MOREAU GOTTSCHALK

Eighty-first street. A telegram from the
War Department was received there y-
terday, but members of the family were
too much affected by the news to speak
last night.

Hugh J. Morris, assistant paymaster
board the Cyclops, was the son of Hugh
Morris, a postal clerk, living at No. 28
Kingsbridge Terrace, the Bronx. He was
born in New York city twenty-five years
ago, and after finishing school at St. Ann's
Academy became an accountant for the
American Bank Note Company. He re-
signed last August to become a warrant
officer in the navy and first was assigned
to the hospital ship Havana as a pay clerk
and on board her went to the relief of
Halifax. Then he was transferred to
Cyclops. He was last home on Novem-
ber 30.

Frank Celentano, water tender in the
crew of the Cyclops, lived with his parent
at No. 461 West Thirty-first street. Last
October he began his second enlistment
four years in the navy. He was twenty-
five years old, the oldest of eleven chil-
dren, five girls and six boys.

George Frederick Cook, able seaman
was only seventeen years old. He is
the home of his parents, Mr. and Mrs.
Thomas Cook, No. 126 Webster street,
Yonkers, just after the United States en-
tered the war, when he was sixteen, and
joined the navy. He was sent to Newport
News and then was assigned to the
Cyclops. The report of the probable death
of George quickly followed good news for
the parents that another son, James Dou-
glas Cook, had arrived safely in France
with the motor truck.

Other son, Gilbert, nineteen, is with the
105th infantry at Spartanburg.

Mr. Daniels Still Hopes Ship Is Safe

Secretary Daniels, when seen by a Har-
ald reporter at the Astor Hotel last night,
said there had been anxiety in navy cir-
cles for some time over the fate of the
Cyclops and that while he had not given
up hope, he had deemed it best to make
the circumstances public.

"I still have hopes that the Cyclops will
be found," said Mr. Daniels. "She may be
disabled somewhere, unable to sail, but
with her crew safe, waiting for aid. We
haven't given up hope yet, by any means,
and are exerting every effort to find the
missing vessel. The fact that the vessel's
long absence has been made public should
not be taken as conclusive proof that she
is lost."

The Cyclops' Cargo Element of Danger in a Heavy Storm

Colliers of the Cyclops type were de-
signed primarily to carry coal and to be
able when fully loaded to keep up with
a squadron steaming at moderate speed.
The best construction talent of the navy,
it is declared, evolved this class of vessel,
and extensive trials made as to rolling
efficiency left no reason for any uneas-
iness that the Cyclops and her sisters
could weather maximum sea conditions.

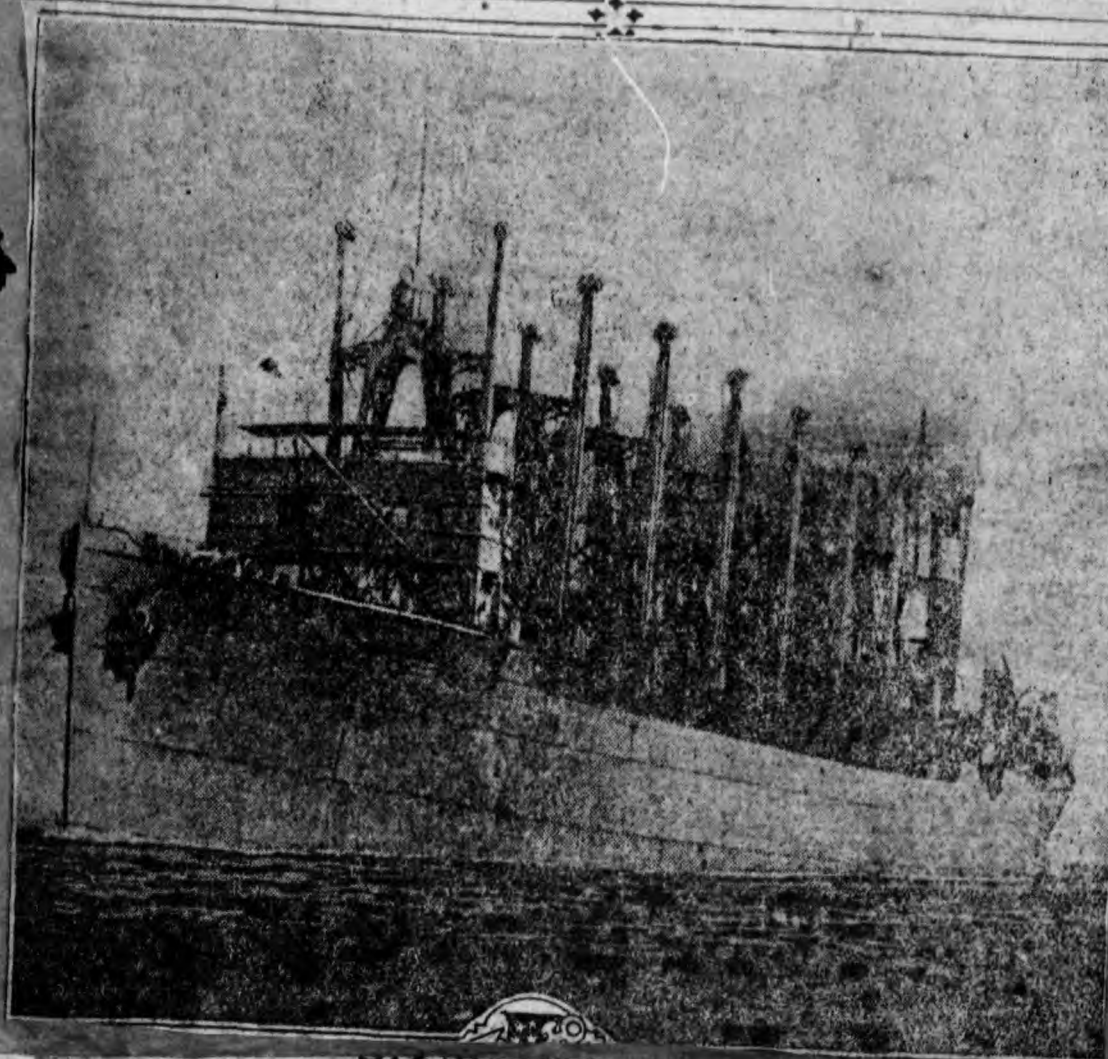
For loading and unloading purposes the
colliers of the Cyclops design carry a
heavy installation of steel masting, but
the constructors allowed sufficient co-
efficient for leverage, it is said, to make
certain that there should be no element
of weakness by reason of this feature.
Manganese ore, which the Cyclops is re-

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COLLIER CYCLOPS OVERDUE FOR 32 DAYS; 293 ABOARD; NAVY OFFICIALS ANXIOUS

NAVAL VESSEL MISSING SINCE MARCH 13.

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U.S. COLLIER CYCLOPS

Radio Calls and Search Fail to Locate Ship Due in an Atlantic Port March 13 and Last Reported in West Indies March 4 — No U Boats or Raiders Believed on Her Course and Weather Has Not Been Stormy.

WASHINGTON, April 14.—The United States naval collier Cyclops, carrying fifteen officers and 221 men in her crew, and fifty-seven passengers, has been overdue in an Atlantic port since March 13, the Navy Department announced to-day. The statement follows:

The U. S. S. Cyclops, navy collier of 19,000 tons displacement, loaded with a cargo of manganese and with a personnel on board of fifteen officers and 221 men of the crew and fifty-seven passengers, is overdue at an Atlantic port since March 13. She last reported at one of the West Indies Islands on March 14, and since her departure from that port no trace of her nor information concerning her has been obtained. Radio calls to the Cyclops from all possible points have been made, and vessels sent to search for her along her probable route and area in which she might be, with no success.

No well founded reason can be given to explain the Cyclops being overdue, as no radio communication with or trace of her has been had since leaving the West Indian port. The weather in the area in which the vessel must have passed has not been bad and could hardly have given the Cyclops trouble. While a raider or submarine could be responsible for her loss, there have been no reports that would indicate the presence of either in the locality in which the Cyclops was.

It was known that one of the two engines of the Cyclops was injured and that she was proceeding at a reduced speed with one engine compounded. This fact would have no effect on her ability to communicate by radio, for even if her main engines were totally disabled the ship would still be capable of using her radio plant.

The search for the Cyclops still continues, but the Navy Department feels extremely anxious as to her safety.

News That Cyclops Was Missing Known in Washington Thursday

The fact that the collier had been missing nearly a month became known here Thursday, April 11. The naval censor requested the Associated Press not to publish the fact on the ground that the ship had not been given up for lost, and that to publish the fact that she was overdue might expose the Cyclops to submarine or other enemy attack while she might be disabled on the high seas.

The Cyclops was commanded by Lieut. Commander G. W. Worley, Alfred L. M. Gottschalk, United States Consul General at Rio Janeiro, was the only civilian among the passengers on the collier, the others being two naval Lieutenants and fifty-four naval enlisted men returning to the United States.

Officers Attached to Cyclops.

The officers attached to the Cyclops were announced as follows:

WORLEY, G. W., Lieutenant Commander, Norfolk.
FORBES, HARVEY F., Lieutenant, Port Huron, Mich.
PINGLETON, LOUIS J., Lieutenant, Portsmouth, N. H.
MAGNET, G. W., Lieutenant, Water Valley, N. J.
HODGE, C. R., Lieutenant, Bound Brook, N. J.
KONSTOVICH, S., Ensign, Norfolk.
SCHONNOFF, H., Ensign, Baltimore.
SMITH, R. T., Ensign, Phoenix, Ariz.
CAIN, J. J., Ensign, Fairview, Col.
HOLMES, CHARLES J., Boatswain, Baltimore.

MONTGOMERY, C. E., Boatswain; no record of kin.
GREEN, E. J., Machinist, No. 2374 Cornelia Street, Brooklyn.
PAGE, C. G., Assistant Paymaster, Hyde Park, Va.
MORRIS, HUGH J., Pay Clerk, No. 2864 Kingsbridge Terrace, New York.
ASPER, BURT J., Assistant Surgeon, Chambersburg, Pa.

All the officers except Assistant Surgeon Asper are of the Naval Reserve force.

Passengers.

The list of passengers follows:
GOTTSCALK, ALFRED M., Consul General from United States to Rio de Janeiro.
NIGG, FRANK C., Lieutenant, Marquette, Ia.
WINKLE, A. C., Lieutenant, No. 4646 Palestine Avenue, West New York, N. J.
DAVIS, HARRY M., carpenter, Redondo Beach, Cal.
ANGIOVIC, JOHN MARTIN, electrician, Rocks Springs, Wyo.
ARMSTRONG, ROBERT, boatswain's mate, Galena, Ore.
BARNARD, JESSIE LARKIN, blacksmith, Gainesville, Tex.
BARRETT, JASON ALLAN, boatswain's mate, Fort Smith, Ark.
BAITON, UBERT SUMNER, Quartermaster, Portland, Ore.
HAYNE, HAMILTON LEE, shipfitter, St. Beys, Oral Andres, fireman, Grand Junction, Col.
BOYCE, HARRY LESLIE, chief water tender, Attleboro, Mass.
BRENNER, FELIX E., machinist's mate, Meriden, Conn.
BROWN, ALLE RICHARD, fireman, Vallejo, Cal.

(Continued on Third Page.)

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COLLIER CYCLOPS OVERDUE 32 DAYS

(Continued from First Page.)

BULLINGER, FRED OLIVER, fireman, Wichita, Kan.
CAVANAGH, ARTHUR, coxswain, Dartington, Wash.
CHANDLER, CHARLES THOMAS, pharmacist's mate, Wilmamie, Conn.
CLAREY, ROY ATHOLD, carpenter's mate, Santa Barbara, Cal.
COTTON, FILLIPS EDWIN, chief electrician, Phoenix, Ariz.
CUMMINGS, JOHN WILLIAM, fireman, Fall River, Mass.
DEVORE, BERNARD EUGENE, fireman, Long Beach, Cal.
MILL, CHARLES, carpenter's mate, Appleton, Wis.
GARICA LEOPOLDO ESTEBAN, coxswain, San Diego, Tex.
GARMES, JOHN, engineman, Alameda, Cal.
HAMILTON, WILLIAM HALL, water tender, Domb, Okla.
HARDYMAN, WILLIS CHARLES, fireman, Quincy, Ill.
HINES, ENCEL, MCKINLEY, machinist's mate, Blackfoot, Idaho.
HUTCHINS, RAY SELDEN, seaman, Los Angeles, Cal.
JONES, CHARLES CLAYTON, electrician, Providence.
JONES, EARL LEON, coxswain, Kjeril, Wash.
JONES, ROLLAND FRANK, electrician, San Francisco.
KAISER, WELCH NORMAN, electrician, Los Angeles.
KASHIWAMURA, HENRY, steward to Commander-in-Chief, Japan.
KING, JUDSON RUFUS, coxswain, San Pedro, Cal.
KRUEGER, CHARLES JOHN, gunner's mate, Midland, Ont.
MCNEELY, EUGENE FRANKLIN, coxswain, North Portland, Ore.
MERHAM, ROY STUART, coxswain, Hickman, Cal.
MILNER, CARL AUGUST, boilermaker, Seattle.
MILLER, JOSEPH CHARLES, seaman, Hartford, Conn.
PAUL, JOHN JOSEPH, fireman, Milwaukee.
OWENS, JOHN BURLISON, fireman, Sour Lake, Tex.
PORTER, AMOS MARCELUS, ship fitter, Ashland, Va.
POY, LOUIS, ship fitter, Detroit.
POWERS, ROBERT HARDY, painter, Buncombe County, N. C.
RATHBUN, LOYD MAHLON, ship's cook, Belgrade, Neb.
REINOLDF, WALTER ALFRED, pharmacist's mate, San Francisco.
ROBERTSON, BIBB BOUNDS, fireman, Dallas.
ROGERS, DANIEL TACKET, water tender, Anderson, Mo.
ROONEY, FRED HENRY, electrician, Council Bluffs, Ia.
SMALL, ERNEST, gunner's mate, Fort Logan, Col.
SOTHERN, WILLIAM STUART, electrician, Spartanburg, S. C.
VANDERWHITE, Leon Bryant, pharmacist's mate, San Francisco.
WHITESIDE, MOSS TENSLEY, fireman, St. Louis.
WHITESIDE, EARLE B., fireman, Denver.
WILSON, WALTER OTIS, water tender, Los Angeles.

Marine Corps.

HILL, F. W., private, Fortaria, O.
STANLEY, W. D., private, Tacoma.

The Crew.

The list of the ship's crew follows:
AHRENS, ALBERT GEORGE, seaman, Oakbrook, Wis.
ALEXANDER, H., boatswain's mate, Calistoga, N. D.
ALEXSON, ARTHUR ERICK, carpenter's mate, Chicago.
ALLEN, ALFRED FRANCIS, fireman, Gulfport, Miss.
ALLRED, GEORGE HENRY, fireman, Randleman, N. C.
ALSCHBACH, JOHN GEORGE, coxswain, Keosauqua, Mich.
AOMART, LOUIS ELMER, machinist's mate, Johnstown, Pa.
ARMIGER, GEORGE JONES, seaman, Hartford, Conn.
ASHDEE, CHARLES SPRUELL JR., seaman, Berkeley, Va.
ASKIN, ANDREW THEODORE, mess attendant, Stoughton, Pa.
BAILLEY, GEORGE A., oiler, Newport, R. I.
BARROW, GEORGE WEST, seaman.
BATTLE, LEE OTIS, seaman, Andalusia, Ala.
BEALE, FRED, seaman, Rushville, Ind.
BEESE, WILLIAM OTIS, coxswain, Lisbon, Va.
BESS, JOHN ALBERT, seaman, Hinton, W. Va.
BEGGS, HAMILTON THOMPSON, electrician, Birmingham, Ala.
BLACKLEDGE, CHARLES TANCEY, storekeeper, Commerce, Mo.
BLAKE, EDWARD LEO, machinist's mate, Bennington, W. Va.
BLEMLE, JOHN HERBERT, machinist's mate, Philadelphia, Pa.
BOWEN, JOHN, fireman, Duck Creek, Wis.
POWELL, REGINALD ST. CLAIRE, seaman, Richmond, Va.
BRANDT, WILLIAM CLARK, seaman, Richmond, Va.

BRANSON, BASCOMB NEWTON, coxswain, Weistler, Ala.
BRAWFORD, JOHN WILLIAM, yeoman, Batherville, Ia.
BROOKS, WILLIAM BRYAN, seaman, Roanoke, Va.
BURGES, LEONARD THOMAS, baker, Burlington, Tex.
BURNOW, JAMES SANFORD, machinist's mate, Eagle Mills, Ark.
BUTLER, JOHN, fireman, Harrison, N. J.
CAMOON, ALBERTUS S. JR., coxswain, West Tisbury, Mass.
CALLAHAN, JOHN, chief machinist's mate, Weals, Mass.
CALLAHAN, THOMAS OSCAR, fireman, Toledo, O.
CAREY, THOMAS, fireman, Cedar Springs, Mich.
CARPENTER, PERCY LEON, chief water tender, Philadelphia.
CARROLL, EARL LE BARON, seaman, Oak Grove, Ark.
CELENTANO, FRANK, water tender, No. 402 West 31st Street, New York.
CHASE, MARTIN LEE, seaman, Detroit.
CLAUSEN, CARL E., oiler, Norfolk.
COOL, ELBERT SIDNEY, seaman, Lampasas County, Tex.
COOK, GEORGE FREDERICK, seaman, Yonkers.
COULTER, JOHN HENRY, seaman, Stamford, Conn.
COITU, LEON PETER, seaman, Irving, Mass.
COWLES, RUSSELL HOWARD, electrician, Sacramento.
CRAMMER, EARNEST RANDOLPH, seaman, Ashbury Park, N. J.
CRANE, FRANK PATRICK, seaman, Elizabeth, N. J.
CRAWFORD, CLIFFORD, seaman, Cincinnati.
CROWLEY, JOSEPH CORNELIUS, fireman, Charlestown, Mass.
DAMAYARA, CHRIST, coxswain, Limnos, Greece.
DELLINGER, JUNIUS LOGAN, seaman, Newton, N. C.
PALMER, HAROLD EDWARD, electrician, Crookston, Minn.
DANCY, ISAAC, boatswain's mate, Vannoy, N. C.
DAVISON, FRED, fireman, Coin, Ia.
DAY, LEONARD CALVERT, fireman, Morehead City, N. C.
DELPAN, LUIS, fireman, Maula, P. I.
HAMPER, TOM, coxswain, Mudros, Greece.
DEMPESEY, JOHN CLARENCE, seaman, Deethan, Ala.
DENNIS, JOHN THOMAS, seaman, Olathe, Col.
DEWEES, GORDON, seaman, Lottsville, La.
DOBBS, PAUL WESLEY, fireman, Briton, S. Dak.
DOUGLAS, WILLIAM ROBERT JR., electrician, New Orleans.
DOWDY, SAMUEL G., oiler, Norfolk.
DRESDACH, EDWARD HERBERT, seaman, Baltimore.
DUKE, WILLIAM H., storekeeper, Norfolk, Va.
EALS, JOHNSON CLAY, seaman, Lexington, Ky.
EASTLING, JAMES EDWARD, fireman, Bowman, S. C.
ELIUS, LEONARD SEARSON, seaman, Columbia, S. C.
EMBERTSON, ARTHUR BERNARD, fireman, Zimmerman, Minn.
FELDER, HENRY SOLOMONS, yeoman, Baltimore.
FERGUSON, ROBERT, electrician, Curwensville, Pa.
FINCHER, JESSIE CURTIS, fireman, Woodbury, Ga.
FLANAGAN, JOHN DEWEY, seaman, Chicago.
FLETCHER, LOYD VERNON, seaman, Portland.
FOX, JOHN HARRY, seaman, St. Louis.
FURBER, JACOB CHARLES, seaman, Altoona, Pa.
GARDNER, WILLIS THOMAS, seaman, Spring Hill, Ala.
GILLER, MEYER, seaman, Wilmington, Del.
GEORGE, COST, chief boatswain's mate, Perotassan, Turkey.
GLOWKA, ANTHONY, fireman, Philadelphia.
GOLDING, FREDERICK BURKNER, silver City, N. M.
GOLDSTEIN, SAMUEL, seaman, Philadelphia.
GOODMAN, CLAYTON, seaman, Rockford, Ill.
GRADY, OLIVE DEWEY, seaman, Bartow, Fla.
GRAVES, CHARLES GARNETT, water tender, Carrollton, Ill.
GRAY, WALTER, engineman, Norfolk.
GRIGSBY, EARLY, gunner's mate, New Palestine, Ind.
HAKE, JAMES BERNARD, seaman, Richmond.
HALL, JAMES ORBIN, fireman, Crab Orchard, Ky.
HANIN, JESSE SAMUEL, yeoman, Atlanta, Ga.
HARDWICK, LEWIS HERBERT, mess attendant, Atlanta, Ga.
HARPER, ULRIC SAMUEL, seaman, Toddsville, B. C.
HARRISON, RUPERT ASA, yeoman, McAlister, Okla.
HEMPER, NORMAN A., coxswain, South Norfolk, Va.
HENRY, ARCH, seaman, Cobert, Ga.
HERBERT, W. ROY, oiler, Berkeley, Va.

HERNANDEZ, ENRIQUE, coxswain, Washington, D. C.
HEERAS, STAMATIOS, machinist's mate, Ohio, Greece.
HERRING, DEWEY HOBSON, seaman, Vinton Park, Va.
HEYWOOD, CARROLL, fireman, Baltimore.
HITCHCOCK, NELSON, fireman, Meriden, Conn.
HOFF, GEORGE WASHINGTON, seaman, Chicago.
HOBNE, WILLIAM MICHAEL, fireman, Augusta, Ga.
HOTCHKISS, ORAL FRANK, fireman, Cleveland.
HUBBARD, KENNETH, seaman, Terranconi, Fla.
HYMAN, FRANK, seaman, Leesburg, Fla.
JARVIS, EUGENE, engineman, Norfolk.
JETTE, HUGHIE ALPHUS, seaman, Brooksville, Ky.
JONES, BEVERLY, seaman, Baltimore.
JORDAN, DARRELL GOODWIN, engineman, Danville, Va.
JUDSON, WILLIAM CURTIS, seaman, Madison, N. J.
KEARNES, MURRELL ALFRED, seaman, Lamont, Okla.
KELLER, JAMES, quartermaster, Galveston, Tex.
KEOGH, WILLIAM FRANCIS, plumber and fitter, Elizabeth, N. J.
KING, HERMAN JOHN, fireman, Camden, N. J.
KINNIGER, OTTO FRANK, electrician, Centerville, Ill.
KNAGGS, WILLIAM THEODORE, fireman, Toledo, O.
KILE, ROBERT, cook, no address.
LAMB, AUBREY L., boilermaker, Portsmouth, Va.
LANDGREN, GEORGE A., quartermaster, Chicago.
LEE, THOMAS VERNON, fireman, Baltimore.
LIGHTENHOME, CHARLES CORNELIUS, coxswain, Chicago.
LINDQUIST, RALPH GIBSON, fireman, Peoria, Ill.
LOCKEY, HERBERT TILLMAN, seaman, Grand Ridge, Fla.
LOWMAN, DEWEY NICHOLAS, fireman, Leesville, Md.
MADAMS, WILLIAM JAMES, chief water tender, No. 428 45th Street, New York City.
MCCLAIN, GEORGE BUSHNELL, fireman, Memphis, Tenn.
MC DANIEL, RICHARD HUGGLE, fireman, Magnolia, Miss.
MCKINLEY, THOMAS JACKSON, seaman, Evergreen, Ala.
MCORMICK, FRANK HENRY, Quartermaster, Oakland, Cal.
MCNEAL, GEORGE MASON, fireman, Birmingham, Ala.
MCNICHOLAS, WILLIAM PATRICK, water tender, Chicago.
MACDONNELL, THOMAS FRANCIS, electrician, South Boston, Mass.
MARTIN, BENJAMIN FRANKLIN, coxswain, Lancaster, Pa.
MEDICLIA, VICTOR, mess attendant, Calhoun, Copice, P. I.
MERKEL, LAWRENCE, fireman, Baltimore.
MINCH, LOUIS, fireman, Philadelphia.
MITCHELL, JOSEPH FREEMAN, seaman, Pratt City, Ala.
MIZE, AUSTIN, seaman, Odenville, Ala.
MOORE, STEWART MARK, seaman, Wildsville, La.
MOORES, HERMAN GRAY, fireman, Muir, Ky.
MORGAN, EDWARD SCOTT JR., fireman, Washington.
MOSES, ERNEST OLIN, mess attendant, South Carolina.
NEWTON, BURT ALEXANDER, seaman, Halcott Dale, Ga.
NOWLIN, GUY CORNELIUS, ship's cook, Aurora, Neb.
O'DAY, NICHOLAS JAMES, seaman, Bellevue, Ky.
OVERTON, DAVID ALONZO, carpenter's mate, Adamsville, Tenn.
OXFORD, JOSEPH MARSHALL, quartermaster, New Harmony, Ind.
PARKS, JAMES HENRY, fireman, Sandwich, Mass.
PATNAUDE, CHARLES L. G., seaman, Newmont, R. I.
PETERS, OLEMONS GEORGE, painter, Dallas, Tex.
PETERS, MARTIN ALBERT, chief commanding steward, Milwaukee.
POFF, ALFRED, fireman, Murfreesboro, Tenn.
POLLAND, EDWARD, Spottswood, seaman, Arlene, Va.
POPE, WILLIAM ARCHIE, fireman, Poinsett City, Tenn.
POTTER, HARRY LEROY, gunner's mate, Peoria, Ill.
PRICE, HERBERT REGINAL, seaman, Baltimore.
POWELL, JAMES POLK, seaman, Tyler, Tex.
RAMSEY, HENRY OTIS, fireman, Graniteville, S. C.
RIDDLE, ROBERT EARL, seaman, Geensboro, N. C.
ROBINSON, LAWRENCE STANSILUS, engineman, St. Louis.
RYAN, JAMES, ERNEST, quartermaster, West Alexandria, O.
SALERNO, ANDREA, blacksmith, Coney Island, N. Y.
SCARLETT, JULIAN IVERSON, fireman, Brunswick, Ga.
SCHAEFER, JAMES GUY, fireman, Martinsburg, W. Va.
SCHNEIDER, HERMAN CARL, fireman, Rochester, Minn.
SCHNEIDER, OTTO GEORGE, electrician, Findlay, O.
SOOGGINS, ROY, fireman, Wingate, Tex.
SELLERS, VALENTINE, seaman, Washington.
SERRARD, HARRY, water tender, Pittsburgh.
SHIELDS, WILLIAM PATRICK, gunner's mate, Trenton City, Mich.
SCHROEDER, JOHN, fireman, Ethel, Mont.

DISPATCH June 4/18 4

LIETENANT IS MADE PRISONER FROM TRANSPORT

Three Other Officers Missing, as Are 23 Enlisted Men, of President Lincoln.

NAMES AND ADDRESSES AS GIVEN OUT BY ARMY

Washington, June 3.—Three officers and twenty-three enlisted men of the navy were reported missing today from the torpedoed transport President Lincoln. One officer was captured by the submarine.

Lieutenant Edouard V. M. Isaacs of Fort Huachuca, Ariz., was the officer captured by the U-boat.

Surgeon Lindsay C. Whitesie, Lehigh, Pa.

Assistant Paymaster Andrew Mowat, Newport, R. I.

Assistant Paymaster J. E. Ardston are missing. Ardston's name does not appear on the navy record and there probably was an error in its transmission from Europe.

The enlisted men reported missing are:

HOWARD A. HIMMELWRIGHT, Natick, Pa.

VICTOR J. KUHNERT, 366 Montgomery street, Brooklyn, N. Y.

BERNARD M. BROWN, 1519 Dickinson street, Philadelphia.

EDWARD M. DALEY, 65 North Oxford street, Buffalo, N. Y.

CLARENCE McALLISTER, Akron, N. Y.

JACOB J. C. NOWACKI, 92 Orange street, Brooklyn, N. Y.

G. B. JOHNSON, Dectaur, Tenn.

LOYD B. HAIGHT, Trenton, Utah.

BIRTIE ZANETTI, Clifton, N. J.

GEORGE B. HOFFMAN, Ridley Park, Va.

JOHN A. JENKINS, Eugene, Mo.

FLOYD H. HEDGLIN, Eddyville, Neb.

WILLIAM F. OWENS, 533 Perry street, Trenton, N. J.

ROBERT J. FREEMAN, Oliphant Furnace, Pa.

KARL H. NEPERT, Columbus, Ind.

FREDERICK W. WILSON, Jr., Denison, Tex.

ARTHUR T. JEFFERSON, Jacksonville, Fla.

HAROLD H. WILLIAMS, 1817 Bergen street, Brooklyn.

FRANK H. WOODWARD, no address given.

ROBERT S. WALKER, Chattanooga, Tenn.

ALFRED A. SWEETING, 145 West 135th street, New York.

ARTHUR S. EGBERT, Graniteville, L. I.

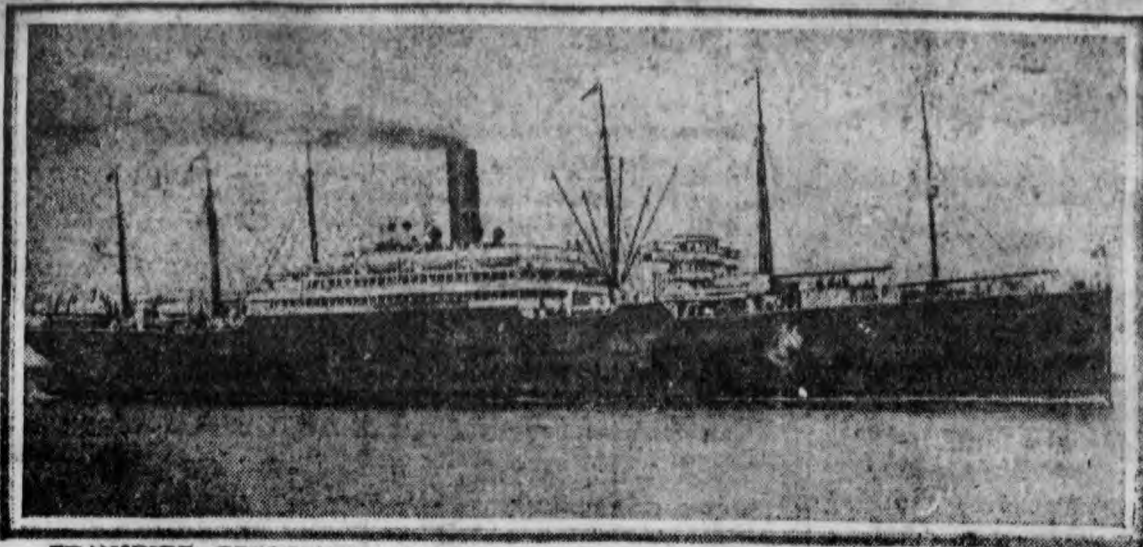
JACOB LIED, 68 Columbus avenue, New York.

Clifton, N. J., June 3.—"If this is my sacrifice for victory I am perfectly satisfied," said Mrs. Thomas Zanetti, of 15 Knapp avenue, tonight, when informed that her son, Bertram, was in the list of missing on the President Lincoln.

Bertram was twenty-one. He enlisted four months ago and was a second class petty officer on the transport.

Two others of Mrs. Zanetti's sons are also in the service. Mrs. Zanetti is secretary of the Clifton Chapter of the Red Cross.

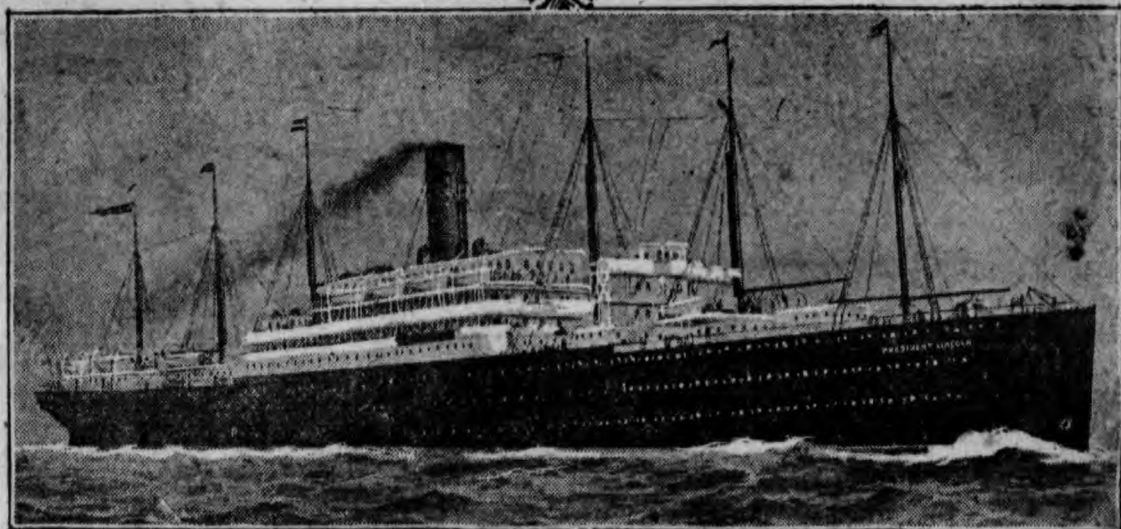
AMERICAN TRANSPORT PRESIDENT LINCOLN SUNK BY U-BOAT



TRANSPORT PRESIDENT LINCOLN

The United States transport President Lincoln has been torpedoed and sunk by a German submarine. The vessel was returning home with wounded men, according to unofficial reports. The vessel was attacked about 600 miles off the French coast. It is believed that the loss of life was small, in view of the fact that the President Lincoln remained afloat one hour after being struck, which was long enough for the convoy to have rescued all of her complement.

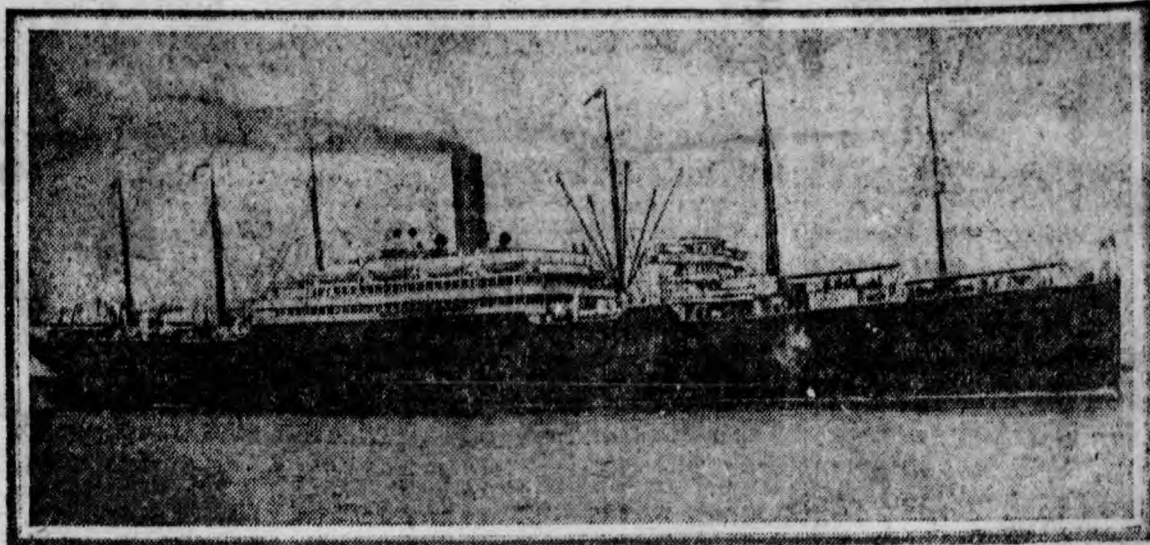
BIG AMERICAN TROOPSHIP WHICH HAS JUST BEEN SUNK BY A GERMAN TORPEDO



The PRESIDENT LINCOLN...

PRESIDENT LINCOLN SUNK BY GERMANS

AMERICAN TRANSPORT PRESIDENT LINCOLN SUNK BY U-BOAT



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U-Boats Sink Pres. Lincoln

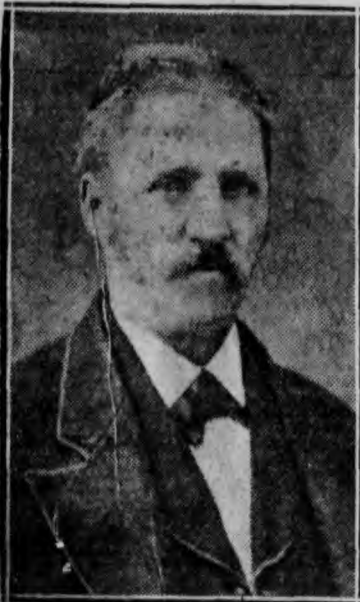
The great U. S. transport President Lincoln, while on a return voyage, was sunk by a U-boat. Destroyers were at hand to pick up the crew of seven hundred, and only 24 are believed lost.

*currently
transferred
June 7/18*

MORE SURVIVORS OF THE LINCOLN ASSOCIATION'S FOUNDERS

(By W. H. RICHARDSON.)

When a man has been fruitlessly digging for certain things for two or three years, he is apt to grow a bit discouraged—and suddenly he makes a strike! As I have said in various articles about the Lincoln Association, no formal record of its proceedings is in evidence so far as I know earlier than 1880; it has taken some patience to reconstruct its history from 1867 to that time by means of newspaper clippings, old letters, etc., but there is some satisfaction in being able to do that! It has appealed to me as the



CAPT. CHAS. HARRISON LANNING.

finest kind of "local history" to get the story of those splendidly loyal men who founded the association, as they sit around the table, tell their stories, and all that!

In that article printed in the Jersey Journal for April 18, I deplored the entire absence of portrait material, and the fact, as I understood it, that so many of those founders' names had disappeared from Jersey City. First came Mr. Selnow to tell me he had not disappeared yet. Now comes a letter from Mrs. Ida Lanning Tarr, now living at 38 Erie Street, to say that she was a daughter of Captain Charles Harrison Lanning, who was elected to membership in the association at the permanent organization meeting, May 3, 1867, and whose name appears in many of the earliest references to its functions.

In all the early newspaper accounts the name appears spelled with one n—Lanning. The directory for 1867, of course, does not carry that, and that threw me off the track. But it does contain the name of "Harrison Lanning, agent, h 329 S Third"—which is now Sixth—and that really was Charles Harrison Lanning, agent for

the Morris Canal Company, with offices at what were later the American line piers in New York. Capt. Lanning was responsible for the L. A. write-ups in the Jersey Journal, and he invariably spelt his friend's name wrong, and got "ragged" for it, too.

The Lannings were prominent in the social life of that part of the city when it was a delectable residential section. They went to the second Presbyterian Church for many years. Mrs. Tarr still remembers how devoted her father was to the memory and ideals of Abraham Lincoln, and how he used to talk of those wonderful meetings at Zschau's. He was a fine amateur violinist and had a rich bass voice—and both instruments always made him persona grata at the celebrations.

Mr. Lanning came from Revolutionary stock. I was told that it was his grandfather, David Lanning, who appears in the boat, right next to General Washington, in the famous "Crossing the Delaware" picture. In his maternal line he was grandson of Sir Robert Findlay of Dublin, whose daughter, the Honorable Maria, married John Lanning. Then there was another line of ancestry which joined him to the family of the Presidential Harrisons, whence the Harrison middle name.

If Capt. Charles Harrison Lanning could only have known of his granddaughter who was to be, Salome Tarr, and how she would become the capable amanuensis of Woodrow Wilson and celebrate her eighteenth birthday by a state dinner in the White House, wouldn't he have spun that delightful yarn for the benefit of an admiring circle of friends at the Union House? Oh, boy!

Captain Lanning was born in 1819, and died in 1888. He graduated at Princeton College in the same class as General George B. McClellan. A son, John G. Lanning, who is also much interested in these Lincolnian reminiscences, still lives at 78 New York Avenue, Union Hill. At that great banquet in 1868, held in Taylor's Hotel, Captain Lanning, Benj. Van Riper, Wm. W. Ward, Earl P. Lane and Jacob M. Merseles were the dinner committee. Captain Lanning was also one of the organizers of the dance the association gave in Liberty Hall, December 24, 1867. Mrs. Tarr can still recall the family gossip over that, and how her mother and Mrs. Dunning wore the same kind of dresses.

Still, I have more friends from whom to hear about the portraits—and I am more optimistic than ever! 1872.

The account of the 1872 dinner starts with the statement "according to the custom inaugurated six years ago," and again suggests that the reporter is not always as careful as he might be. The function held Tuesday, Feb. 12, 1872, was really the sixth annual dinner. It was given at Zschau's, and was attended by members of the association and their friends to the number of sixty. The decorations of the dining hall comprised American flags, portraits of Lincoln, Grant and others, copies of Lincoln's farewell address to his Springfield folk and the Emancipation Proclamation. The music of caged canary birds was noted, along with that of Prof. Darnstaedt.

Harmony seems to have been the order of the evening. The three tables were presided over by President D. W. Weiss, Hon. James Gopsill and Dr. Kirsten. While seating Mr. Weiss, the Journal remarked that "a better man than he never drew the breath of life"—and that really did sound better than the unkind comment of 1869, even though this might have been extravagant. Mr. Weiss was written up as "the first and only president of the Lincoln Association."

An hour was spent diligently in the enjoyment of Zschau's good things, and then, after a brief address by Mr. Weiss, in which he reviewed the L. A. pledge, the real exercises were launched.

"The Day We Celebrate" was first toasted by all, and then Judge Qualife and Benj. Haines sang "Larboard Watch, Ahoy," in a manner that elicited well merited applause. "Abraham Lincoln, the Nation's Martyr," was pledged standing, silently, and then J. W. Pangborn spoke to the theme in a remarkably fine address. Hon. James Gopsill responded to "The President of the United States," Major B. F. Hart to "The State Volunteer Guard," William R. Allen to "Our Country, God Bless Her!" a representation of the Evening Journal to "The Press," Major Baily Brown of Hoboken to "The Ladies." The singing

of Wm. Brown and Harris is also commented upon.

Then came the volunteer toasts: "The Jersey City Fire Department," by Commissioner Tilden; "The Postmaster of Hoboken," Mr. Farmer; "The Empire of Germany," Dr. Kirsten; "Lincoln Lodge, I. O. O. F.," Charles F. Larwell; "The Public Schools of Jersey City," Hon. George Warren; "The Carpenters of the United States," Henry T. Lee; "Knights Templar," John F. Jennie; "The First and Only President of the Lincoln Association," Mr. Weiss; other responses were made by Fred Snyder and Mr. Mackey.

And even with all that the chronicler says the party was loath to separate, which they did, finally, far past midnight.

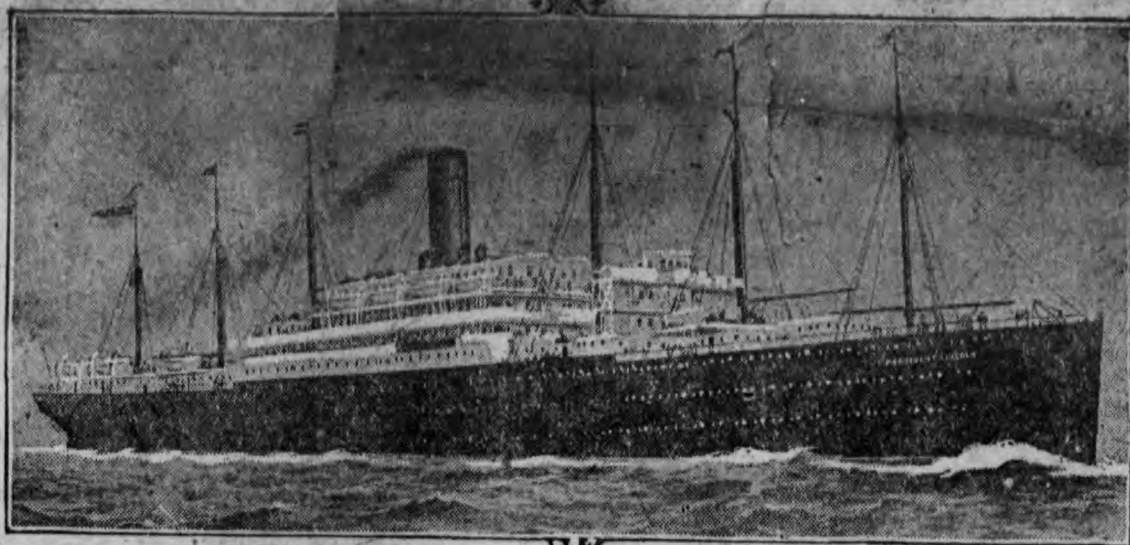
SINKING OF THE PRESIDENT LINCOLN.

The sinking of the American transport President Lincoln again accentuates the fact that America has been extremely fortunate in sending her troops overseas. While only meagre details concerning the loss of the Lincoln have been received thus far, such reports as are at hand indicate that the loss of life, if any, was small, the chief anxiety centering about the question as to whether or not there was any considerable number of wounded soldiers on board.

With an absence of casualties, the chief interest aroused by the sinking is that naval experts, taking it into consideration with the sinkings of other Allied ships within the last few days, are inclined to the opinion that it is the first blow struck in a desperate U-boat campaign inaugurated by the Germans against the American transports and which has been frequently predicted of late. The Germans have said they would initiate such a drive to cut off communication between this country and Europe, but just as this juncture comes, the reassuring statement of Secretary of the Navy Daniels that America's program of building destroyers, which have proven the most effective of all the weapons used to combat the submarines, has progressed to such a point that within a short time no U-boat will dare to show its nose above water.

The President Lincoln is the largest of all the American transports yet sunk by a German torpedo, but good fortune is contained in the fact that she was homeward bound rather than toward France. October 17 the old Morgan liner, the Antilles, was hit while returning from France, sixty-seven of the 237 persons on board being lost. Ten days later the Finland was attacked, but got away. The loss on the Tuscania was the heaviest yet inflicted on our transports. When she was torpedoed off the coast of Ireland, 237 of the 2,179 American soldiers on board lost their lives.

Of all the transports America has sent across the seas, bearing hundreds of thousands of soldiers, but one outward-bound troopship, the Tuscania, has been sunk, and the percentage of casualties has been remarkably small compared with what might have been expected. It may have been good luck, but until facts prove the contrary the credit is due the navy, both for the effective convoy system it has established and the destroyer patrol which, up to the present, at least, has kept the submarines in tight check.



The PRESIDENT LINCOLN



These are the commissioned officers of the transport President

Lincoln, sunk by a German submarine on her return trip from

Europe. The centre man in the second row, sitting down, is the Captain.

HARRY E. WILLIAMS

THOMAS CONNELLY

WILLIAM REYNOLDS

JOHN H. MACHING

CHAS. A. BOYLE

JOHN F. MC CORLEY

JOHN MCGATH

YONKERS MEN IN CREW OF PRESIDENT LINCOLN AND TONED LINER

YONKERS MEN IN CREW OF PRELINCOLN AND TORREDOED LINER



HARRY R. WILLIAMS



THOMAS COAKLEY



WILLIAM MCINTYRE



JOHN H. MACHIN



CHAS A. BOYLE



JOHN F. MCCORLEY



JOHN MCGRATH

BROOKLYN HIGH SCHOOL BOY
AMONG THE ALCEDO MISSING.



Luther O. Weaver.

BROOKLYN BOY ONE OF ALCEDO MISSING

Son of Prof. D. W. Weaver—
Was Only 18.

One of the seamen who is missing from the crew of the American patrol boat Alcedo, torpedoed on Monday morning, is Luther O. Weaver, 18 years old, of 25 Grant avenue, Brooklyn. His father, Prof. D. W. Weaver, is instructor of mathematics at the Boys' High School, from which young Weaver graduated with honors in 1916.

Prof. Weaver had not been informed of the sinking of the vessel to-day when newspaper men called at his home. He at once became suspicious that something had gone wrong with his boy when they questioned him, and the explanation that the young sailor had been slightly wounded did not satisfy him. Excusing himself for a moment he left the house and bought a newspaper from a boy outside. He was scanning the headlines as he ran up the steps.

"My boy," he said with a sob, as he sat down again in the little parlor. "And he was only 18. Ah, well, I'm sure he did his duty, and if the end came he died as an American should die; but it's hard—mighty hard."

Later to-day Mr. Weaver received a telegram signed L. A. Palmer, Dept. of Navy, which read:

"I notify you that Luther O. Weaver is among the missing. Still continuing to patrol waters for survivors and will send further information."

Young Luther enlisted in the Naval Reserve forces soon after the entrance of the United States into the war. Although his father thought that the boy was almost too young to go "over there," he withdrew his objections when he saw that Luther was so anxious to serve his country. Another son, John, 28 years old, is a member of the aviation section of the Signal Corps.

The last letter received by his family from young Weaver was dated "A. Port in France, Oct. 6."

"Dear Mother," it ran, "I have been writing pretty regularly and it seems funny that you haven't got any mail from me since I've been over here, but by the time you get this I will have had answers to the others."

It seems to take about three weeks for a letter to come across. There was a rumor that some mail had been sunk a week ago, and it does not make me think better of the Germans when they sink our mail.

"I haven't had a chance to go to Paris yet. I have saved some money whenever it does come."

"Speaking of Thanksgiving, some homemade cookies or candies would taste good, although I don't know what it would cost to send it. It would have to be sent in a wooden box, because I have seen many of the boys receive stuff from home in cardboard, and it has been all broken up."

"I guess Ralph and Phil will be coming over soon. I will be awfully glad to see them."

U.S. Warship Sunk; 21 Missing

Converted Yacht Alcedo Torpedoed in European Waters While on Patrol Duty—Officer and Twenty Men Unaccounted For.

WASHINGTON, Nov. 7.—Following closely upon the first casualty list in trench fighting, the Navy Department early to-day made public the names of one officer and twenty men missing from the American patrol boat Alcedo, sunk by a submarine on Monday.

Struck squarely by a torpedo, she sank in four minutes.

Of the ninety-two men aboard seventy-one were saved, so far as is known at present. Naval officers consider it likely that some of the missing were killed outright by the violence of the torpedo's explosion and that others were stunned or too badly hurt to save themselves as the ship went down.

Whether the trim little former yacht—the first United States warship to be lost in the war—had a chance to fight or was struck without warning will not be known until further details of the disaster are obtained.

According to reports, nearby vessels began the work of rescue almost immediately after the Alcedo was hit. As the survivors come into port more complete accounts are expected.

The list of missing men follows:

MELVIN, JOHN T., Lieutenant (junior grade); father, Bishop Stewart Melvin of Selma, Ala.

GOZZETT, E. R., seaman; mother, Mrs. A. G. Gozzett, Astoria, L. I.

CLEARY, JAMES J., seaman; mother, Mrs. Albert Cleary, White Plains, N. Y.

WESCHE, E., seaman; mother, Mrs. E. Wesche, Brooklyn.

RIKER, R. W., seaman; mother, Mrs. Harry F. Riker, Brooklyn.

HOLLER, W. R., seaman; mother, Mrs. K. Holler, Richmond Hill, New York city.

BRUNKHARDT, J. W., seaman; mother, Mrs. E. Brunkhardt, Brooklyn.

WEAVER, LUTHER O., seaman; father, E. W. Weaver, Brooklyn.

WYNNE, JOHN, Jr., seaman; wife, Mrs. John J. Wynne, Jr., New York city.

HARRISON, E., mess attendant; uncle, Henry Pool, Tyler, Ala.

FINGERLING, F. W., fireman; mother, Mrs. C. Tenburin, Jersey City, N. J.

EDWARDS, ALLEN T., seaman; mother, Mrs. Lydia M. Edwards, Jackson, N. C.

GAUS, C. F., seaman; mother, Mrs. Mary Gaus, Jamaica, L. I.

HARRINGTON, V. E., seaman; mother, Mrs. Maud Harrington, Ashland, Okla.

SURRATT, W. U., seaman; mother, Mrs. W. D. Witt, Northfork, W. Va.

SMOCK, W. W., seaman; father, D.

(Continued on Eleventh Page.)

21 MISSING ON U. S. PATROL BOAT

Continued from First Page.

R. Smock, Des Moines, Ia.

TOWLE, S. J., seaman; mother, Mrs. Mary Vonderwall, Jamaica, L. I.

DANIEL, J. R., seaman; father, J. A. Daniel, Darlington, S. C.

PACCIANO, H. A., boilermaker; mother, Mrs. Teresa Pacciano, Endicott, N. Y.

HIGGINS, FRANK W., yeoman (Naval Reserve); mother, Mrs. Bertha E. Higgins, Staten Island, New York.

MCCRAY, ROBERT (colored), seaman; father, Capus McCray, Charleston, S. C.

The war zone is fairly covered with vessels like the Alcedo—patrol boats which in guarding larger warships and cargo ships from the submarines daily encounter the deadliest danger. That more of them are not sunk appears miraculous despite the constant watchfulness of their crews.

The Alcedo was formerly a yacht owned by G. W. Childs Drexel.

Against Germany's 1,000,000, Austria's 3,000,000, Turkey's 300,000 and Bulgaria's 300,000 are arrayed the following armed forces: Russia, 9,000,000; France, 6,000,000; Great Britain, 5,000,000; Italy, 3,000,000; Japan, 1,400,000; United States, more than 1,000,000; China, 541,000; Rumania, 320,000; Serbia, 300,000; Belgium, 300,000; Greece, 300,000; Portugal, 200,000; Montenegro, 40,000; Siam, 38,000; Cuba, 11,000, and Liberia, 400. San Marino and Panama also have small forces under arms.

MRS. WARREN PAYS U. S. CUSTOMS CLAIM

Miss Burden and Mrs. Dows
Also to Settle.

Mrs. Charlotte A. Warren's troubles with the customs authorities are near their end. The wife of Whitney Warren, noted architect, through her Attorney, William L. Wemple, yesterday paid over to the Treasury Department her check for the amount of \$5,582.14 on account of the sum that the Government is suing to recover for her alleged attempt to bring a number of expensive gowns into this port on November 12, 1915, without having declared them to the customs officers.

The check represents the assessed value of that part of the property that Mrs. Warren claims as her own. The remainder of the seized goods is said to belong to Evelyn Byrd Burden and her sister, Mrs. Gwendolyn Dows, who were members of Mrs. Warren's party, and it is understood that these ladies will make full payment to the Government for the value of their property. Miss Burden's counsel has promised within the next day or two to give Frank A. Carstarphen, Special Assistant United States Attorney, a check for \$5,593.55, while Mrs. Dows's attorneys will pay \$430.63. Thus the Government will have received \$11,608.32, the full amount asked for in its suit.

The criminal charges filed against Mrs. Warren remain to be disposed of. Mr. Carstarphen declared yesterday that he will be ready to prosecute these charges when they are called for trial.

The Greenbrier—White Sulphur Springs, West Va. Ideal time for the cure. Only 100 miles from New York.

from the Admiralty to-day.

British forces also carried out a bombardment of the naval works at Ostend yesterday. It was officially announced to-day. Photographs taken show the results of the bombardment to have been satisfactory. The statement follows:

At about noon yesterday raids were made by naval aircraft on the Vlissinghem and Houttavi airdromes. The bombs appeared to burst accurately. Both during the raids and on their return our bombing machines were attacked by enemy aircraft, two of which were shot down completely out of control. Our bombers returned safely.

During offensive and reconnaissance patrols five of our scouts engaged about twenty hostile scouts, two of the latter being destroyed and two driven down completely out of control. One of our pilots is missing.

NO MORE SELF HELP SUGAR.

Armchair Lunch Rooms Forced to
Conserve Supply.

Since the sugar famine began so many of the customers of the help yourself to sugar, salt and mustard restaurants in the Lincoln Square district and all along Eighth avenue down to Forty-second street, have been coming in and dropping one lump of sugar into their coffee and five lumps into their pockets that the owners of the restaurants decided yesterday that something had to be done about it before all the customers became millionaires.

So last night when the customers and the sugar bandits went into their favorite one armed lunch in those sections they found no sugar at all in the places where the sugar used to be. Instead, all the sugar in the house was in a big barrel, under strong guard, and it stood behind the counter and over it stood a husky waiter. This waiter stood silently until another waiter had drawn the one in the dark for the customer, and then he turned to the customer and inquired:

"How many lumps, please?" The customer thereupon told the waiter how many lumps, and the waiter dumped them into his cup and that was all the sugar the customer could get unless he drank another cup of coffee. Only a few of the customers served.

ALCEDO, FIRST U. S. WARSHIP SUNK BY U BOAT, AND SOME OF CREW LOST



Y, NOVEMBER 8, 1917.

NEW YORK LOSSES ON ALCEDO BRING PRIDE TO PARENTS

Twelve of the Crew of Patrol
Vessel Sent to the Bottom by
U Boat Lived in This City or
in Its Vicinity.

THEIR RELATIVES MOURN;
STILL CLING TO HOPE.

One Was Only Sixteen and in
School at Enlistment—Mother
of Another Has a Prophetic
Dream as Son Was Drowning.

New York City and its environs were particularly hard hit by the loss of life attending the torpedoing of the naval patrol boat Alcedo, for twelve of the twenty-one lads who are missing, and who, presumably, went down with the vessel, were residents of the metropolis or adjoining towns.

The whole crew of the Alcedo was assembled at the Brooklyn Navy Yard last summer and the vessel steamed away on Aug. 11. The New York boys who went aboard her were among those who had enlisted earliest in their Nation's service. Several were chums of long standing.

Especially tragic was the case of John Winne jr., the one Manhattan boy who was lost. His home was at No. 234 West 124th Street, and there yesterday his bride of four months, as well as his parents, mourned him and at the same time clung faintly to the hope that he may have been picked up and saved.

Winne was twenty-six and worked for the Jersey Central Railroad before he entered the Naval Reserve. He didn't even await the actual call to arms. As soon as the United States severed diplomatic relations with Germany he joined the reserve and immediately began to study for a commission. So bright was he that in a few months he was pro-

DREAM ALARMED MOTHER AS SON WAS DROWNING

"Early on the morning of Monday (it was on that morning the Alcedo was sunk) I had a strange dream," said Mrs. Amy G. Gozzett, mother of one of the lost navy lads. "I thought I was resting my head in a comfortable position upon two American flags, when suddenly a hand appeared from space and snatched one of the flags away. I awoke with a start to find it was dark and quiet in my room."

"But from the very moment of my awakening I had a feeling that something had happened to my son. I never could rid myself of the foreboding, which was confirmed when I received the telegram this morning telling me of my boy's death."

In New York City, but his father died when he was an infant, and his mother married Charles Tamburin later and moved to Jersey City. Frank never had shown any strong inclination toward martial affairs, but shortly after the declaration of war he resigned his clerical position and enlisted. Since then his mother had received a letter from him every week. In her last letter to him she had inquired what he wanted most, and he had replied, "Clothing and candy," and it was a box of these things she was packing when she learned of his probable death.

Another mere youngster, not long from school, was Luther Oberlin Weaver, the son of Prof. E. W. Weaver, who holds the chair of mathematics at the Boys' High School and resides at No. 25 Jefferson Street, Brooklyn. Luther was eighteen and intended to enter Columbia University this fall had not war intervened. His father, bearing the shock bravely, said yesterday:

"Luther had an unbounded enthusiasm for the war and was one of the first to offer himself for the Naval Reserve. We are proud that he died in the service of his country."

Brother to Avenge Him.

Luther's brother John, who is twenty-eight, is sailing abroad soon to avenge the death of Luther. He has been commissioned in the aviation service and will shortly be in France. Still another brother, Ernest, twenty-four, waived his commission for the National Army and ordered to remain in a prominent industrial position.

Richard W. Riker, son of Mr. Riker, of two brothers, was quickly and was son of Mr. Riker, father of the late George L. Watson, the creator of the America's Cup challenger Shamrock II, and was built in Glasgow in 1895. Mr. Drexel cruised 26,000 miles on her in 1911, going to the east coast of Africa. He sold her to the United States Government in June and she was armed and fitted out for naval use at the Navy Yard in Brooklyn.

Drexel-Paul of the reserve force of the navy.

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Dream as Son Was Drowning.

New York City and its environs were particularly hard hit by the loss of life attending the torpedoing of the naval patrol boat Alcedo, for twelve of the twenty-one lads who are missing, and who, presumably, went down with the vessel, were residents of the metropolis or adjoining towns.

The whole crew of the Alcedo was assembled at the Brooklyn Navy Yard last summer and the vessel steamed away on Aug. 11. The New York boys who went aboard her were among those who had enlisted earliest in their Nation's service. Several were chums of long standing.

Especially tragic was the case of John Winne jr., the one Manhattan boy who was lost. His home was at No. 234 West 124th Street, and there yesterday his bride of four months, as well as his parents, mourned him and at the same time clung faintly to the hope that he may have been picked up and saved.

Winne was twenty-six and worked for the Jersey Central Railroad before he entered the Naval Reserve. He didn't even await the actual call to arms. As soon as the United States severed diplomatic relations with Germany he joined the reserve and immediately began to study for a commission. So bright was he that in a few months he was promoted to Signal Quartermaster.

Took Bride Before Sailing.

When the time came for him to get into actual foreign service he married Miss Dorothy Joeckel of Washington Heights. The wedding was at All Angels Church, West 10th Avenue and 81st Street, where the boy, Winne had sung in the choir. His father is connected with the Pennsylvania Mutual Life Insurance Company, and his sister is Field Secretary for the League for Women's Suffrage.

Two of the Brooklyn boys who were lost had been in the service for some time. They were John Spitzer, twenty-three, of 10th Street, and Richard W. Rind, twenty-four, of 10th Street. They were both from the Hudson River. Rind was a Roman Catholic.

DREAM ALARMED MOTHER AS SON WAS DROWNING

"Early on the morning of Monday (it was on that morning the Alcedo was sunk) I had a strange dream," said Mrs. Amy G. Gozzett, mother of one of the lost navy lads. "I thought I was resting my head in a comfortable position upon two American flags, when suddenly a hand appeared from space and snatched one of the flags away. I awoke with a start to find it was dark and quiet in my room."

"But from the very moment of my awakening I had a feeling that something had happened to my son. I never could rid myself of the foreboding, which was confirmed when I received the telegram this morning telling me of my boy's death."

in New York City, but his father died when he was an infant, and his mother married Charles Tamburin later and moved to Jersey City. Frank never had shown any strong inclination toward martial affairs, but shortly after the declaration of war he resigned his clerical position and enlisted. Since then his mother had received a letter from him every week. In her last letter to him she had inquired what he wanted most, and he had replied, "Clothing and candy," and it was a box of these things she was packing when she learned of his probable death.

Another mere youngster, not long from school, was Luther Oberlin Weaver, the son of Prof. E. W. Weaver, who holds the chair of mathematics at the Boys' High School and resides at No. 25 Jefferson Street, Brooklyn. Luther was eighteen and intended to enter Columbia University this fall had not war intervened. His father, bearing the shock bravely, said yesterday:

"Luther had an unbounded enthusiasm for the war and was one of the first to offer himself for the Naval Reserve. We are proud that he died in the service of his country."

Brother to Avenge Him.

Luther's brother John, who is twenty-eight, is sailing abroad soon to try to avenge the death of Luther. He has been commissioned in the aviation service and will shortly be in France. Still another brother, Ernest, twenty-four, waived his commission for the National Army and ordered to remain in a prominent industrial position.

Richard W. Rind, twenty-four, of Franklin Avenue, is the youngest of two brothers. He was called to arms and quickly accepted. He is the son of Mr. Rind, a father belonging to the New York State Police. When Richard was called to the service, his father was in the service of the Government.

Drexel-Paul of the reserve force of the navy.

The Alcedo was designed by the late George L. Watson, the creator of the America's Cup challenger Shamrock II., and was built in Glasgow in 1895. Mr. Drexel cruised 26,000 miles on her in 1911, going to the east coast of Africa. He sold her to the United States Government in June and she was armed and fitted out for naval use at the Navy Yard in Brooklyn.

COL. GRACIE, HIS TORIAN OF TITANIC

COL. ARCHIBALD GRACIE, whose book "The Truth About the Titanic" has just been published, was the fourth of the name in direct line. His great-grandfather, who was called the "merchant prince of New York" by Washington Irving, was Archibald Gracie I.

This Archibald Gracie came to America from Dumfries and first went to Petersburg, Va., and there constructed a handsome brick house called "the" brick house, it being the first one at that period in the city. When he came to New York to live he took up his residence in the great historic mansion

sented in New York the then great banking firm of Baring Bros. of London. The son of the second Gracie, Archibald Gracie III., was educated at Heidelberg. On his return from Germany the third Gracie found an appointment as a cadet at West Point awaiting him. At the military academy he distinguished himself as a student, mathematician and linguist, being graduated with honors. He was made professor of French and later was sent out to join a regiment at Walla Walla. In campaigns against the Indians he narrowly escaped death.

In one part of his diary is found an

you are and protect our interests. I do not believe there will be any bloodshed."

Suddenly he was called upon to raise a regiment and go to the front. Whereupon he raised the Forty-third Alabama Regiment. Before Alabama seceded he had obeyed the order of the Governor of the State and seized Mount Vernon arsenal. Being in the service of the State of Alabama, his paramount duty seemed to him to be with the South.

His officers were devoted to him as were all his men. His rank was advanced until he became a Brigadier-General at the age of 32. Before his death he commanded the largest division of the Confederate Army, which defended all the line of trenches east of Petersburg, extending from the Appomattox River to the Jerusalem plank road. To him has been given the credit of winning the battle of Chickamauga, being the General who scaled the heights, drove the Northerners from the ridge, causing them to retreat under Rosecrans toward Chattanooga.

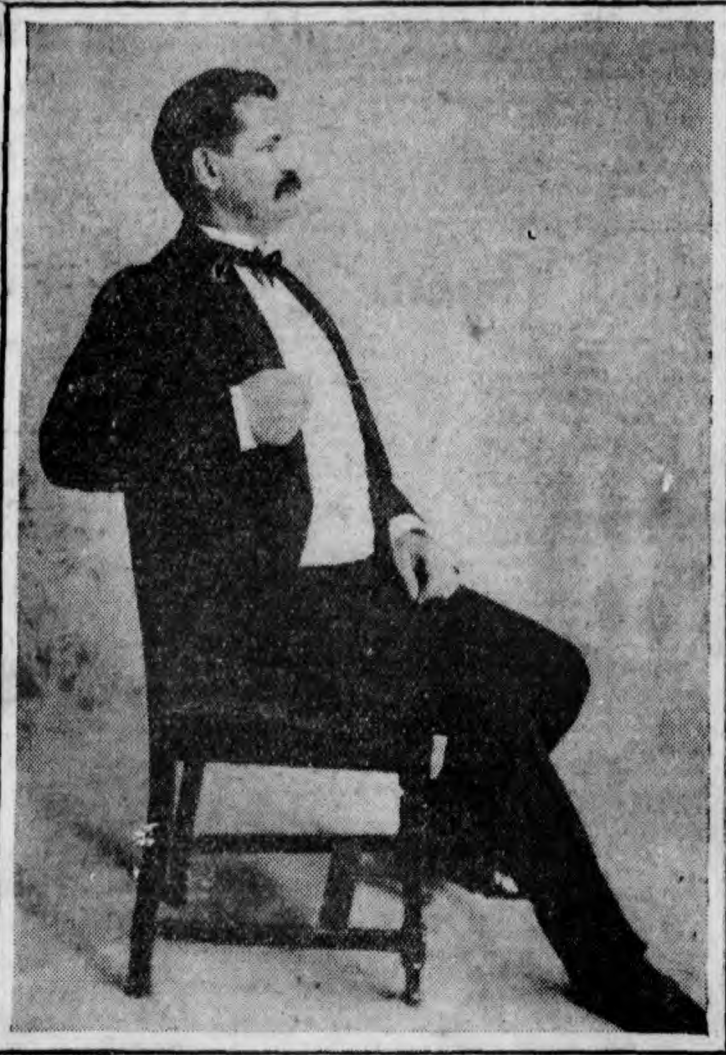
His son, Col. Archibald Gracie IV, the late hero of the Titanic, was born in Mobile, remaining there until 4 years of age. His mother was before her marriage Miss Josephine Mays of Richmond, Va. After going through St. Paul's School, Concord, N. H., he entered West Point. Later he was in the real estate business in this city.

Seven years ago he settled in Washington and retired from active business to follow his inclinations as a historian and a man of letters. For his historical researches he was made a Colonel on the staff of the Governor of Alabama.

Col. Gracie was married in 1890 to Miss Constance Elise Schack, granddaughter of a counsellor to the King of Denmark and daughter of the late O. W. C. Schack. He had two daughters. The eldest daughter was killed in Paris in an elevator accident when on her way to church.

Col. Gracie was the author of a history published by Houghton Mifflin Company called "The Truth About Chickamauga." It has been highly praised.

He is survived by his wife and daughter, Miss Edith Temple Gracie.



Col. Archibald Gracie.

at Hell Gate, East River and Eighty-seventh street, where Louis Philippe, Lafayette and many notables were entertained by him. Washington Irving was often there.

Mr. Gracie was a friend and political supporter of Alexander Hamilton, and was one of the founders of the *Evening Post*. He established the first savings bank for the poor, and was vice-president of the Chamber of Commerce and a leader in many charitable organizations. During the wars between France and England his most valuable ships were by mistake seized and sunk, together with gold which had been placed in the flooring for safe keeping. This loss greatly impaired his fortune.

His son, Archibald Gracie II., repre-

entry saying: "Good-by to all at home. To-night we fight our way through 2,000 wildcats or Indians." Those Indians gave him an Indian name which means "impervious to bullets," for they thought he bore a charmed life, as they could not hit him, though seven horses at various times fell wounded under him.

His father afterward established him in Mobile, Ala., to represent in that city and in New Orleans the firm of Baring Bros. of London. He joined the city's militia organization, was elected Captain, then Colonel, and was there when the civil war broke out.

He wrote to his father before hostilities began asking what course he should follow. The answer came: "Stay where

Statue of Capt. Smith of the Titanic.



The above statue, which stands 18 feet high, is the work of Lady Scott, widow of Capt. Robert F. Scott, the explorer. Her work as a modelist is already well known. Particular interest lends itself to this picture because of the prominence of both the subject and the sculptor. The statue will be erected at Lichfield.

Jersey City, April 13, 1917.

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Editor Jersey Journal,
Dear Sir—To settle an argument will you kindly publish the date, month and year the steamship Titanic was sunk, and oblige.

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WHEN THE U. S. TUSCANIA WAS SUNK

A correspondent, A. Raritan, inquired through this column whether or not a transport steamship carrying U. S. troops had been sunk by a German submarine.

In replying to the query an error was made. Such a transport was sunk off the coast of Ireland, Feb. 5, 1918. The vessel was the *Tuscania*. It had on board 2,500 men destined for service in France. Of this number 253 lost their lives. Members of the Thirty-second Division, 213th Aero Squadron, 100th Aero Squadron, and 158th Aero Squadron, were on the vessel at the time she was torpedoed.

For the details herewith given the Jersey Journal thanks Joseph D. Odds, who was a member of Aero Squadron No. 213, and who was one of the rescued men.—Ed.

Sum April 13/13

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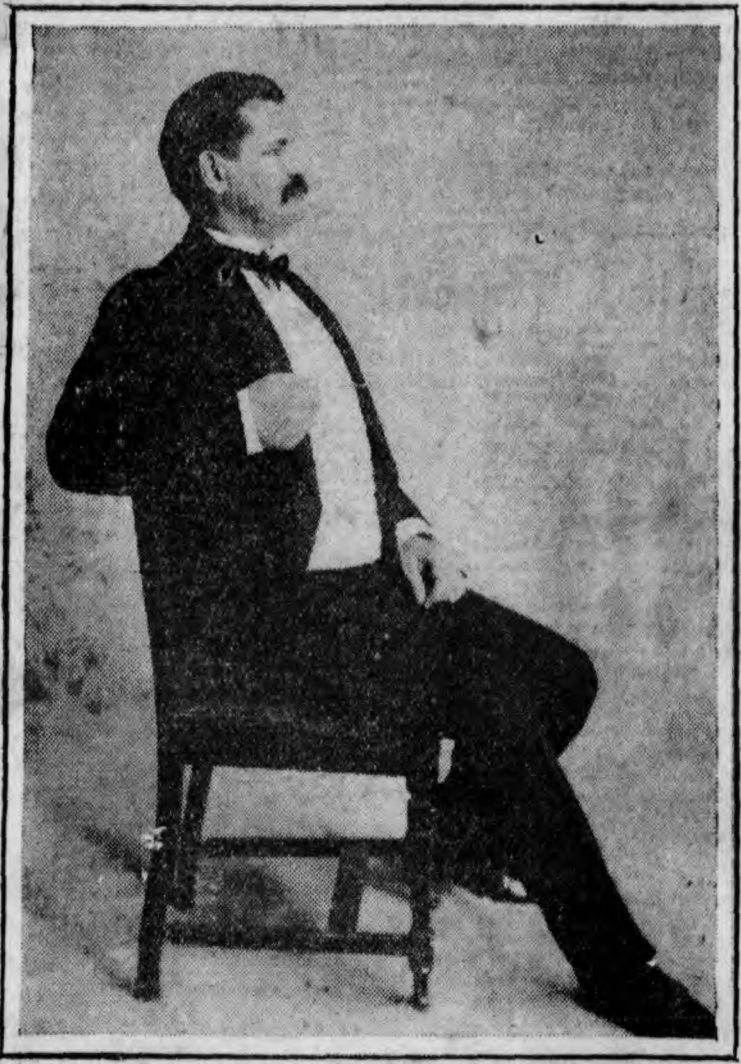
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Titanic Sank 7 Years Ago

48

To-day Anniversary of Greatest Marine Disaster of Modern Times, When 1,517 Persons Perished.

The greatest maritime disaster of recent times occurred seven years ago to-day, when the steamship Titanic of the White Star Line, on her maiden trip to New York from Southampton, crashed into an iceberg in the North Atlantic and sank, with a loss of 832 passengers and 685 of the crew, a total of 1,517.

The latter figures exceed that of the Lusitania tragedy on May 7, 1915, when the great Cunard liner was torpedoed and sunk by a German submarine with a loss of 1,200 lives, and the Eastland disaster on July 24, 1915, when the steamer turned turtle at her pier in Chicago and caused 1,071 fatalities.

The Titanic was the largest vessel in the world at the time of the disaster. She was launched on May 31, 1911, for transatlantic service. She

was 852 feet long, 92 feet in beam and of 52,310 gross tonnage. Her cost was \$7,500,000.

The Titanic left Southampton on April 10 under command of Capt. E. J. Smith, an experienced officer. She left Queenstown on Thursday night and proceeded without adventure until Sunday night.

At 11:40 P. M., after the passengers had retired, the vessel struck an iceberg, causing an almost imperceptible jar. The engines were reversed, but

the ship had been pierced by jagged ice points below the water line.

Holds Flooded.

The plates had been ripped away, giving the water room to enter and flood the holds. Orders to uncover the lifeboats were given at 12:05 and a few minutes afterward they were swung out. The position of the ship was wirelessed, together with a call for assistance.

At 12:30 A. M. the passengers were assembled on the decks and prepared for the lifeboats. Women and children were first, of course, and in less than two hours sixteen lifeboats and two collapsible boats were launched. Two other collapsible boats sank just before the great ship plunged to the bottom, bow first, then in a vertical position with propellers out of water. It was just 2:20 A. M. when the vessel disappeared from sight.

Capt. Smith and all the engineering staff perished at their posts. A few of the officers were saved by clinging to the wreckage.

The steamship Carpathia, bound from New York to Genoa, picked up the distress call of the Titanic and went to the aid of the survivors. She was fifty-six miles away when she received the first call, but steaming at fourteen knots an hour, under the

direction of Capt. Arthur H. Rostron, who later increased the speed to seventeen knots, the Carpathia soon arrived on the scene and picked up the Titanic's boats.

Among the Lost.

Well known persons who lost their lives were William T. Stead, Mr. and Mrs. Isidor Straus, John Jacob Astor, Major Archibald Butt, Benjamin Guggenheim, Frank D. Miller, George D. Widener, Jacques Futrelle, Charles M. Hays, William C. Dulles, Henry B. Harris, John B. Thayer, Arthur Ryerson, James Clinch Smith, Clarence Moore, Harry Widener and Frederic Sutton.

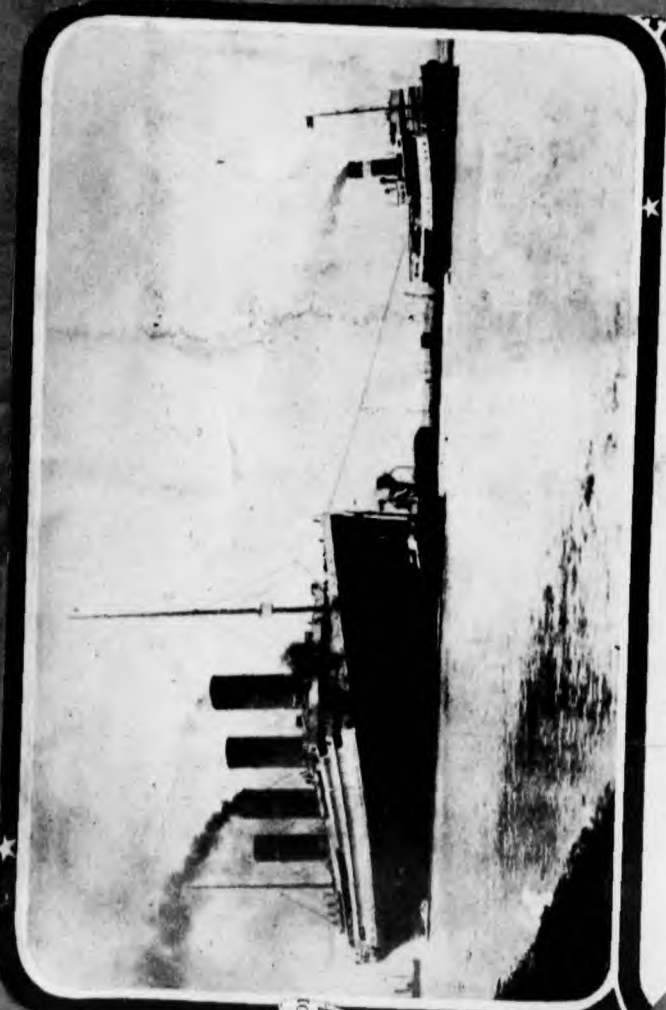
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Penn Military Teacher Resigns.

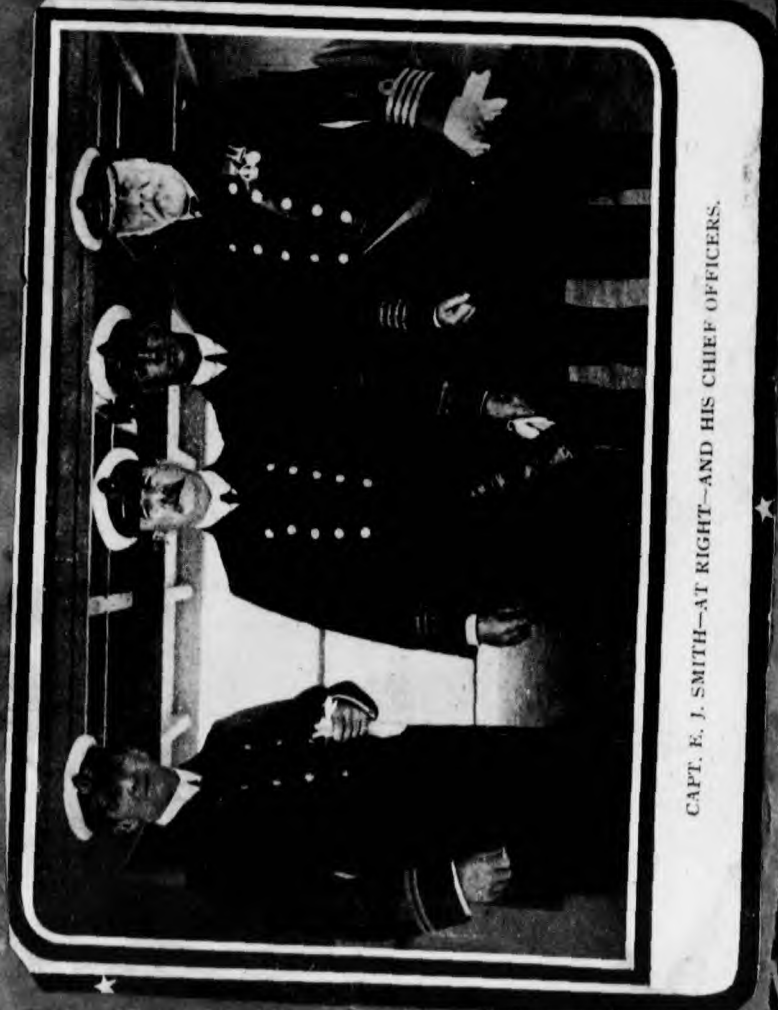
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THE MAGNIFICENT DINING ROOM FOR FIRST CLASS PASSENGERS ON THE ILL-FATED WHITE STAR LINER Titanic.



THE TITANIC, AS SHE APPEARED LEAVING BELFAST.



CAPT. E. J. SMITH—AT RIGHT—AND HIS CHIEF OFFICERS.

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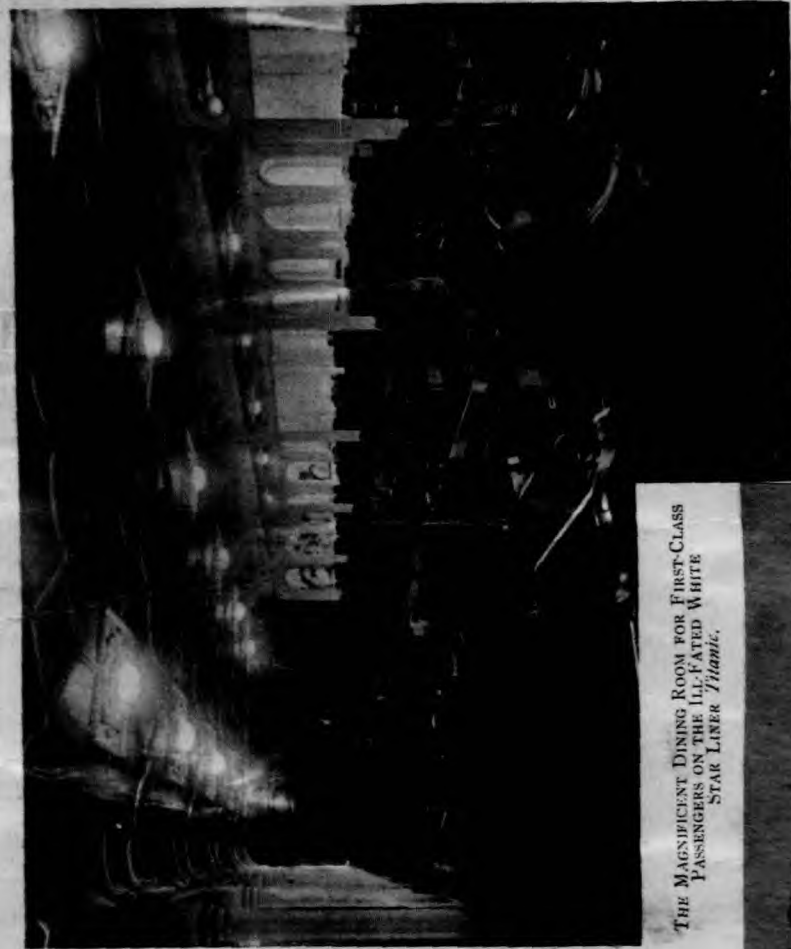
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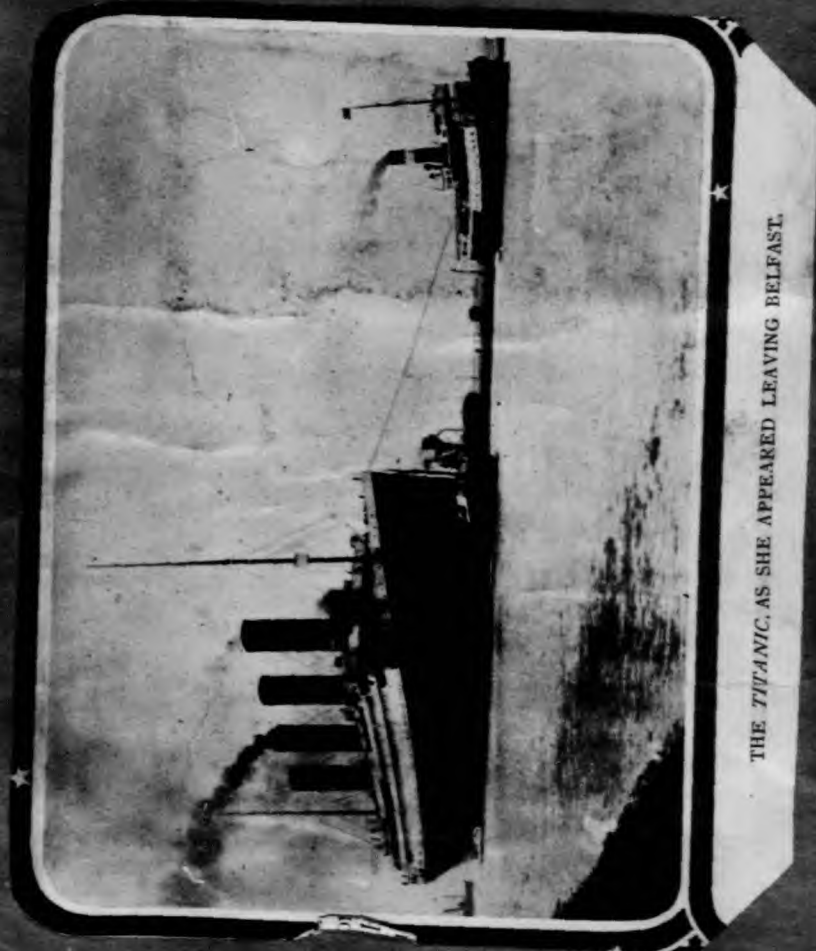
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THE TRUE STORY OF THE DISASTER

WHAT REALLY HAPPENED WHEN THE "TITANIC" SANK, TOLD BY ONE OF THE SURVIVORS AND RECORDED EXCLUSIVELY FOR "HARPER'S WEEKLY"

By WILLIAM INGLIS



SAVED from the wreck of the *Titanic* in a way so casual as to seem miraculous, Henry Sleeper Harper told me, soon after he came ashore, the following astonishing story of his experiences—a story probably unique in the history of maritime narratives. A keen and competent observer, this narrator, who never loses his mental balance, has been familiar with the sea since boyhood, and often crossed the Atlantic. His story was told in response to a few questions. Things he had not actually seen and heard he would neither affirm nor deny. Here is his narrative.

I was fast asleep when the *Titanic* struck, for I had been kept in my stateroom by tonsillitis ever since coming aboard the ship. Our stateroom was pretty well forward on the starboard side and was perhaps



A handful of survivors nearing the "Carpathia." They are wearing life-preservers

thirty feet or more above the water. I remember that the sea was quite smooth when we went to sleep. As to how fast the ship was going I have no knowledge.

I am inclined to believe the statements of many passengers that the *Titanic* was going at the pace of twenty-three knots an hour when she ran over the submerged edge of the berg that ripped a long gash in her bottom and sank her. My first knowledge about it was that of being awakened by a grinding sound that seemed to come from far below our deck. It was not a loud crash; it was felt almost as much as heard. But years before I had been in a ship that ran over a reef and was sunk, and I remembered that the impact and thrill then were so slight that I thought we were simply running over a fishing-smack that bumped and scraped under our keel. So the moment I was awakened by the noise and heard the same sort of sound I sat up in bed and looked out of the nearest port.

I saw an iceberg only a few feet away, apparently racing aft at high speed and crumbling as it went. I knew right away what that meant.

"Get dressed quickly," I told my wife. "We must go on deck."

"Wait," she replied. "I'll ask Mrs. — across the way if she has heard any word."

"You haven't a moment for talk," I insisted. "Get dressed—at once."

She dressed much faster than I did, for I was pretty weak from my sickness, and she hurried to the stateroom of the ship's doctor.

"I wish you'd speak to my husband," she said. "He insists upon going on deck and he won't mind me."

The doctor came in and ordered me to undress and go back to bed. He said he was sure there was nothing serious.

"Damn it, man," I told him, "this ship has hit an iceberg! How can you say there's nothing serious?"

I'm sorry now that I cursed him out, but it made me hot to hear him make little of such a grave danger.

"Well, stay here awhile," he said, "and I'll what's up." He was gone only a few moments, then popped his head in at my door.

"They tell me the trunks are floating around in the hold," he said. "You may as well go on deck."

So I put on my overcoat and my wife put on her fur coat and we started up. I suppose this was a quarter of an hour after the ship struck, for we were completely dressed as if we were going ashore—shoes all laced up and tied, and all that sort of thing.

We walked very slowly up the steps of the big stairways, for I was pretty weak, and when we got to the next deck above I sat down on a lounge and rested five or six minutes. Then we climbed up to the next deck, and so on. At last we got up to the gymnasium, which was on the top deck, and I sat down beside my wife. Men and women were standing about in groups talking. I have heard some talk since about excitement, but I saw none then. Everybody seemed confident that the ship was all right. She certainly seemed all right. The engines had been stopped soon after we struck and by this time she had slowly lost headway and was standing still. The sea was quiet, a flat calm, but all the ship's lights were lit and there was not a suggestion of excitement anywhere. A few people were talking about the life-boats, but they were laughed at.

"Life-boats!" said a woman near me. "What do they need of life-boats? This ship could smash a hundred icebergs and not feel it. Ridiculous!"

After a little time, word was passed among the passengers that we'd better go back to bed.

"The ship will be delayed two hours," the stewards said, "and then go on to New York."

At this a great many people went away from our neighborhood. Whether they went back to bed or not I don't know; but I can't remember seeing their faces again. They dropped away a few at a time—casually drifted off. Funny thing to remember how they scattered here and there—two or three crossing over from one group to another and two or three going from that group to still another. They all seemed curious, not a bit anxious. The reassurance that the ship would be delayed only two hours seemed to satisfy the curiosity of most of them, though, and the crowds soon dwindled. However, there were still a few dozens of us left, in our neighborhood, on the upper deck.

Perhaps a quarter of an hour later word was passed that we'd better put on life-preservers. Some people put on the life-belts and others laughed at them. Then came a long wait. I was surprised that there was no officer in sight to direct people where to go or to warn them or reassure them. We were left to ourselves. It was rather like a stupid picnic where you don't know anybody and wonder how soon you can get away from such a boring place. I couldn't help wondering what had become of all the fine sea discipline I had heard and read about so much. I said to myself: These steamship men are hotel-keepers rather than sailor-men. They hear there are icebergs ahead, and instead of swinging out of their way they simply turn on more steam as a hotel man would do with a cold-wave coming, and then go plunging right into the iceberg. They hit an iceberg and then tell their guests they'd better go back to bed. I was pretty sore by that time, and I think any one would be who knows anything about seafaring.

Not long after the passengers began telling one another that we were ordered to put on life-preservers, stewards came around our neighborhood and began calling out: "All women to go to the lower deck!" Some women went. Others were escorted down the companionway by their husbands. I take it that they



Four boat-loads of the "Titanic's" passengers at the "Carpathia's" side

all understood, as we certainly did, that the women were to be kept together there ready to be sent off in the first boats if it should become necessary to abandon the ship. My wife and I said nothing to each other, but simply sat still and waited.

Presently a number of stewards and other men of the ship's company began to fuss with the tackle of a couple of life-boats near where we were on the upper deck. I say "fuss" with them, but I might as well say "make a mess of them." They seemed quite unused to handling boat gear. They took away a section of the deck rail near each boat and then climbed into the boat and hoisted away on the falls so as to swing the boat clear on the davits and let her down so that the gunwale was flush with the deck. We passengers still remaining on the deck gathered around and watched the men at work. Very slowly, and stumbling here and there, the people began to get in. It was like stepping down, say, from this table to the chair alongside. We took a look at both boats. My wife thought the one farther off was better because there would be hardly a dozen people left to go in it after

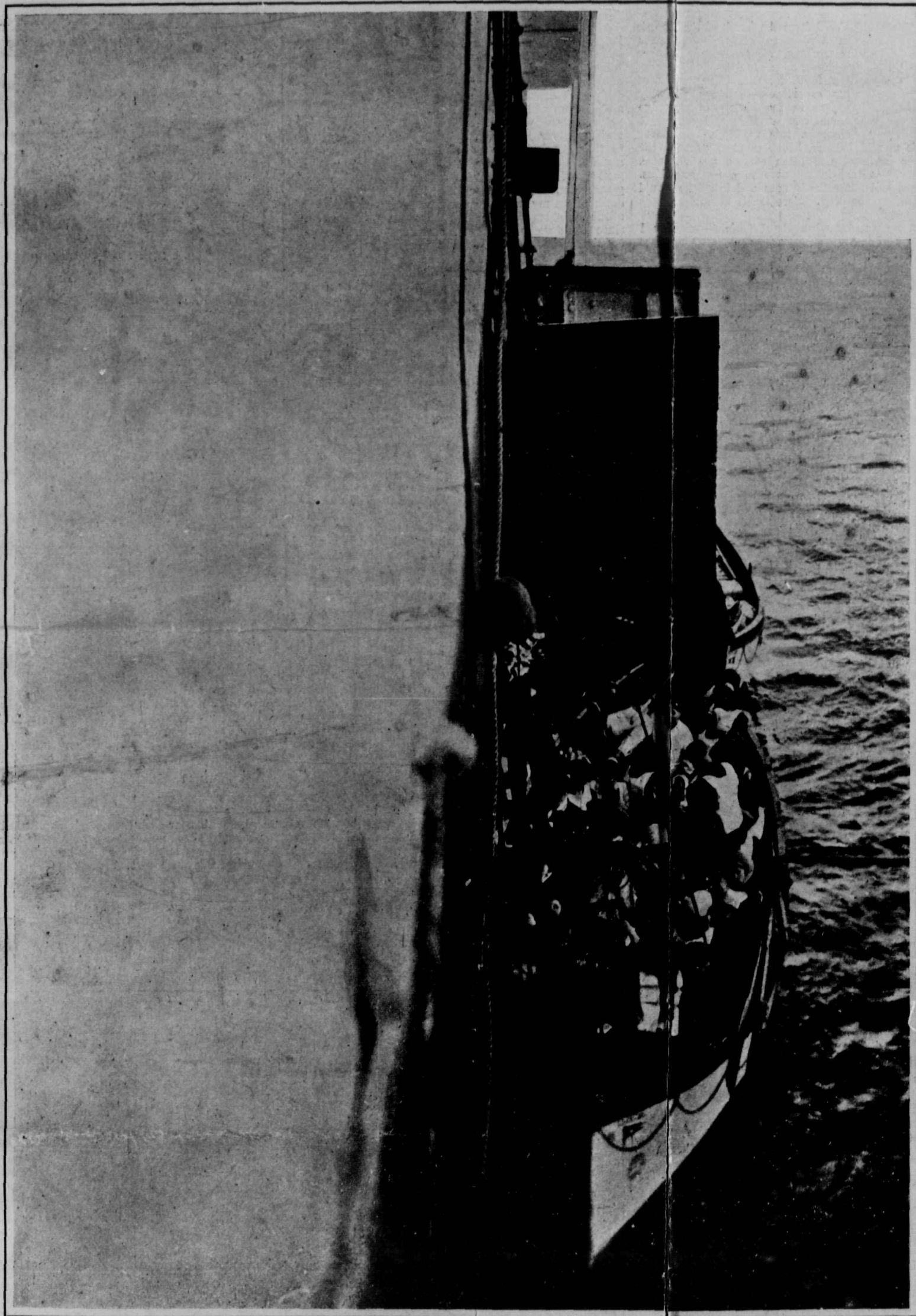


APRIL 27, 1912

IN TWO PARTS—PART II

THE "TITANIC" DISASTER

A DETAILED AND EXCLUSIVE NARRATIVE BY ONE OF THE SURVIVORS, ILLUSTRATED WITH PHOTOGRAPHS TAKEN BY PASSENGERS ABOARD THE "CARPATHIA"



OUT OF THE JAWS OF DEATH



Telling their experiences—a group of the rescued aboard the “Carpathia”

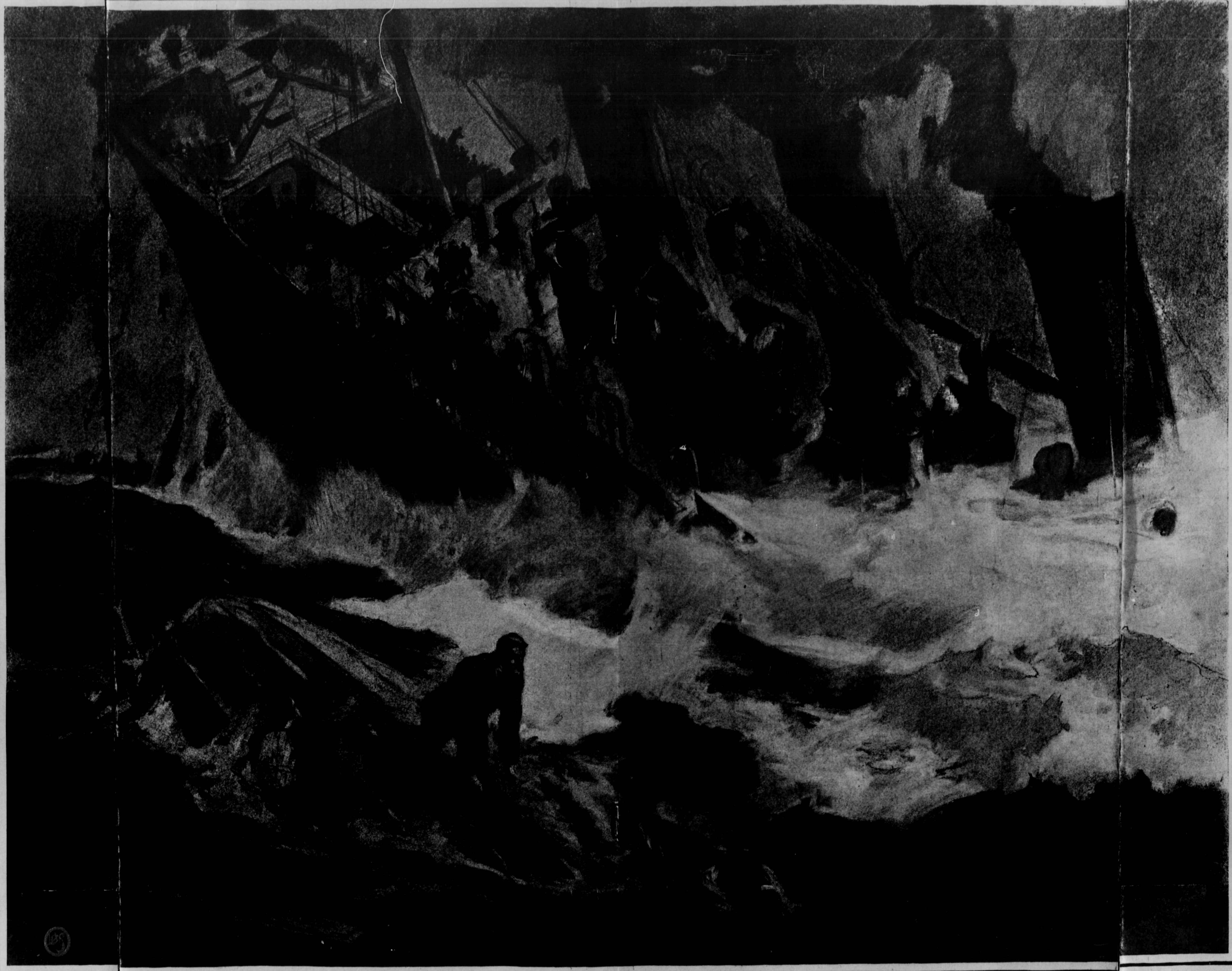
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The deck of the “Carpathia” crowded with “Titanic” survivors

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SOME OF THOSE WHO RETURNED



THE SINKING OF THE "TITANIC"

AS THE MORTALLY WOUNDED LINER NEARED THE LAST MOMENTS OF HER FIGHT-STRUGGLE, THE INRUSH OF WATER TO HER FORWARD COMPARTMENTS DEPRESSED HER BOW, LEAVING HER STERN CLEAR OF THE WATER. THE ARTIST DEPICTS HER AS SHE APPEARED TO THE HORRIFIED SURVIVORS IN THE LIFE-BOATS JUST BEFORE SHE TOOK HER FINAL PLUNGE. 1,635 PERSONS WENT TO THEIR DEATH WITH HER (ACCORDING TO THE OFFICIAL ESTIMATE OF THE WHITE STAR MANAGEMENT) OR PERISHED AFTERWARD FROM EXPOSURE AND SHOCK. 705 PERSONS SURVIVED THE DISASTER, ACCORDING TO THE MOST TRUSTWORTHY FIGURES AVAILABLE AS THE "WEEKLY" GOES TO PRESS.

DRAWN FROM DESCRIPTIONS BY EYE-WITNESSES BY L. A. SHAFER

the big boat beside us was filled. I looked both over, saw that the farther boat had no watertight compartments in it while the one near had; so I said: "No; let's take this. It will float longest."

With that I handed my wife down into the bigger boat, and she comfortably seated herself on a thwart. Other women and other men climbed aboard. An old dragoman of mine who had come with me from Alexandria—because he wanted "to see the country all the crazy Americans came from," as he explained it—made his way into the unfamiliar boat and settled himself. He made himself quite at home. Four or five stokers or some such men came along and jumped into the boat at the forward end. The sailor who seemed to be in charge of the boat laughed a little.

"Huh!" he said; "I suppose I ought to go and get my gun and stop this." But he did not go and get my gun, and neither did he order the stokers out. Everybody seemed to take what was happening as a matter of course and there wasn't a word of comment.

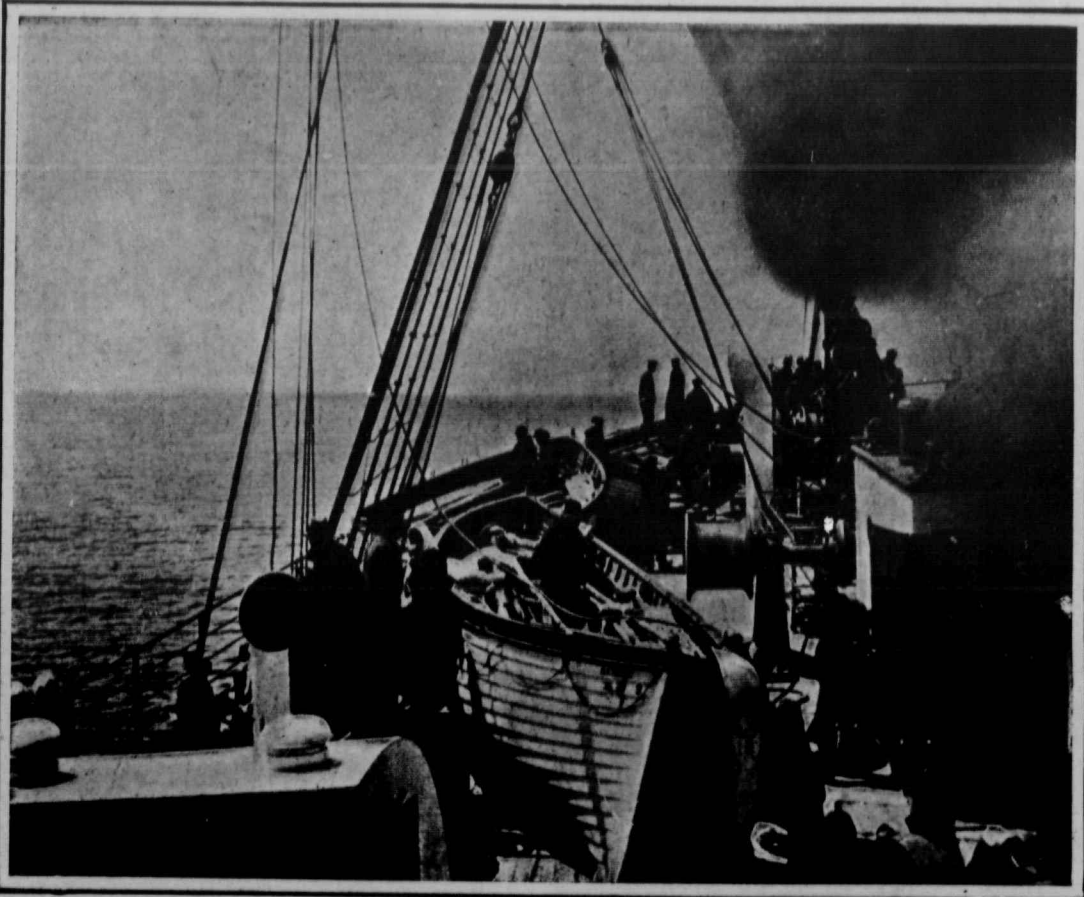
I stepped in and sat down among the stokers. There was no one in sight on the decks. I had on my arm a little brown Pekingese spaniel we had picked up in Paris and named Sun Yat Sen in honor of his country's first President. The little dog kept very quiet. I found out, after boarding the *Carpathia*, that several dogs had been rescued in the same way in the earlier boats. There seemed to be lots of room, and nobody made any objection. The sailor who seemed to be in charge ordered, "Lower away!" The gang at each end of the boat began to pay out the boat-falls, so that our life-boat went down, first by the head, then by the stern, in a series of jerks. Lower by machinery? Not an inch—so far as I saw. It was all done by hand, and very clumsily done. If there had been any sea running, I feel sure our boat would have been smashed against the ship's side. A boat that had descended fifteen or twenty feet was handled by a man on the upper deck—a second-class passenger, an Australian going out to America to see his mother, it transpired later. He leaned out over the edge and called: "Hey! Will you take me in that boat?"

"No," said the man who seemed to be in charge. "But you've lots of room in your boat," the man on deck insisted.

"Yes," replied the sailor, "but we're too far now for you to jump in. You'd hurt yourself."

"Yes; but I can slide down the ropes," the passenger answered.

"Very well. Come on," the sailor agreed. Upon the crew ceased lowering, and the passenger twined arms and legs around the falls, slid down the boat, said, "Thanks," and sat down. More coming by fits and starts, and at last our boat was afloat. Then we had more trouble—they didn't know how to



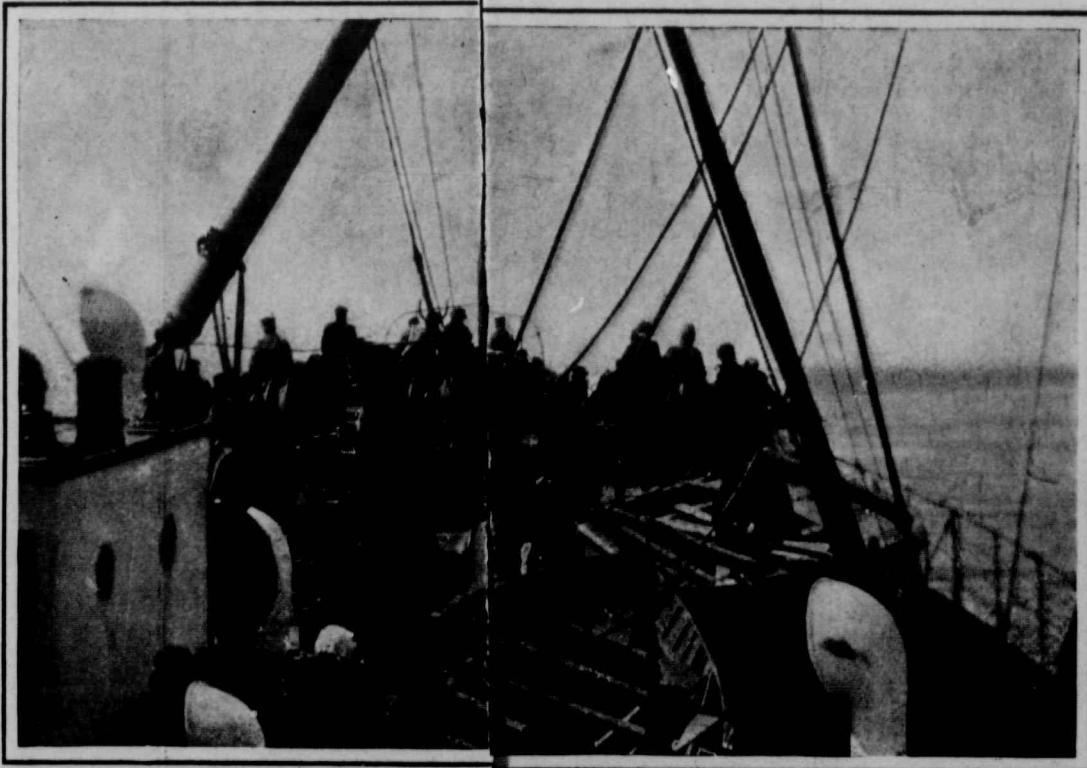
Some of the "Titanic's" life-boats on the deck of the "Carpathia"

"Here!" I cried, "do you want to run the ship down? I guess you may have steered with a wheel, but surely you've never handled a tiller. Shove the tiller the opposite to the way you want to go, and you'll be all right."

He got her straightened out then, and our poor crew paddled very slowly away from the *Titanic*. I suppose by this time it must have been about one o'clock in the morning. There was a very little bit of the moon in the sky—the last quarter, I suppose. The water was smooth as a lake, not a piece of ice anywhere except the big iceberg that had wrecked us,

quarter of a mile from her when I heard several bursts of cheering. I suppose that was when the people on board received the news by wireless that other ships were hurrying to the rescue.

After an hour or more—I had no way of seeing the exact time, but it seemed very long—the lights of the *Titanic* suddenly went out and we began to think her end could not be very far away. I have heard a lot of talk about explosions in the *Titanic*; that her boilers blew up and tore her body apart. I certainly heard nothing that sounded like an explosion. I did hear a great roar mingled with hissing coming from the direction of the ship. I supposed that this was caused by the sea-water rising in the hull high enough to put out the fires under the boilers. Water thus heated would hardly make boilers explode, I should think. No one in our boat said a word, but I feel sure the seriousness of the situation began to depress everybody. Very slowly the giant black hull began to diminish against the skyline. It was a frightful thing to feel that the ship was going, faster and faster, and that we could do nothing for the people on her. Not a sound came from the ship until the very last, and then



In the foreground may be seen one of the life craft that bore the few hundred survivors to safety

cast loose the tackle. They fussed and fiddled, and the life-boat grated up against the ship's black hull minutes. Just imagine how we'd have pounded pieces if there had been any sort of a sea running.

Somehow or other they got her clear at last, and the four men at the oars began to row. And such rowing! You've seen the young man who hires a boat on Central Park lake on Sunday and tries to show off? Well, about like that—skying the oar on every recovery, burying the blade on the pull or missing it altogether. There was only one man in the four who knew how to row. The steering was worse. The oarsmen paddled as briskly as they could, and our boat, with, say, some forty people in it, began to move away from the ship, slowly but not surely. For the man at the tiller would pull it toward him for a while and send her around to port, or push the tiller away and swerve her around to starboard.

"Ow!" he exclaimed; "let's get on. There'll be a big wave when she goes under—ow! a terrible wave!—so let's get out of her way!"

But the poor fellow was so anxious to escape from the neighborhood of the *Titanic* that he headed the boat in half-circles or worse. At last he headed the boat clear around so that her bow was pointed straight toward the ship. I couldn't stand that.

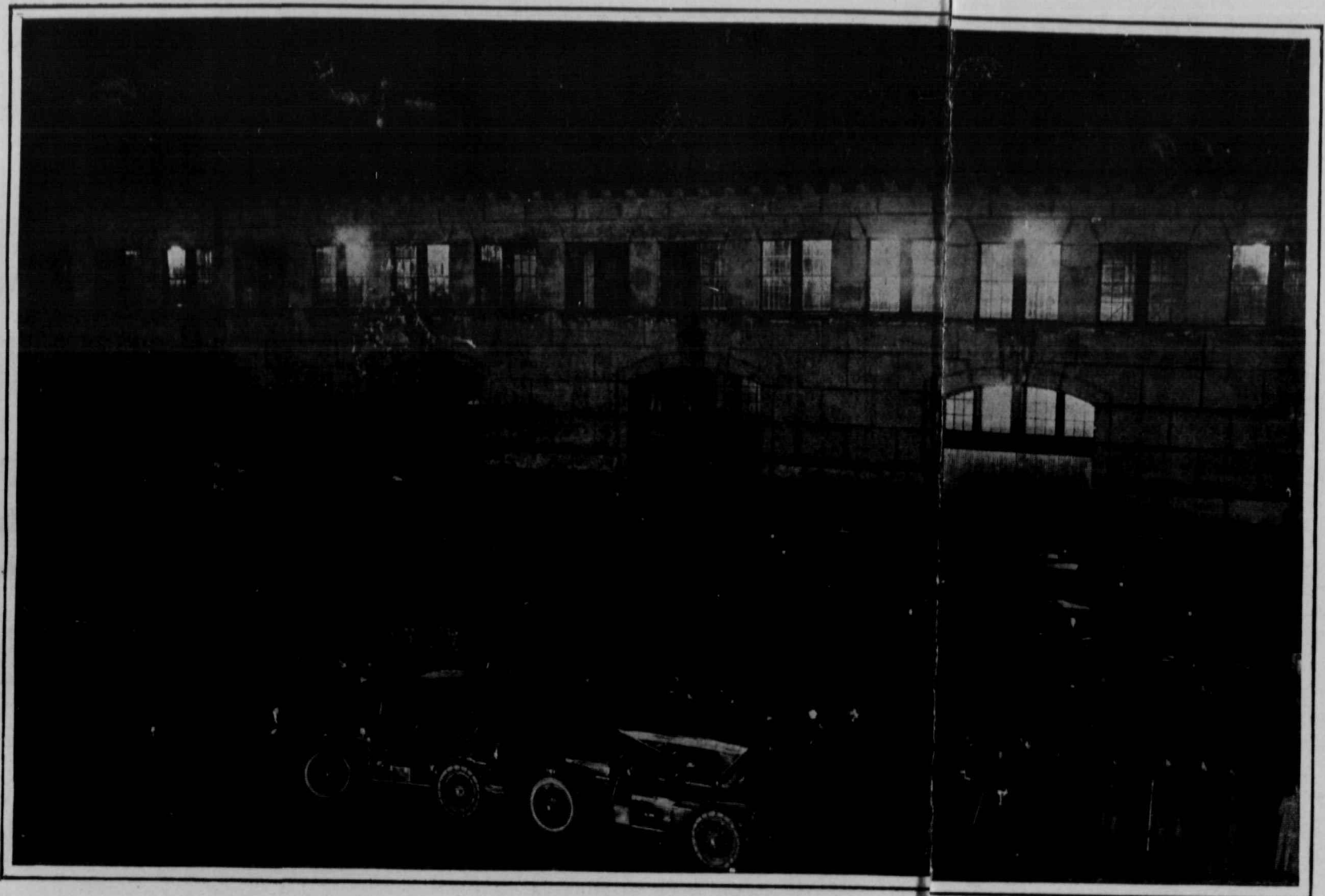
far astern; and at every stroke of the oars great glares of greenish-yellow phosphorescent light would swirl aft from the blades and drip in globules like fire from the oars as they swung forward. The phosphorescence was so brilliant that it almost dazzled us at first. I have never seen it so fine.

As we drew away from the *Titanic* she was brightly lighted as ever and not a sound came from her. I have heard since coming ashore about rioting and shooting, but throughout the whole incident I did not hear a shot fired or a loud voice. Of course, there may have been something like this as the later boats were loaded, but there was nothing like it in our vicinity. We seemed deserted on our part of the deck before launching our life-boat, and I guess whatever violence there was happened on the lower deck to which the women were ordered some time before we left.

Nor did I see much of a list in the ship's body as I looked at her from the boat. She seemed a little down by the head, but as we moved away from her she looked like a great mountain of strength that would last forever. Her lights were all burning, as it seemed to us, and she made a wonderful picture. The air was so clear that we could see plainly such details as her rails and bits of the rigging, standing out like lines in an engraving. We were lying off perhaps a



Captain R. H. Rystrom, of the "Carpathia," who rescued the "Titanic's" survivors and brought them safely into port



The scene at the Cunard Line pier, New York, as the "Carpathia" was docking



"Titanic" survivors leaving the pier after the arrival of the "Carpathia"

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WHEN THE "CARPATHIA" C

there rose in the air a sort of wild maniacal a mingling of cries and yells in which I could hear a chorus of different tones. Many of the old people, I fear, had gone mad as they felt the ship for her final plunge to the depths. No one gave any command, but our crew began to row as they could away from the awful sounds, as hard in the twinkling of an eye we were all alone in the dark sea. There was no talking in our boat on the night but the rattling of the oars in the rowlocks. But the air still resounded with the long-drawn wails of agony that rose from the ship. These were the most awful moments in the whole experience. Here the was shown by the people in every phase of the emergency; but flesh and blood could not withstand the gasping cry of horror as the sea rose to them. At that time our boat passed out of reach of the ship. After we were alone indeed.

One sailor called to another: "Did you put the plugs in the bottom of this boat before she was launched?"

"Well," the other replied, meditating, "I put in one plug and I hope I put in both, but I sure don't feel any water about our feet."

Either the men didn't know where to look or couldn't grope their way among the passengers they find out; but we found out later that both were in place. After a long silence some one called out that there was a green light dead ahead.

"Must be the starboard light of a fishing-boat," another voice answered. I felt pretty sure it was, but, since very few fishermen will waste their money on kerosene for side-lights; but our crew made the green light just the same. When we got nearer to the light we found that it was the reflection of the stars shining on the side of a iceberg. A wind was blowing off the ice that seemed as it struck us, it was so cold. No picture I have ever seen gives a fair idea of the size and menace of a berg. This one looked fearful and seemed to breathe out the threat of death. Nevertheless no one in our boat was frozen. We were all well wrapped up and we sat so close together that we kept one another comfortably warm. The wind freshened up to what would be a good sailing breeze, the sea rose with it, and we began to pitch and roll.

They say it was a little before four o'clock in the morning when the *Carpathia* came in sight.



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The ship toward which the eyes of the world were turned for four days—the "*Carpathia*" passing Fire Island on her way to New York with her tragic cargo of rescued "*Titanic*" survivors

lights looked very low and dim at first, but within a short time after we sighted her she came up near us and stopped. I remember thinking how tiny she looked, all picked out against the sky by her rows

of lights, compared with the great bulk of the *Titanic* which we had seen all lighted up only a few hours before. Within a few minutes the sun began to show its edge above the horizon and soon rose clear of the sea. I never saw a finer sight than that ship which had raced through fifty miles of field ice and bergs to come to our rescue. I saw some of the bergs later, and they looked as big as the pyramids.

The little life-boats began racing toward the *Carpathia* as fast as their crews could row. They couldn't do much more than paddle, but soon they came alongside. Presently our boat came up to where they had a chair rigged to a whip and let down for our people, one by one. The third person to leave our boat—a woman of substantial size—was stepping forward to take her place in the chair when, to the utter amazement of everybody, another woman, clad only in nightgown and kimono, sprang from nowhere and sat up on the floor of the boat.

"Look at that horrible woman!" she cried, pointing at the astonished lady in the chair. "Horrible! She stepped on my stomach. Horrible creature!"

The unhappy woman in the kimono had been lying for all of the four hours on the floor of the life-boat, either unconscious or too frightened to speak. She was next up in the chair after her oppressor.

When it finally came my turn to go up I found myself hoisted aloft quickly. A pair of hands was thrust out to keep me from bumping my head against the ship as I ascended. At the deck one man seized me to hold me up, while another wrapped a blanket, warmed in advance, completely around me. A third man assisted me into a room where a cup of hot coffee and a big drink of brandy were served to me—the whole process from the moment of lifting me out of the chair taking about half a minute.

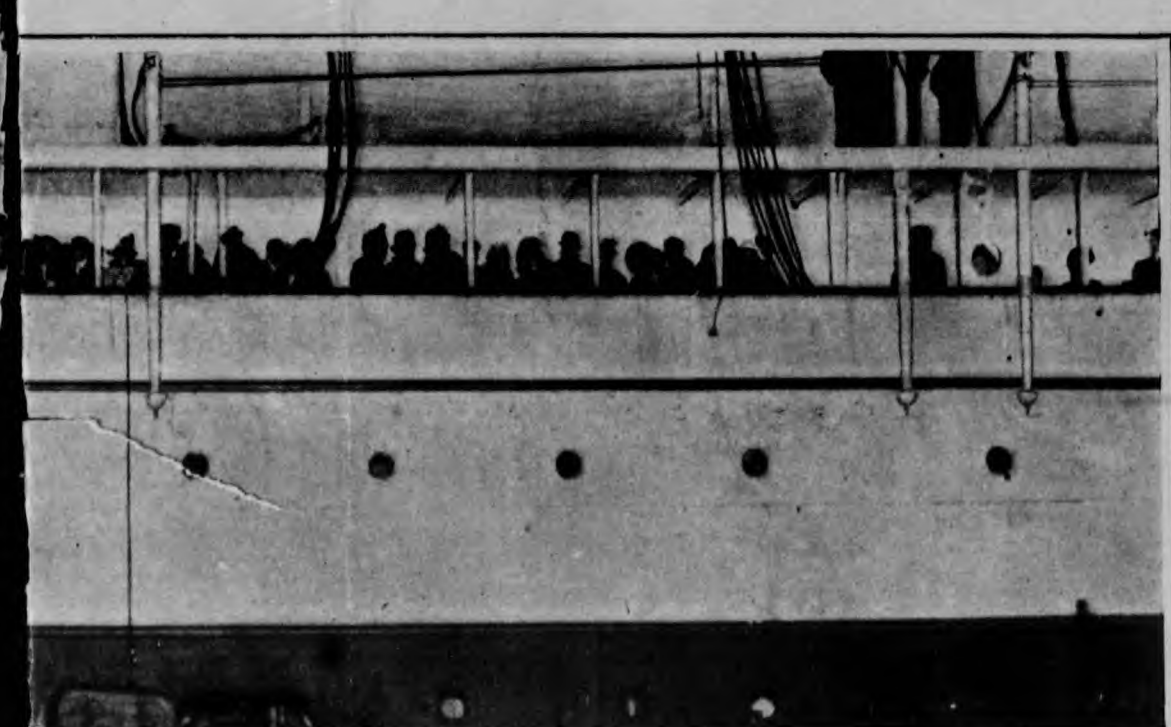
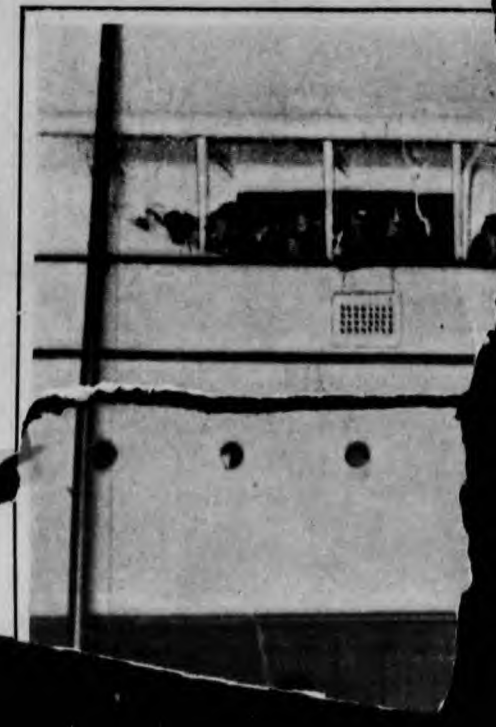
It seems to me now as if I should remember these details as long as I live. And, of course, all I saw and heard was a very small part of all the happenings of that awful night.



The "*Carpathia*" docking, with two



of the "*Titanic*" life-boats in the foreground



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4 U. S. OFFICERS, 143 MEN MISSING FROM TUSCANIA; BODIES OF 126 AMERICANS HAVE BEEN RECOVERED; MOST OF VICTIMS LOST BY JUMPING INTO SEA

BIG LINER SUNK WITH U. S. TROOPS

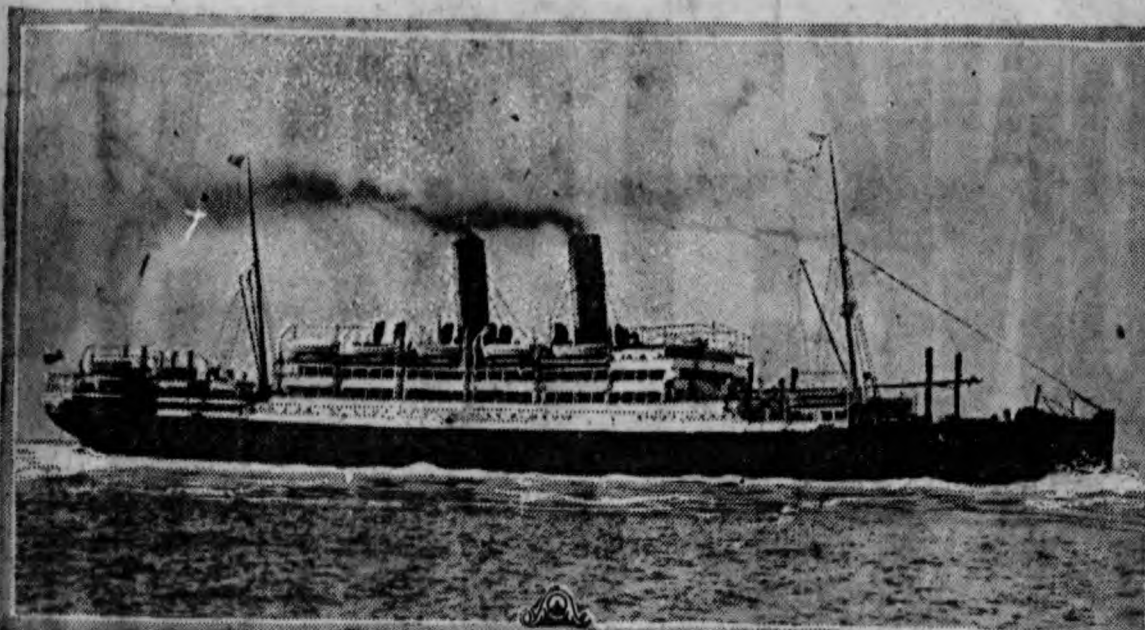


Photo © by I.N.S.

The Cunard Liner Tuscania, torpedoed off the northern coast of Ireland while transporting American soldiers aboard. She had done considerable service for the British Admiralty and was under charter to the Cunard Line.

Harold read 3/1/19

List 55 Casualties, Including 25 as Tuscania Victims

Soldiers on Sunken Transport Re-
ported Missing Now Identi-
fied as Dead.

WASHINGTON, D. C., Saturday.—To-
day's casualty list contains fifty-five
names, twenty-five of them soldiers lost
in the sinking of the Tuscania. These were
reported as missing at sea, but have been
positively identified by finger prints taken
from the bodies.

The list is divided as follows:—
Killed in action, 2; died of wounds, 4; died
of disease, 14; died of accident, 2; died,
cause unknown, 1; wounded slightly, 7.
Previously reported missing at sea, now
reported dead, 25.

The only officer named in to-day's list
was Lieutenant Howard H. Davis, who
was slightly wounded.

[The names of the dead will be found in
the Roll of Honor on Page 2.]

Slightly Wounded.

LIEUTENANT HOWARD H. DAVIS.
COOK EINAR JOHNSON.
COOK LOUGHON JUSTICE.
PRIVATE JOSEPH C. SHEHAN.
PRIVATE JAMES B. CHRISTIAN.
PRIVATE RICHARD L. MAJOR.
PRIVATE EDWARD W. MANNIX.

CARRIED LARGE FORTUNE.

The Tuscania was employed in Jan-
uary, 1916, to bring to America
\$26,000,000, of which \$1,000,000 was in
cash, and the remainder in securities.
She had at various times carried
large cargoes of war munitions and
food for the allies.

Captain McLean inaugurated life-
boat drills for passengers as early as
July, 1915, as a precaution. The Tus-
cania was first armed on her west-
ward trip from Glasgow in October,
1917. She carried a four-inch naval
quick-firing gun mounted on the
stern. A gunner from the White
Star liner Cedric, when she was an
auxiliary cruiser, was in charge of
the Tuscania's guns. The passengers
manifested much interest in some gun
practice at sea. A barrel was thrown
overboard and was struck by the only
two shots fired at a distance of more
than two miles.

TUSCANIA SINKING SPURS RECRUITING

As a result of the sinking of the
steamship Tuscania with American
soldiers on board, by a German sub-
marine, recruiting offices in this city
were swamped yesterday with en-
listments.

"How soon can we go across?" was
the first question of many applicants.

The United States Marine Recruit-
ing Station at No. 24 East 23d Street
was overwhelmed with applicants.

"The average age of those accepted
for this service," said Lieut. Daniel
M. Gardner, who is in charge, "was
nineteen years, although men of fifty
and sixty years were among the 300
who applied. About half were ac-
cepted."

TUSCANIA OFTEN A MARK FOR U-BOATS

German Submarines Seemed to
Have Particular Desire to
Sink Transport.

The American troop ship Tuscania,
sunk off the Irish coast by a German
U-boat, was an Anchor Line ship un-
der British registry. She was built
in 1914 by Alexander Stephen Com-
pany, Ltd., on the Clyde. She was
registered as 14,348 tons gross. She
was 567 feet long, with a beam of 66
feet 6 inches. Captain J. L. Hender-
son was her commander, according
to the latest records, when she sunk.

The Tuscania was a sister ship to
the Transylvania and was a model of
luxury while in the passenger ser-
vice prior to her conversion into a
troop transport.

The Tuscania and her sister ship
were the first large transatlantic lin-
ers to be equipped with geared tur-
bine engines. The huge gear wheels
were about ten feet in diameter and
five feet broad. They were driven
by twin turbines at a speed of 1,500
revolutions per minute.

In order to provide for every con-
tingency the ship when built was fitted
with a stern turbine of the impulse
reaction type, which was incorporat-
ed with each low-pressure ahead tur-
bine, the arrangement being such
that either the high pressure or low
pressure turbine could be used inde-
pendently. Thus the derangement
of one turbine would not prevent the
vessel proceeding with her two
screws in action.

The auxiliary machinery included
three independent electric generators,
evaporators with a combined capacity
of 100 tons fresh water daily and
complete refrigerating machinery.

The Tuscania had accommodations
for 2,500 passengers—350 first class,
150 second class and 2,000 third class.
Previously to her transformation into
a transport the ship was fitted with a
gymnasium, veranda cafe and the
customary lounge rooms, smoking
rooms, writing rooms and other ap-
purtenances of first-class passenger
vessels.

The German submarine commanders
appeared to have a particular desire
to sink the Tuscania, for upon sev-
eral occasions she received warnings
that submarines were lying in wait
for her. Captain Peter McLean, one-
time commander, at those times de-
nied that he had seen a submarine.

OFTEN IN DANGER.

The first report of actual danger to
the Tuscania came from passengers
arriving in New York on the ship
on July 20, 1915. They reported that
on June 11, at a point forty miles
south of Queenstown—not far from
the spot where she finally was sent
to the bottom—the vessel received
a wireless message from the Admiral
warning her that two U-boats were
lying in wait for her ten miles ap-
art and on her direct route. Captain
McLean immediately ordered full speed
and frequently altered his course.

This proved effectual, and no U-boat
was sighted, he reported.

The second reported escape of the
Tuscania was made by Ralph
Cropley, of Summit, N. J., who ar-
rived here on September 12, 1916, on
the Orduna. He said that when near
the grave of the Lusitania the Tus-
cania narrowly escaped a German
torpedo. Mr. Cropley went aboard the
Tuscania August 19.

When off Old Head Kinsale, he saw
four mine-sweeping trawlers open
fire on an object in their midst. Pas-
sengers were informed that the
trawlers had been firing upon a sub-
marine which had been lying in wait
for the Tuscania. Their markings
ship proved accurate, and the U-boat
was reported to have been sunk.

On March 22, 1917, when two days
out from Glasgow, westbound, the
Tuscania, carrying thirty passengers,
had another submarine scare. The
passengers were directed to put on
lifebelts, and for three hours they
remained in expectation of an explosion.
The vessel's course was altered, and
she zig-zagged safely past the mena-

267 AMERICAN SOLDIERS MISSING AS TRANSPORT TUSCANIA IS SUNK; LAND 1,912 SURVIVORS IN IRELAND

51

VESSEL CARRYING 2,179 MEN
TO EUROPE IS SENT DOWN BY
HUN SUBMARINE IN WAR ZONE

War Department Withholds Identity of Units on Board—
Disaster Is First Loss of United States Troop Ship
While on Way to Battlefields.

CONVOYED BY BRITISH WAR SHIPS
AND MANNED BY ENGLISH SEAMEN

BULLETIN

Washington, Wednesday.—Nineteen hundred and twelve of the 2,179 American officers and men on board the Cunard liner Tuscania, torpedoed and sunk in the war zone, were reported accounted for in a despatch to the State Department to-night from the American Embassy at London.

Herald Bureau,
No. 1,502 H. Street, N. W.,
Washington, D. C., Wednesday.

The first American transport carrying troops to the battlefield of France has been sunk.

A German torpedo found its mark in the Tuscania, a big new steamship of the Anchor Line, which had on board 2,179 United States soldiers.

How many soldiers lost their lives in this, the first big disaster suffered by the American Army, has not been determined yet. But 1,100 survivors have been landed at Buncrana and Larne, ports in North Ireland.

While hoping for later and more favorable news, officials here now are forced to assume to the others, more than a thousand soldiers, have been lost.

The soldiers aboard the Tuscania belonged to no distinctive military units from any State and were largely small detachments from all parts of the country being forwarded to join the forces in France.

The War Department announced that because of the fact that there was no distinctive unit it would be impossible to say definitely who was on board the steamship until complete reports had been received from the other side.

Following the custom of the British and French authorities, Major General Frank McIntyre, the army censor, to-night refused to reveal the identity of the units on board the Tuscania until it has been established beyond doubt that they have been lost.

It is considered practically certain, however, that the troops included National Guard organizations from various States.

Convoys by British War Ships.

The Tuscania was manned by British seamen, with a British naval guard and was convoyed by British war ships.

Buncrana is on Lough Swilly, on the northern coast of Ireland, twelve miles from Londonderry. Lough Swilly is a long, narrow bay extending into the land from the Atlantic Ocean.

Larne, at which other survivors were landed, is on the northeast coast of Ireland, twenty-three miles from Belfast. It is a port for vessels using the north channel into the Irish Sea. Buncrana and Larne are about one hundred miles apart by water.

It is assumed here in unofficial circles that the Tuscania was torpedoed between those two points while rounding the north coast of Ireland and heading for a British port of debarkation.

General McIntyre announced to-night that he would not disclose the identity of the troops on board the Tuscania until the list of survivors is received, and added that he expected no further information to-night. He said he did not know where the attack was made and refused to give out the date the Tuscania left the United States and the port of embarkation.

The War Department issued the following statement:—

"The War Department has been officially advised that the steamship Tuscania was torpedoed and sunk and that survivors numbering 1,100, as far as could be ascertained, were landed at Buncrana and Larne, in Ireland. There was a total of 2,179 United States troops on this vessel. No name of persons lost has been reported to the War Department and no name of survivors was reported. Additional details are promised as soon as received."

The Tuscania of 14,348 Tons.

While the Tuscania, of 14,348 tons, was built for the Anchor Line in 1914 at Glasgow she had been under charter to the Cunard Line and is the fifth big steamship the Cunard Company has lost since the war began.

More than 200,000 American troops have been sent to France prior to January 1 of this year, according to Secretary of War Baker, and the Tuscania is the first transport carrying troops to Europe to be sunk by submarine attack. Several transports have been lost on the return voyage after debarking their troops.

The Antilles was torpedoed on her homeward voyage and about sixty lives were lost.

The Tuscania was last publicly reported as arriving at a port.

BEST RESULTS OBTAINED

BY USE OF
WORLD ADS.

4,252
WORLD ADS.
YESTERDAY!

688 More Than All the Five Other City Morn-
ing Newspapers Added Together.

The

"Circulation Books Open to All."



VOL. LVIII. NO. 20,625.

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NEW YORK, FRIDAY

GERMAN CONDITIONS TOLD BY VOYAGERS HERE; DRIVE ON U. S. FORCES EXPECTED

Passengers on Nieuw Amsterdam, Which Federal Agents Search for Spies, Say Hungry Teuton Soldiers Are Deserting and That Krupp Plant Is Being Put Under Ground for Fear of Air Raids—Germany Building Huge Submarines—Holland, Near Starvation, May Join Central Empires if Allies Do Not Supply Food—Dr. Philips, New Minister, Describes Country's Plight.

With 1,506 passengers aboard—the largest number brought to this country from a European port other than in the Mediterranean since the beginning of the war—the steamship Nieuw Amsterdam, from Rotterdam, docked yesterday at Hoboken. As far as could be learned, no spies were taken into custody.

In order to get first hand news of conditions on the other side from the many on board, The World sent several staff reporters to the liner, and they obtained these uncensored facts and opinions of persons from war-ridden Europe:

The great Krupp gun works in Essen, Germany, are being transferred underground to protect them from expected airplane raids by American and Allied aviators next spring.

A fleet of giant submarines, each capable of carrying a 6-inch gun, is being constructed in Germany, according to latest reports in Holland.

Germany is planning an undersea campaign in the Pacific. Desertions from the German Army are increasing, many soldiers carrying children into Holland in a famished condition.

An American soldier escaped into Holland after being prisoner in Germany forty-eight hours. He killed an officer to get away.

American soldiers who have been captured are getting far worse treatment in Germany than those of Great Britain or France.

Twelve members of the Invalids' Club, in Berlin, turned their Iron Crosses at a meeting in January because of the continuance of ruthless submarine warfare. The President of the club was thrown in jail.

Holland is expected to enter the war on the side of Germany next spring unless the United States and the Allies apply her needs.

Holland has only two months' provisions in sight.

Agents of Six U. S. Departments Join in Searching the Liner

Most of the expressions of opinion regarding the war were the results of months of familiarity with conditions on the other side and given by men who had felt both the military and civilian pulses.

Many had got to this country only with great difficulty, and the importance of the coming of the big liner was shown by the fact that six departments of the Government took part in her inspection before a passenger was permitted to land. The Navy, War, Treasury, Labor, Justice and Agricultural Departments all gave her and her passengers what amounted to almost a microscopic examination.

From 10.30 A. M. until late last night military men, special agents and expert examiners worked ceaselessly, and only the cabin passengers had been permitted ashore.

wrapped up and taken from the ship for analysis at laboratories. No one was permitted away with a scrap of paper except August Phillips, the new Minister from the Netherlands to Washington, and those in his party. All personal and business papers were taken by Department of Justice agents, after examination will be returned.

It was the most elaborate hunt this country has ever undertaken on a ship, and several British inspectors who came from Halifax to assist and explain how examinations were carried on there, were forced to admit that nothing had been overlooked as far as human scrutiny could go. Much baggage may not be received by its owners for several days.

The Naval and Army Intelligence Bureaus each had men on the ship, and 100 sailors from the Navy Yard patrolled her deck.

TURN FOR WORSE IN THE CONDITION OF COL. ROOSEVELT

Inflammation Has Spread to Internal Left Ear, but Surgeons Say They "Feel Very Hopeful About Progress of Case."

WIFE AND DAUGHTERS GET ROOMS IN THE HOSPITAL.

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50 U. S. S. FROM ATTACK

TUSCANIA LOSS INTO SOULS

Welcome Chance to Get Even—Destroyers Took Men On Fusion in Handling Life

LONDONDERRY, Ireland, Feb. 7.

—An American officer, who was one of the last to leave the Tuscania, today gave the Associated Press a vivid account of the disaster. He said:

"Everything went well with us during the voyage. Many of our men had never been to sea before, and I must say they stood it like soldiers."

"We were one of a powerful convoy. I must not tell you our position in the convoy or how the various ships were formed, but you may take it that all the other boats have got through as far as I know. As for ourselves, well, the Germans succeeded in getting only a fraction of our fine fellows in addition to our boat; but if they have they have put the iron into our souls and we will be ready to repay them when the chance offers."

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(Special to The World.)

WASHINGTON, Feb. 7.—The following have been reported to War Department as survivors of Tuscania's sinking:

20TH ENGINEERS.

Company E, 6th Battalion, Anderson, Edward L., private, Bl

ON U. S. FORCES EXPECTED

Passengers on Nieuw Amsterdam, Which Federal Agents Search for Spies, Say Hungry Teuton Soldiers Are Deserting and That Krupp Plant Is Being Put Under Ground for Fear of Air Raids—Germany Building Huge Submarines—Holland, Near Starvation, May Join Central Empires if Allies Do Not Supply Food—Dr. Philips, New Minister, Describes Country's Plight.

With 1,500 passengers aboard—the largest number brought to this country from a European port other than in the Mediterranean since the beginning of the war—the steamship Nieuw Amsterdam, from Rotterdam, docked yesterday at Hoboken. As far as could be learned, no spies were taken into custody.

In order to get first hand news of conditions on the other side from the many on board, The World sent several staff reporters to the liner, and they obtained these uncensored facts and opinions of persons from war-ridden Europe:

The great Krupp gun works in Essen, Germany, are being transferred underground to protect them from expected airplane raids by American and Allied aviators next spring.

A fleet of giant submarines, each capable of carrying a 64-inch gun, is being constructed in Germany, according to latest reports in Holland.

Germany is planning an undersea campaign in the Pacific. Descriptions from the German Army are increasing, many soldiers carrying children into Holland in a jammed condition.

An American soldier escaped into Holland after being imprisoned in Germany forty-eight hours. He killed an officer to get away.

American soldiers who have been captured are getting far worse treatment in Germany than those of Great Britain or France.

Twelve members of the Invalids' Club, in Berlin, turned their Iron Crosses at a meeting in January because of the continuance of ruthless submarine warfare. The President of the club was thrown in jail.

Holland is expected to enter the war on the side of Germany next spring unless the United States and the Allies apply her needs.

Holland has only two months' provisions in sight.

Agents of Six U. S. Departments Join in Searching the Liner

Most of the expressions of opinion regarding the war were the results of months of familiarity with conditions on the other side and given by men who had felt both the military and civilian pulses.

Many had got to this country only with great difficulty, and the importance of the coming of the big liner was shown by the fact that six departments of the Government took part in her inspection before a passenger was permitted to land.

Navy, War, Treasury, Labor, Justice and Agricultural Departments all gave her and her passengers what amounted to almost a microscopic examination.

From 10.30 A. M. until late last night military men, special agents and expert examiners worked ceaselessly, and only the cabin passengers had been permitted ashore at nightfall.

Women were on hand to help the men. A possible German plot by which the case might be spread throughout the country with cultures. More than 100 inspectors under a pathological expert from the Bureau of Horticulture of the Department of Agriculture examined 4,000 cases of plants in the liner's hold.

Other chemists went into the cabins of the liner and took charge of all tooth paste, cold cream, medicine and other articles of the passengers. Addresses were taken where their owners wished them sent after examination and the articles were

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Dr. Martin, the Colonel's cousin, President of Roosevelt Hospital, was in the sick room last night, remaining there until 10 o'clock and seemed well satisfied of an improvement in the patient's condition. Dr. Harold Keyes of the house staff remained on charge at the Colonel's bedside throughout the night, assisted by three special nurses.

Not Infected in South America. Considerations of professional etiquette kept the consulting physicians absolutely silent yesterday as to the Colonel's condition and his chances for life. Beyond the brief bulletin quoted above, they refused to discuss the case, or to give an opinion as to the outcome.

From a reliable source, however, The World learns that the infection with which Col. Roosevelt is battling is not an outcropping of the disease he contracted on his South American trip.

It is, on the contrary, an infection that might attack any one anywhere, and its rapid spread in Mr. Roosevelt's case may be the forerunner, it is feared, of either mastoiditis or purulent meningitis.

Medical men who read understandingly the bulletin issued by the attending physicians believe that he is now suffering with what is technically known as purulent middle ear, which is a formation of pus back of the eardrum membrane.

All depends—possibly the Colonel's

(Continued on Third Page.)

GREAT FOOD VALUE
In Father John's Medicine. All pure—Advt.
THE WORLD TRAVEL BUREAU.
Amenable Publisher (World) Building.
55-57 Park Row, N. Y. City.
Are you going South? Reservations, tickets, baggage, etc., via all Coastwise, Cuban, Central and South American Steamship Lines. Travelers' checks and money orders for sale. Check room for baggage and parcels open day and night. Telephone Bookman 6000—Advt.

TUSCANIA LOSS INTO SOULS

Welcome Chance to Get Ev Perfect Order—Con-Destroyers Took Men Of-Casualties. fusion in Handling Life

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"We were one of a powerful convoy. I must not tell you our position in the convoy or how the various ships were formed, but you may take it that all the other boats have got through as far as I know. As for ourselves, well, the Germans succeeded in getting only a fraction of our fine fellows in addition to our boat; but if they have they have put the iron into our souls and we will be ready to repay them when the chance offers."

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Company E, 6th Battalion.

Anderson, Edward L., private, B.

low, Ark.

Achby, Tom A., private, Lib.

Kas.

Baese, James or Joseph, private, Kallispel, Mont.

Bros, Frank A., private, Cleveland, Ohio.

Busch, Alexander H. (appears on records), private, Godfrey, Canada.

Cherry, William A., corporal, Demopolis, Ala.

Hickling, William A. (appears on records), private, Leicester, England.

Hazelett, Dale C., private, Westbury, Ia.

Inock, Charles H., private, Ames, Ia.

Keeler, Harry A., private, San Francisco.

Kelly, Harry A. (appears on records), Sergeant, San Francisco.

Moss, James T., private, Corry, Pa.

 Poe, David, private, Laytonville, Cal. || Roberts, L. M. (appears as Mark on records), private, Venice, Cal. |
| Vandendriessche, private, Stevensville, Mont. |
| Williams, John S. (appears as J. Williams on record), private, Grohns, Fla. |
| White, Golman (appears as Go White on records), Augusta, Mont. |
| Bowman, Alva, private, Carmel, Bullock, Howard E. (appears on records), corporal, New York. |
| Ledbetter, Lloyd, private. |
| Macearsack, Walter (appears as Macearsack on records), private, Detroit. |
| Peterson, Edward B. (appears as Edward B. Pearson, private, Elk, Wash. |
| Redd, J. W. (appears as Jackson W. Redd on records), private, Buhi, Ala. |
| Schweissinger, Charles A., Jr., First Lieutenant, Los Angeles, Cal. |

ENGINEERS' RESERVE CORPS.

Maker, Frank L., Second Lieutenant, Oakland, Cal.

15TH AERO SQUADRON.

Fleming, John B., private, Oakland, Cal.

ITS IRON F AMERICANS

Says Rescued Officer—Perfect Order—Con-Casualties.

of a crunching-in feeling that through the ship than of a dis-

blow. There naturally was a deal of confusion. You cannot score of lifeboats from the of an upper deck in the dark-

without some confusion, but at time was there a panic. There great excitement, however, but only a few minutes. Then the men pulled themselves to-

the ship, saying there was danger that the vessel would before all were taken off. In the time S O S signals were sent

Destructors Quickly Arrive.

Even before some of us had the situation British destroyers were dashing up alongside. Such

men as had been lowered in life- were put on board destroyers. men who had jumped over-

board in the first excitement were up. I believe one or two life- were smashed in launching.

destroyers took off our men in this style, with perfect order. This time the Tuscania was

sinking. For a minute I did not know whether to go into a life- to stick by the ship. One of

members of the crew urged that I go on board and trust John destroyers. He yelled this in

my ear. I took his advice and waited for him to come to go on board

sooner had we cast off, with on board, than a torpedo was at us. It missed. Another de-

stroyer dashed off, operating a bomb- ing device, and the claim was made that the submarine

seen done in."

TUSCANIA WASHINGTON

SS SPURS COUNTRY TO WIN, SAYS BAKER

WASHINGTON, Feb. 7.—Secretary Baker today issued this statement: The sinking of the Tuscania

ings us face to face with the of war in its most relent- form. It is a fresh chal-

enge to the civilized world by adversary who has refined made more deadly the

path of the savage in warfare. must win this war and we

will win this war. Losses like unite the country in sym- with the families of those

who have suffered loss; they unite us to make more determined our purpose to

press on. As rapidly as details come in, they will be given to the

public in order to relieve anxiety here possible and notice will

be sent as promptly as possible to those whose sons and others have been added to the Nation's heroic dead.

man, Edward F., private, Pitts-

ist, H., private, Kenosha, Wis.

TH SUPPLY COMPANY.

Hasten to Meet Survivors.

LONDON, Feb. 7.—News of the Tuscania sinking reached the American

authorities here Wednesday night, and several scores of officials the American Army and Navy

were here during the day for Ireland. Admiral William S. Sims, who

was in Rome, was notified. The night boat train, which goes to the port where the ma-

ny of the survivors was landed, crowded to overflowing. The pas-

sengers included many American Red Cross workers and representatives of Y. M. C. A.

A correspondent of the Associated Press, travelling on this train, found very seat taken a half hour before

leaving time, and a number of passengers standing in the aisles for the

night trip.

CAPTAIN OF THE TUSCANIA REPORTED AMONG SAVED



Capt. PETER McLEAN

SUSPENSE IS FOUND DIFFICULT TO BEAR BY RELATIVES HERE

Anxiety for News of the Fate of Those Aboard the Tuscania Is Mingled With Desire to Get Even With Germany.

The news of the sinking of the Tuscania called into activity warlike instincts of the people of New York and vicinity. Upon the heels of the first shock of sorrow came rapid-fire comment which, under intensive condensation, might be expressed in the one sentence—"Germany must be beaten."

Many people hereabout were forced to suffer suspense. Twenty-five families in Long Island were represented on the Tuscania by young men who had gone forth as volunteers, and no message came from any of them until late yesterday afternoon.

All Anxious for News.

Sea Cliff, it is known, has seven men on board. Flushing had ten, Brooklyn three, Mineola two and Oyster, Glen Cove and Ridgewood one each. Women were weeping and talking in husky voices over telephones in an effort to get later news from the scene of the

disaster, and fathers and brothers were insisting that they would help to make Germany pay for lost ones.

The boys from Sea Cliff who were on board the Tuscania included Fred Chace, twenty-one, son of S. D. Chace, a grocer; Frederick Sackett

Chellborg, twenty-five, son of C. Sackett Chellborg, former Mayor of Sea Cliff; Kenneth Kay, twenty-one, son of James Kay, a carpenter;

Harold R. Stevenson, twenty-one, son of H. R. Stevenson, employed by a bridge building firm in New York City; Winfield Norris, son of James Norris, a poultry commission mer-

chant; Richard F. Dreyer, twenty-seven, son of Mrs. Richard Dreyer, and Robert Kissam, son of Robert Kissam of Sea Cliff.

Chace's mother collapsed yesterday when she heard of the torpedoing of the vessel and was attended by two physicians. Later in the day she was up again and eagerly seeking further news of the disaster.

All the Sea Cliff boys were members of the 213th Aero Squadron. They had trained at Mineola and had made frequent trips back to their home town in uniform. None of them was married and none had rank higher than that of first class private.

Mrs. Dreyer told as she wept how her son had enlisted while not in the best of health and had been in the hospital at Mineola only about ten days before he left for the port of embarkation. She said he was an enthusiastic American and had been glad to go, even in his weakened condition.

Groups of people stood on the street corners in Sea Cliff throughout the day discussing the chances the men on the ship might have. One Sea Cliff resident said:

"In one way it's a fine thing. Some

(Continued on Second Page.)

SANG "STAR SPANGLED BANNER" WHEN TRANSPORT WAS SINKING

Troops Raised Chorus of National Anthem and "My Country, 'Tis of Thee" When Torpedo Struck, While British Crew Responded With "God Save the King"—No Panic Anywhere.

BRITISH AGREE WITH BAKER THAT FOE PLANS MORE ATTACKS ON TRANSPORTS

Attack Was Made When Tuscania Was in Sight of the Irish Coast on Tuesday Evening—Ship Floated for Two Hours—Two Torpedoes Were Fired, but Only One Hit the Vessel Amidship—Many Hurt Lowering Boats.

Copyright, 1918, by the Press Publishing Co. (The New York World.) (Special Cable Despatch to The World.)

LONDON, Feb. 7.—Despatches received late to-night from Ireland show that only 101 persons were still missing of the 2,397 carried by the British transport Tuscania when she was sunk Tuesday night by a torpedo. These figures have served to lessen the shock of the first news of the disaster.

The ship carried 2,156 United States troops and 241 crew and passengers.

Sang "The Star-Spangled Banner."

Apparently complete discipline reigned on board when the torpedo hit the Tuscania. The soldiers, it is said, lined up on the deck and sang "My Country, 'Tis of Thee," and the "Star Spangled Banner." Opposite to them the British crew lustily raised the tune of "God Save the King."

The number of survivors is given as 2,296, of whom 2,106 were troops and 190 crew and passengers, showing 50 soldiers and 51 others still missing.

Seventy-six American officers are among the saved and 51 American soldiers are in hospital.

It is also stated that the Tuscania floated for two hours after she was struck amidships by one of two torpedoes fired at her. This accounts for the large number of saved.

The possibility that the attacking U boat was, herself sunk later is a feature that has thrilled London. An American officer is responsible for the story that a destroyer, after the firing of the second torpedo, attacked the submarine with a depth bomb and sank her.

The prophecy of Secretary of War Baker that Germany would concentrate her U boats on the American transport service is shared by the highest naval authorities here. One of the most serious phases of the submarine campaign is believed to be at hand. The official announcement that the first ship carrying American troops has gone down brings home the fact that Germany is now attempting to interrupt troops and munitions in the most important artery of war.

From details which reached naval quarters here, the Tuscania was torpedoed just as she was under the most trying conditions the

British naval officers and sailors contributed largely to the saving of so many lives. Just how many were killed by the impact of the torpedo is not yet known, but it is believed it was responsible for many deaths. Hope is not abandoned that the death toll will be even smaller than is now estimated.

The torpedoing of the Tuscania as well as the loss in the same waters, though not at the same place, of the Andania and other vessels recently, may lead to strong representations on the part of the naval authorities regarding questions asked in Parliament for weeks past and which seem to have focused on the German submarine campaign in Irish waters. The World learns naval men have been incensed over questions repeatedly asked by R. P. Houston, a Government member and owner of the Houston Line, who has sought to wring from the Government information which he is almost daily told would be of service to the enemy.

Think U Boat Was Lying in Wait.

The U boat which sunk the Tuscania is believed to have been lying in wait for the convoy. The shallowness of the Irish Sea in many places makes it possible for submarines to lie on the bottom and come only to the surface at an auspicious time. Some of the most skillful U boat commanders and crews are on submarines which are attempting to disrupt the American transport system. Among American officers and men in London there was the greatest sympathy expressed this evening for their comrades lost, but they stoically set their jaws and said it was war.

"We will have some scores to pay off before we get through, and believe me, Fritz will know it when our fellows do get started," was the way one raw boned fellow from New York gave voice to a feeling of a score of American sailors and soldiers in a hotel here.

Publication in America of the announcement of the sinking preceded its appearance here. This, however, is the first time the British Admiralty has announced the sinking of a transport so shortly after it happened, because all the first km of those lost are notified by telegraph before public announcement is made.

Sank in Sight of the Irish Coast; Many Hurt in Lowering Boats

AN IRISH PORT, Feb. 7 (Associated Press).—At an early hour yesterday morning 500 survivors, includ-

ing troops and members of the crew of the torpedoed troopship Tuscania, were landed at this port. Survivors

AN ENGLISH STEAMER CARRYING UNITED STATES TROOPS SUNK OFF THE IRISH COAST.

We sincerely regret to chronicle the deplorable fact that the long expected disaster has been reported. A German submarine has torpedoed a transport conveying American troops to France and it is feared that over two hundred of the brave boys have perished. The Tuscania, the doomed ship, carried 2,179 American officers and men, but 1,912 of these safely reached land, leaving 267 missing, and it is hoped that some of these have been saved.

For eight months upwards of 500,000 American troops have been moved to France and the hundreds of vessels that have carried them have escaped fatal attacks by the fleet of U-boats while outward bound. One transport was wounded, but made port. It was anticipated that a mortal blow would be inflicted despite the fact that the transports are convoyed by warships. The blow has fallen. It will intensify the determination of the American people to strike the vital blow that will end the domination of the war-mad Prussian autocracy that started the war to extend its power and control Europe and the world.

It is considered singular that all the U-boat attacks occur off the Irish coast. Is it possible that the Germans have a submarine base there? The entire Irish coast should be "combed" with all possible speed.

THE LOSS OF THE TUSCANIA.

Although the Tuscania was the first transport carrying American troops to be sunk by a German submarine, we may be sure that it will not be the last. Disasters of that kind must be accepted as part of the fortune of war.

The astonishing thing is not that a German submarine managed to slip under the guard of the destroyers that were convoying the ship but that in the circumstances the loss of life was relatively so small. That testifies eloquently to the effectiveness of the discipline on board and to the value of the convoy system not only as a means of defense but as a means of saving life in the event of a successful attack.

Out of a total of 2,397 on board the Tuscania, at least 2,296 were saved. Of the American troops the losses aggregate not over 73 out of a total of 2,179. Last month, when two British transports were torpedoed in the Mediterranean, which was the most recent disaster of that sort, 718 lives were lost.

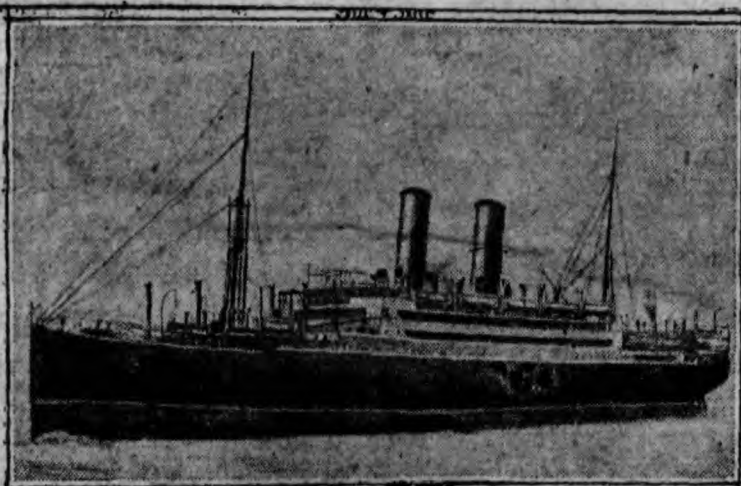
It is the boast of the British Navy, and a proud boast it is, that in the transportation of 400,000 Canadian troops not a life was lost through submarine attacks. That is a piece of good fortune that could not be expected to last until the end of the war. In eight months the United States has sent nearly as many soldiers to France as Canada has sent since the beginning of the war, and these are our first army casualties. On the record made thus far the chances are several hundred to one against any American soldier's losing his life through the operations of German submarines. So much for frightfulness as a means of checking the steady flow of American troops to the coast of France.

The Tuscania disaster, nevertheless, ought to have a sobering and steadying effect upon American sentiment, and if it has, the dead have not died in vain. It ought to bring to the frivolous, the chattering and the whiners some kind of a realization that the United States is actually in the war, and that the flower of its young manhood has entered upon the supreme task of civilization.

Our troops already occupy a sector of the battle-line in Lorraine, and the thunder of American guns deepens the chorus of the conflict. This sector will steadily lengthen. Week by week and month by month we shall extend our lines. The time is rapidly approaching when any losses of American troops through submarine attacks will be trifling in comparison with the losses at the front. The United States is just beginning to receive its baptism of fire, and the country must prepare itself for what is inevitably to come.

This war is serious business, and the smallest measure of respect that can be shown to the men who are offering their lives to their country is to give them the spectacle of a united Nation that has proved itself capable of appreciating the nobility of the sacrifice.

VESSEL SUNK WITH U. S. TROOPS



S.S. TUSCANIA

AERO UNIT ABOARD THE TUSCANIA.



The 213TH AERIAL SQUADRON

The above photograph shows the 213th Aero Squadron before it was recruited to full war strength. It was made soon after the men arrived at the aviation field at Mineola, L. I., from the training grounds in Texas. Soon after the photograph was made more than forty young men of Nassau county enlisted in the aviation section of the Signal Corps and were assigned to duty with this squadron.

Number of Soldiers Lost Is
147, According to Latest
Figures.

PRESS OF LONDON PRAISES BRAVERY

Indications Are That New York City's
Losses Were Small—Lack of In-
formation Causes Worry.

The latest figures available on the loss of life in the torpedoing of the troop ship *Tuscania* indicate that 166 persons are missing, of whom 147 were Americans. The bodies of 126 American soldiers have been recovered.

This estimate was furnished by the British Admiralty to the Associated Press last night, with the information that 2,235 persons had been saved. Among them were 113 officers and 1,917 of the American foresters, engineers, supply trainmen, military police and aero units, a total of 2,030.

As the ship's company had included 3,177 Americans, only nineteen missing remain to be apportioned among the 218 of the British crew and six passengers. According to the Admiralty's figures, the total number of persons on board the *Tuscania* was 2,401.

American officers among the survivors testified to the courage of their men while they faced the acute emergency of the ship sinking in the night, with no assurance that the German submarine would not send another death dealing torpedo to hasten her disappearance beneath the waves.

British officials likewise praise the discipline and steadfastness of the Americans and the London press is lavish with encomiums of their stoicism.

Late information indicated that New York city's losses were small, most of the city's quota aboard the transport being the 213th Aero Squadron. But there was great apprehension in the homes of all who had relatives aboard, as official information concerning their fate was lacking.

List of Americans Is Lost; Compiling of Names Delayed

[BY CABLE TO THE ASSOCIATED PRESS.]

LONDON, Friday.—The British Admiralty to-night informed the Associated Press that the latest figures available on the *Tuscania* disaster showed that 2,235 persons had been saved and that 166 were missing.

The saved, it was added, included 113 American officers, 1,917 American men, 16 officers and 183 men of the crew and 6 passengers.

The bodies of 126 American troops have been recovered.

Of the 148 survivors landed on the Scottish coast, 134 belonged to the United States army, including 7 officers. Of these 1 officer and 25 men are remaining where they landed to attend to the funeral arrangements for the American dead.

List of Americans Lost.

As the list of Americans on board the *Tuscania* was lost when the vessel went down, it will be impossible to ascertain the names of those lost until the names of the survivors have been cabled to the United States.

A despatch from Glasgow says that another party of survivors from the *Tuscania*, including Captain McLean and a number of American members of the crew, arrived to-day from a Scottish port. Many relatives awaited the arrival of the men and touching scenes were witnessed when some learned that those they were expecting had not arrived.

The survivors were garbed in a miscellaneous assortment of clothes which they had picked up when landed from the vessel.

Captain McLean looked well despite the great ordeal, but he emphatically refused to make a statement. The engine room storekeeper said that when he found the

CHUMS ON TUSCANIA, ONLY ONE SURVIVES



PERCY STEVENS and ROSWELL P. BLAKE

One of the many little individual tragedies following the National tragedy of the torpedoing of the troop ship *Tuscania*, like the little ripples following a big splash, came to light with the latest lists of the identified dead.

Among the foresters who enlisted in the 20th Engineers and were crossing on the *Tuscania* were Roswell P. Blake, twenty-seven-year-old son of Judge Michael Blake of the Fourth Municipal Court of this city, and eighteen-year-old Percy Stevens of Bend, Ore. Blake had spent the past three years in Stevens's home town. Both worked in the same office and the two enlisted together. When they left Oregon the mother and sisters of young Stevens asked Blake to keep with their boy and take good care of him.

Before the list of survivors showed the name of Blake, and the list of identified dead the name of Stevens, Mrs. Blake, in talking to a World reporter at her home, No. 412 East 18th Street, predicted that the names of the two boys would be found in the same list.

"I am very hopeful that we shall hear good news of Roswell, because he is well able to take care of himself in any emergency," she said; "and I know that if it is within human power to do so he will save Percy. My son has chummed with Percy Stevens for three years and loves him dearly. We all loved him. Roswell has always been like a big brother to Percy, and he laughed away the fears of Percy's mother and sisters when the boy enlisted. 'Don't worry about him, he will be all right with me,' he told them. When Judge Blake went down to Washington about three weeks ago to see the boys he made them have their picture taken together."

Both families thought that their boys were over on the other side and they were looking for a letter every day at the time the *Tuscania* was torpedoed.

"I did not know, the first two days, that Roswell and Percy were on that ship," Mrs. Blake said. "Not until we saw their names in *The World* did we know that they were on the ill fated ship."

Evening Sun Feb. 28/18

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First Photograph of Survivors of the Torpedoed Tuscania



This picture, taken at an unnamed British port, shows some of our officers and men, in somewhat mixed attire but of one mind—to avenge their lost comrades.

Units That Were Aboard the Tuscania

Special to The New York Times.

WASHINGTON, Thursday, Feb. 7, 12:30 A. M.—The War Department now announces that the following units were on board the Tuscania:

Headquarters detachment and Companies D, E, and F of the 20th Engineers. (First Forestry Engineers, about 750 men, recruited from different parts of the country).

107th Engineer Train (one battalion of Michigan Engineers and one battalion of Wisconsin Engineers).

107th Military Police (parts of what were the Fourth and Sixth Regiments Wisconsin Infantry).

107th Supply Train (parts of what were the Fourth, Fifth, and Sixth Wisconsin Infantry).

Number 100 Aero Squadron.

158th Aero Squadron.

213th Aero Squadron.

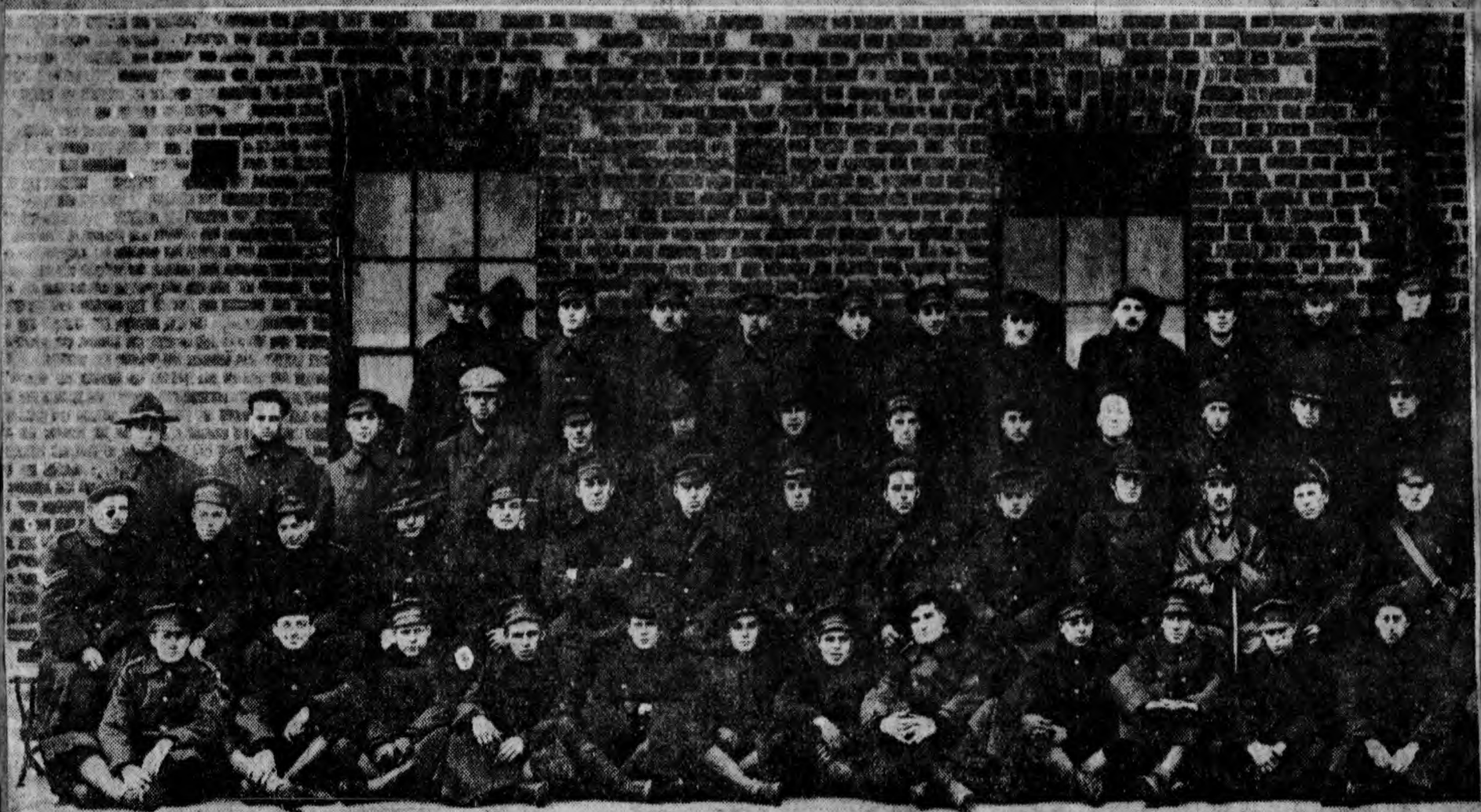
Replacement detachments Nos. 1 and 2 of the 32d Division, composed of National Guard troops from Michigan and Wisconsin. This division trained at Camp MacArthur, Texas.

Fifty-one casual officers.

The War Department will not say that the above-named units composed all the troops on the Tuscania, but it knows that these units were on board.

First Photograph of Survivors of the Torpedoed Tuscania

Ever. Semi. 8/26/29/118



This picture, taken at an unnamed British port, shows some of our officers and men, in somewhat mixed attire but of one mind—to avenge their lost comrades.

Copyright International Film Service.

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Jersey City Journal
March 4/18

TUSCANIA SURVIVORS!

Sammies Who Escaped Hun Torpedo Lined Up For Roll Call



This picture received from London shows survivors of the Tuscania lined up at an Irish port for a roll call to determine the missing. The U-boat which torpedoed the transport carrying American troops to the battlefront is believed to have been sunk. The dozen or more soldiers nearest the camera are readily recognizable. Perhaps your boy is one of them.

MANY NEW YORK BOYS ON THE TUSCANIA REPORTED SAFE



WINFIELD S. NORRIS,
Brooklyn Aviator.



HAROLD
STEVENSON
213th Aero Squad
SEACLIFF L.I.



STERLING MAC KINTOSH,
213th Aero Squad from
NEW ROCHELLE.



JOSEPH E.
MAYER, of 213th
AERO SQUAD from
PATCHOGUE L.I.



FREDERICK S. CHELLBORG
213th Aero Squad
SEACLIFF L.I.

Feb 9/18
nysa

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MATHER PERLMAN -- Brooklyn, N.Y.



A. DEW.



WILLIAM S. MACKINTOSH -- New Rochelle, N.Y.



GUY L. REED
Fredericktown, Ohio



A. N. STRIEGLER
Fredericksburg, Texas



C. P. REVELL --
Superior, Wisconsin



EARL CHRISTIANSEN, Idaho, Utah



ROBERT BLUMBERG,
Jamaica, private, 213th
Aero Squadron.



RICHARD OUTCAULT,
JR., New York, private,
213th Aero Squadron.



JOSEPH W. CRAW-
FORD, Flushing, pri-
vate, 213th Aero Squad-
ron.



HAROLD R. STEVENSON,
Brooklyn, N.Y.



DOUGLASS
EAST, -- Mineola, N.Y.



A. C. GILLETTE,
San Leandro, CAL.



COOP FREDERICK A. LAMPE,
213 AERO SQUAD,
FROM Brooklyn.



Lieut W. J. BLACKMAN,
Brooklyn Aviator

New York and New Jersey Boys 58

Aboard the Ill-Fated Troopship

Tuscania

Feb. 9/18
- 282



JOHN F. EBERHARD, Brooklyn, private 213th Aero Squadron.

LT. CHARLES READER

WILLIAM A. RAE, New York, private, 213th Aero Squadron.

EDWARD W., or W. E. ABEL, New York, private, 213th Aero Squadron.



WASHINGTON G. DAVIES, Brooklyn, sergt., 213th Aero Squadron.

MELVILLE MILLER, Brooklyn, private, 213th Aero Squadron.

ARTHUR STEVENSON.

LAFAYETTE ROTHSTEIN, JR., Brooklyn, private, 213th Aero Squadron.



THOMAS SCULLY, Newark, private 100th Aero Squadron.

JOSEPH JULIANO, Newark, private 213th Aero Squadron.

VINCENZO SIMONE, Newark, private 100th Aero Squadron.

CHARLES HORNBECKER, East Orange, private, 213th Aero Squadron.

TUSCANIA HONOR ROLL HAS NAMES OF 82 SOLDIERS

Americans Who Perished in Torpedoing of Troop Ship by Hun U-Boat.

Washington, Feb. 16.—On the honor roll of America's hero dead the War Department to-day wrote the names of 82 American soldiers who perished in the sinking of the transport Tuscania. The list, the first installment of the official revised records received here from London, follows:

Anthony Abboni, Detroit, Mich.
Fred K. Allen, Ada, Minn.
Homer Llewellyn Anderson, Cumberland, Wis.
Stanley R. Augspurger, Dayton, O.
Clea Bargerstock, Marienville, Pa.
Ben Barker, Forestburg, Tex.
Henry G. Bates, Baker, Ore.
Russell F. Bennett, Plainfield, Wis.
William E. Bennett, Rogers, Ark.
John B. Bishop, Foster, Okla.
George Nelson Bjork, St. Helena, Ore.
Claude Bradley, Swaty, Ark.
Jack J. Byrne, Butte, Mont.
James J. Buckley, Minneapolis, Minn.
Rocco Calabrese, Mount Solo, Wash.
Harry Carpenter, Potomac, Ill.
John W. Cheshier, Lucas, Wash.
Frank A. Church, Doyle Avenue, Providence, R. I.
Arthur W. Collins, Appleby, Texas.
R. F. D.
Stanley L. Collins, Knights Ferry, Cal.
Mareus B. Cook, Como, Mont.
Almer C. Cown, Victor, Mont.
Walter Crellin, Virginia, Minn.
Jennings B. Crow, Appleby, Tex.
William A. Dinter, Cuero, Texas.
Frank Drahota, Jackson, Minn.
Everett H. Duffy, Siloam Springs, Mo.
Alexander S. Gillespie, Los Angeles, Cal.
Winston A. Hartsook, Rapidan, Va.
James P. Hawley, Neenah, Wis.
Elmer A. Houston, Held, Ore.
Raymond T. Hurst, Procasot, Okla.
Wesley W. Hyatt, Lebam, Wash.
Delbert E. Inglehart, Santa Monica, Cal.
John C. Johnson, Big Falls, Minn.
John A. Laakko, Astoria, Ore.
George Lankenau, San Francisco.
Leo P. Lebron, Guthrie, Okla.
Theodore H. Lewton, Forest Grove, Ore.
Alfio Licari, Eureka, Cal.
Philip Kilburn Lightall, 419 Douglas Street, Syracuse, N. Y.
Fred M. Lintow, Lamoine, Cal.
William Matthews, Bellingham, Wash.
Roy W. May, Lindale, Texas.
Joseph G. Maystrick, 30 Clark Street, Astoria, L. I.
Geo. Moreno, Pearsall, Texas.
Win. P. Morin, Portland, Ore.
Riley F. Murray, Eugene, Ore.
Henry O. Ford, Turnesville, Texas.
Otto Ray, Texas (previously reported as a survivor).
David C. Renton, North Bend, Wash.
Samuel P. Riggs, San Francisco.
Lewis Roberts, Nachidoches, Texas.
Angel Perez, San Antonio, Tex.



WINFIELD S. NORRIS



PETER MCLEAN
CAPTAIN OF THE TUSCANIA



LIEUT. W. J. BLACKMAN
PHOTO BY MESSERSAUS

verses Written by Member of Unit Which Was Aboard the Tuscania

Herald Bureau.
No. 1,502 H Street, N. W.
Washington, D. C., Thursday.

The following verses, written by a member of the Twentieth Engineering (Forest), members of which were on board the Tuscania, torpedoed off the coast of Ireland, appear in the current issue of the American Literary Magazine, of Washington:—

Only a Volunteer.

Why didn't I wait to be drafted
And led to the train by a band?
Or put in a claim for exemption?
Oh, why did I hold up my hand?
Why didn't I wait for the banquet?
Why didn't I wait to be cheered?
For the draftee receives all the credit,
While I only volunteered.

But nobody gave me a banquet,
And never a soul a kind word.
The puff of the engine, the grind of the wheels
Were all the goodbye that I heard.
Then off to the training camp hustled
To be trained for a good half a year.
In the shuffle abandoned, forgotten:
I was only a volunteer.

Perhaps some day in the future
When my little boy sits on my knee
And asks what I did in the world war,
And his big eyes look up at me,
I will have to look into those eyes
Which at me so trustfully peer,
And tell him that I wasn't "drafted,"
But was only a volunteer.

PRIVATE MILLER HAS POEM ABOUT TUSCANIA

al Soldier at Camp Dix
Handy With Pencil as
Well as Sword.

Private Thomas Miller, of Company 12th Infantry, now at Camp Dix, on the loss of the Tuscania was asked to express his thoughts in poetry. The following was written shortly after the Tuscania casualty list was issued.

The Awakening.
At night as I lay sleeping
On my cot in old Camp Dix,
A dream o'er me came creeping—
I saw Uncle Sam in an awful fix.

He had declared war on Germany
For peace and humanity sake,
And asked for men for his army,
But his people were not awake.

They had read about the horrors
And strife and trouble over there,
But much to Uncle Sam's sorrow
His people were not prepared.

The tongue of war had not touched
Them,
And war to them was merely a
word;

The horror of war had not come home,
So why should they really care?
They had read about the horrors

He had been at war for nearly a year
And his people were still asleep,
Which made poor Uncle sigh with fear
And made Miss Liberty weep.

When suddenly from across the sea
Came news of the fate of a ship
Carrying thousands of our army,
When by a torpedo it was hit.

Then came the list of the missing,
And finally the one of the lost,
And at last the people were waking
To realize war and its cost.

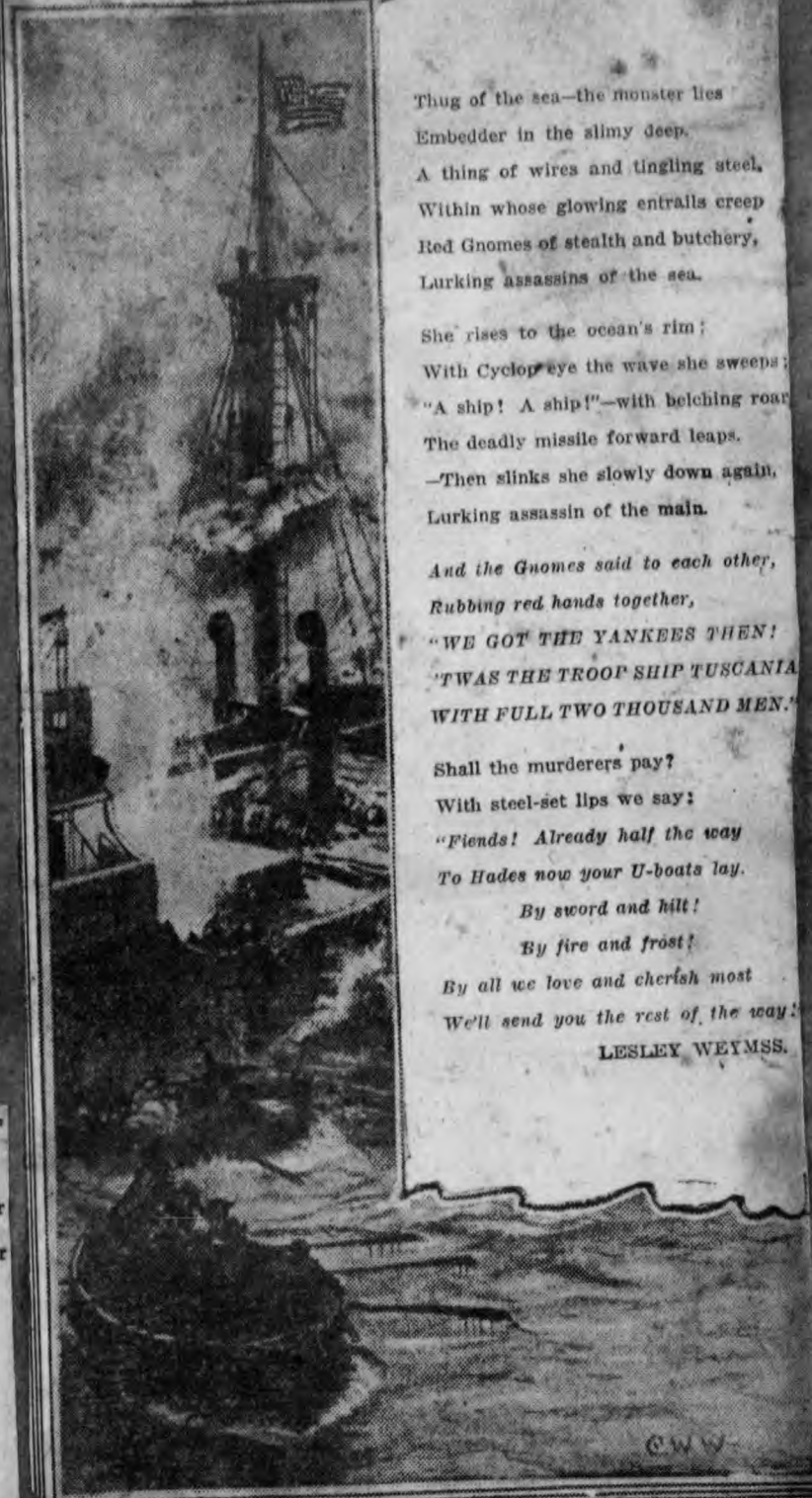
Then up sprang the cry for vengeance
From North, West, South and East,
To punish Germany for her violence—
The people at last were awake from
their sleep.

Then I saw Uncle Sam smile, once
more
That smile that had faded away,
And heard him say o'er and o'er
My people were awakened today.

Then I saw Miss Liberty dry her tears
As she looked across the sea,
And then the bugle I did hear
As they blew the notes of reveille.

Then I awoke with a start,
Happy, jolly and gay,
To face the drilling with a glad heart

THUGS of the SEA 59



Thug of the sea—the monster lies
Embedder in the slimy deep.
A thing of wires and tingling steel,
Within whose glowing entrails creep
Red Gnomes of stealth and butchery,
Lurking assassins of the sea.

She rises to the ocean's rim;
With Cyclops eye the wave she sweeps;
"A ship! A ship!"—with belching roar
The deadly missile forward leaps.
—Then sinks she slowly down again,
Lurking assassin of the main.

And the Gnomes said to each other,
Rubbing red hands together,
"WE GOT THE YANKEES THEN!
'TAS THE TROOP SHIP TUSCANIA
WITH FULL TWO THOUSAND MEN."

Shall the murderers pay?
With steel-set lips we say:
"Fiends! Already half the way
To Hades now your U-boats lay.

By sword and hilt!

By fire and frost!

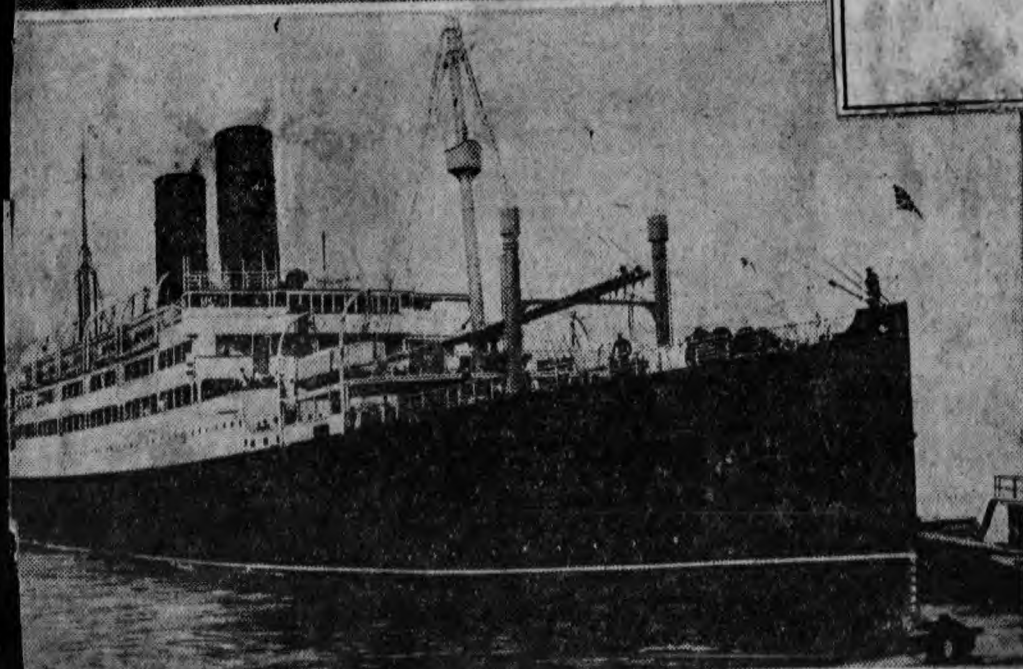
By all we love and cherish most
We'll send you the rest of the way!

LESLEY WEYMSS.

FROM THE SPHERE, LONDON © IN U.S.A. BY N.Y. HERALD COMPANY.



TUSCANIA, VICTIM OF GERMAN TORPEDO



The American soldiers lost on the torpedoed transport Tuscania were protected by Government insurance, whether or not they had formally applied for it. That does not compensate for loss of life but it does evidence the Government's careful regard for the men fighting for it.

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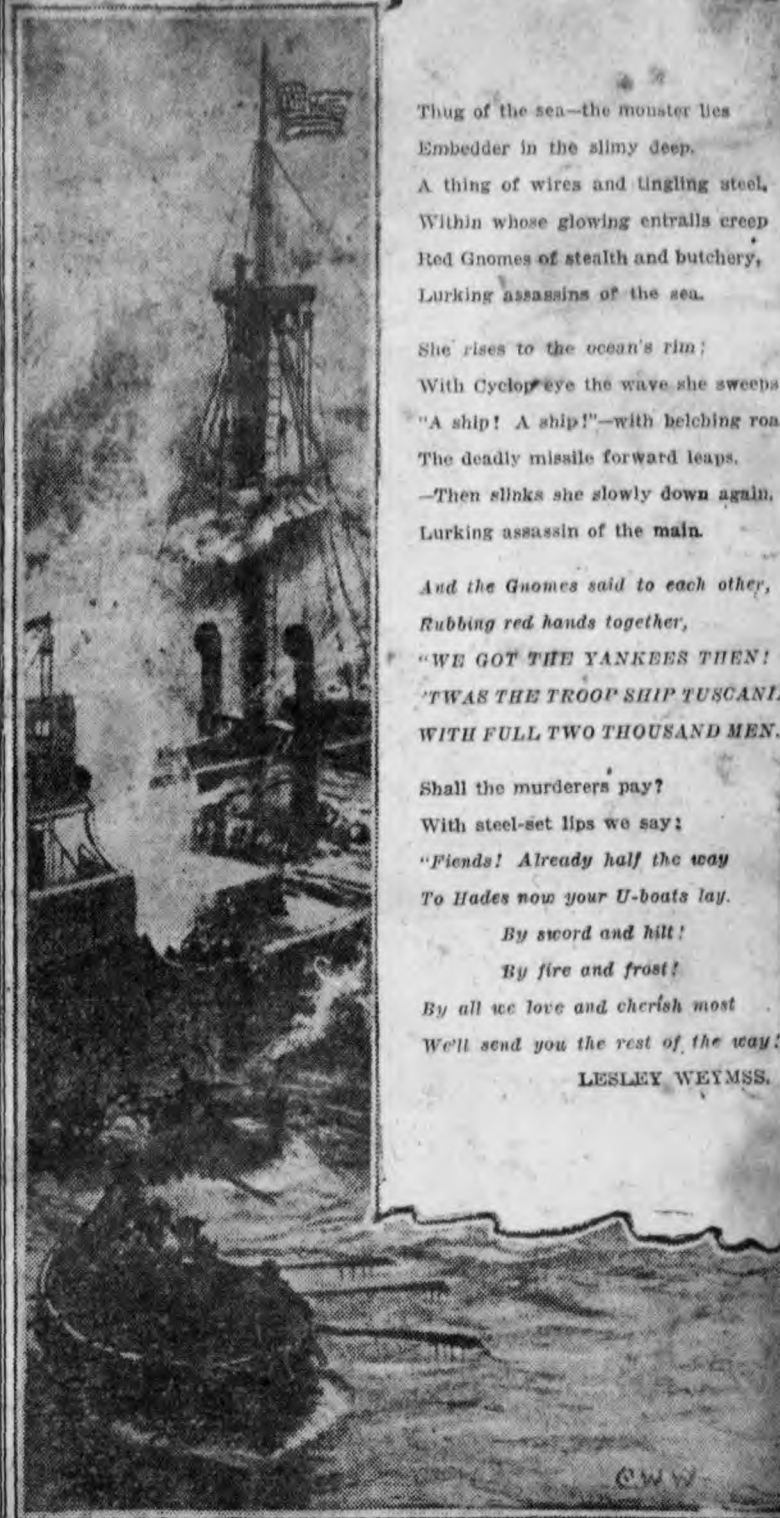
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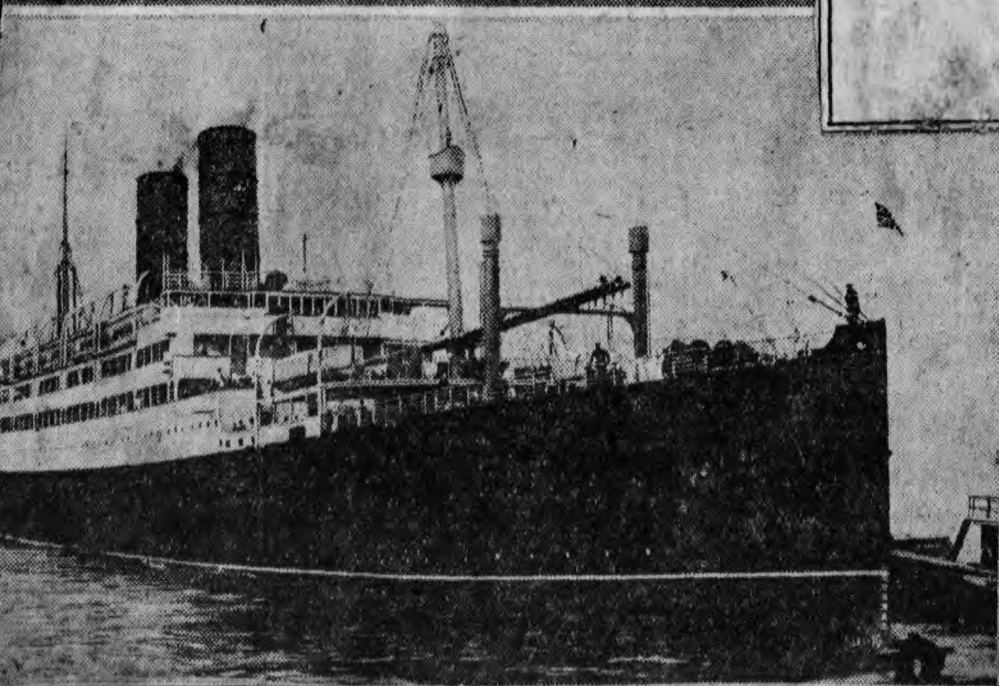
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transport Tuscania were protected by Government
insurance, whether or not they had formally ap-
plied for it. That does not compensate for loss of
life but it does evidence the Government's careful
regard for the men fighting for it.

60 Seeing a Boat Crushed in Launching, Some Americans Feared to Trust Themselves to Small Craft—But Behavior of All Is Praised.

THREE OF FIVE ON RAFT DIED FROM EXPOSURE.

Passage From Lifeboats to Steamers Hazardous, and Men Thus Lost Their Lives—Survivors Say Two Women on Board Did Work Like Men.

Copyright, 1918, by The Press Publishing Co. (The New York World). (Special Cable Despatch to The World.)

GLASGOW, Feb. 8.—A young engineer officer of the Tuscania's crew who with other survivors was brought here was interviewed by a correspondent of The World at the St. Enoch Station to-day. He said the liner was struck about 5.50 P. M. Tuesday and remained afloat more than three hours.

There was plenty of time to get the boats out, but unfortunately in launching them the gear fouled in some cases and boats were smashed and their passengers thrown into the water. In the darkness it was difficult to find the boats, let alone individuals who were in the water, even though they succeeded in keeping afloat. A considerable number of them, he thought, must have been lost by drowning or exposure. He saw a raft picked up on which five men were lashed, only two of them alive. Others had died before the raft had been located by the rescuing patrol boat.

To Waists in Water Five Hours.

The engineer was in a collapsible boat along with six other officers and thirty American soldiers. The boat was leaking and they were sitting up to the waist in water for almost five hours. When they were found eventually by one of the patrol trawlers, which was attracted to them by the light of a hand electric torch which one of the officers had, they had great difficulty in getting aboard.

The sea was rather rough for handling the lifeboat. At one moment the frail craft would be overlooking the trawler's deck and at the next the bilge of the trawler would be towering above it. The passage from a lifeboat to a steamer was therefore a hazardous operation, and in all probability some lives must have been lost in picking up men from the ship's boats.

The engineer said he thought most of the casualties resulted from the fact that men wearing life belts jumped from the liner's deck into the sea in the hope of being picked up later. It was a vain hope in most cases, because in the water they were lost in the darkness.

The engineer declared he was not on duty in the engine room when the attack was made, but one of his fellows who was rescued in the boat with him had been. This engineer told him that when the torpedo struck it cast a bluish glare over the engine room, then water rushed in and the fires began to hiss. The engineers realized immediately what had happened and stopped the machinery.

The young engineer stated there was no confusion on the Tuscania, but an accident which happened to one of the earlier launched boats caused some of the American troops unused to the sea to hesitate about going into the boats. A party of these troops started to sing.

Hushed the Singing.

"But we got them to cut that out," said the engineer. "It was no time for singing."

A young fireman who was on duty when the vessel was struck had an exciting experience. The explosion, he said, was felt very severely in the stokehole where he was firing.

Latest British Admiralty Figures Put Total Missing From the Transport at 166, Saved 2,235—Great Military Funerals Are Planned for Our Dead.

CAPTAIN OF VESSEL ARRIVES AT GLASGOW.

McLean and Others Rescued Reach Scottish City—War Department Is Still Unable to Appear Relatives by Complete List of the Survivors.

LONDON, Feb. 8.—The British Admiralty to-night informed the Associated Press that the latest figures available on the Tuscania disaster showed that 2,235 persons had been saved and that about 166 persons were missing.

The saved, it was added, included 118 American officers and 1,017 men, sixteen officers and 183 men of the crew and six passengers.

147 Americans Lost.

(The Committee on Public Information announced at Washington yesterday that the Tuscania carried 2,177 military passengers, 117 officers and 2,060 men. The above list thus would make the American loss four officers and 143 men.)

The bodies of 126 American troops have been recovered.

Of the 148 survivors landed on the Scottish coast 134 belonged to the United States Army, including seven officers. Of these one officer and 25 men are remaining where they landed to attend to the funeral arrangements for the American dead.

Reports received at the American Embassy yesterday indicated the loss of 101 lives, while the British Admiralty's estimate was 210. This discrepancy appears to have been due to the fact that the figures supplied to the embassy evidently did not include the missing, of which there are still many.

As the list of Americans on board the transport was lost when the vessel went down, it will be impossible to ascertain the names of those lost until the names of the survivors have been cabled to the United States.

Great Military Funerals.

It was announced to-day that arrangements were being made by British and American officials jointly for great military funerals for the Tuscania's dead.

A despatch from Glasgow says another party of survivors, including Capt. McLean and a number of Americans, arrived there to-day from a Scottish port. Many relatives awaited the arrival of the men, and touching scenes were witnessed when some learned that those they were expecting had not arrived.

The survivors were garbed in a miscellaneous assortment of clothes which they had picked up when landed from the vessel.

Capt. McLean looked well, despite the great ordeal, but he refused to make a statement. The engine room storekeeper said that when he found the Tuscania was likely to float for some time he went down into his locker, rescued some cash and other trinkets and got away on a raft.

WACO TO HOLD SERVICE FOR THE TUSCANIA DEAD

WACO, Texas, Friday.—Memorial services will be held here Sunday afternoon for the Tuscania victims, many of whom trained at the Thirty-second Army Division, Camp MacArthur, near Waco. The entire church personnel and all business organizations of Waco are behind the movement. Arrangements have been made for seven thousand persons to attend the services, which will be held in Cotton Palace Auditorium.

CALMLY SANG DITTY WHEN SHIP WAS HIT

Copyright, 1918, by The Press Publishing Co. (The New York World). (Special Cable Despatch to The World.)

GLASGOW, Feb. 8.—An Englishman who survived the Tuscania disaster has arrived here. He says that in the midst of the commotion following the torpedoing of the liner a large party of American soldiers were singing a comic ditty of which the refrain was "Where Do We Go From Here."

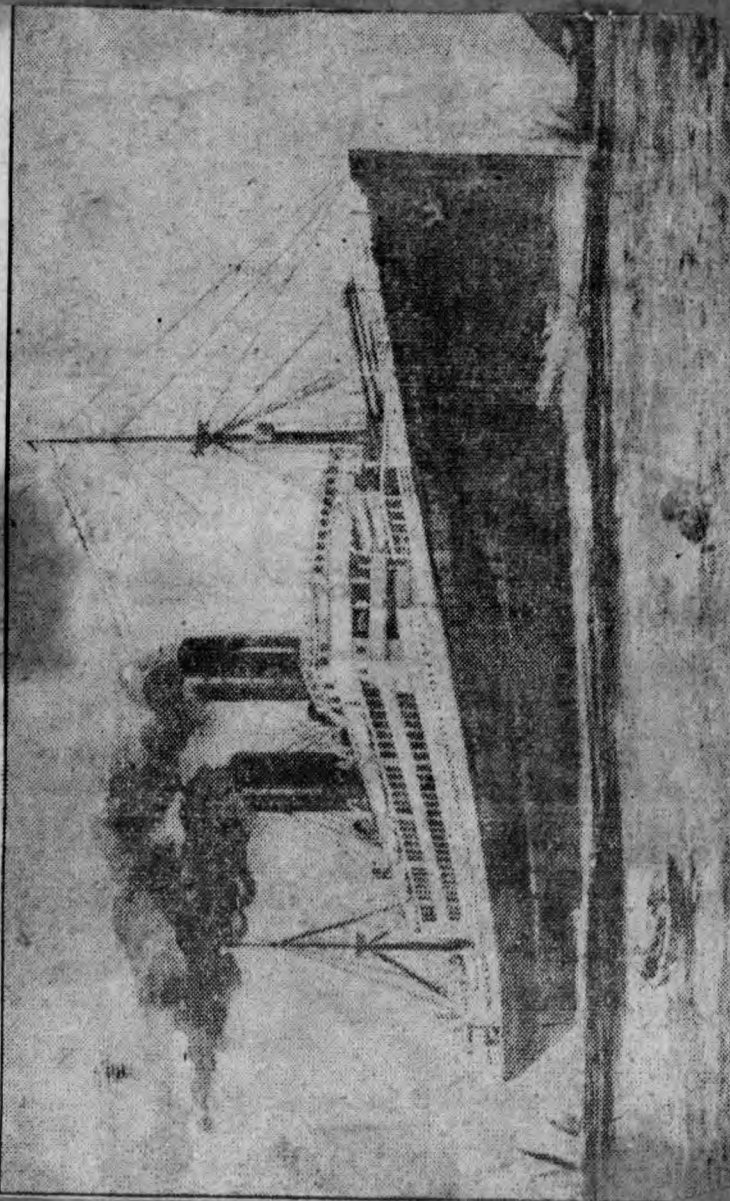
SOME SURVIVORS OF THE TUSCANIA

Their Names Are Reported by Relatives or by Some of Their Friends.

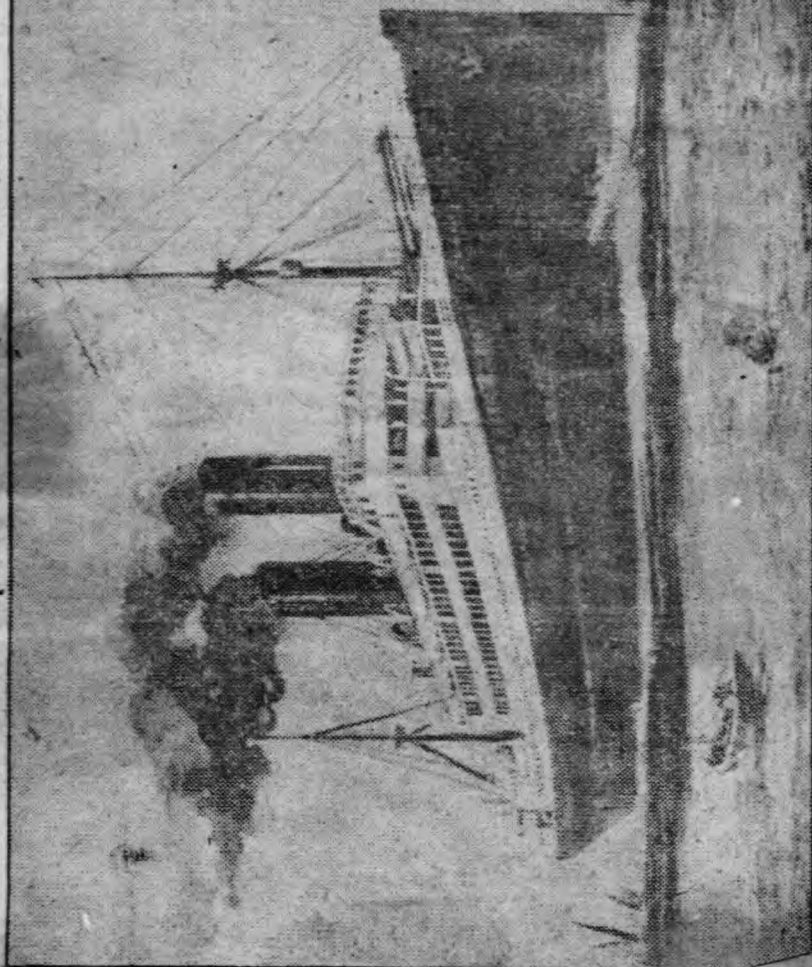
Following is a list of those of the privately reported survivors of the Tuscania whose homes are in New York or vicinity. Those whose names have an asterisk after them have been reported by comrades as saved, but not by themselves:

- A.
Edward W. Abel, Port Chester.
Corpl. Charles L. Ambler, Ossining.
Anthony F. Abramo, Flushing.
Henry Albert, No. 1115 First Avenue.
Harvey Avery, Katonah.
- B.
Roswell P. Blake, No. 313 East 18 Street.
Lieut. W. J. Blackman, No. 519 Clinton Avenue, Brooklyn.
Robert Blumberg, No. 63 Allen Street, Jamaica.
Lawrence Bedrosian, White Plains.
Arthur T. Brown, Keyport, N. J.
Corpl. Walter R. Botts Jr., Hempstead.
Corpl. John E. Borhard, No. 247 Nicholas Avenue, Brooklyn.
Corpl. Adolph Bartolomeo, Astoria.
Edward C. Barker, Port Jefferson.
Joseph L. Barnitt, No. 261 East 20 Street.*
- C.
Sergt. De Witt J. Cohn, Patchogue.
Harold Conklin, Westbury, L. I.
Corpl. Mayer Gigel, No. 435 Madison Street, Brooklyn.*
Corpl. Thomas A. Conway, No. Henry Street, Brooklyn.*
Charles C. Gargild, Westchester.
Fred C. Haco, Sea Cliff.*
William J. Clabby, Flushing.*
Albert Cornell, Roosevelt.*
Joseph W. Crawford, Flushing.*
- D.
Sergt. Washington G. Davies, No. Oxford Street, Brooklyn.
Alfred M. Davis, Miller's Place, I.*
Raymond L. Davis, Port Jefferson.
Arthur New, No. 83 Hamilton Street.
George C. Donnelly, Port Chester.
Lawrence J. Doyle, Flushing.*
Edward J. Duffy, Flushing.*
- E.
Lieut. B. F. Ellsworth, No. 230 V 108th Street.
Corpl. John F. Eberhard Jr., No. St. Nicholas Avenue, Brooklyn.
Douglas J. East, Roslyn Road, Long Island City.
Albert G. Eaves, No. 2010 Boy Avenue.*
William Egan, Mount Kisco.*
- F.
Walter C. Friedman, No. 737 Lexington Avenue.
George Faber, Lawrence, L. I.*
Edmund Fin, No. 330 East 33d Street.
Oliver L. Flood, Port Chester.*
William F. Furman, Whitestone.
- G.
M. B. Gray, Bedford Hills.
Henry Geslen, Richmond Hill.
H.
Leo W. Harp, Greenwich.*
Martin B. Herman, No. 227 Richmond Avenue, Brooklyn.*
Charles Hornecker Jr., East Orange.
- J.
Frank J. Julian, No. 136 Eighth Avenue, New York.*
Harold M. Jonasson, No. 615 V 55th Street.*
- K.
Michael Katz, Portchester.*
Kenneth D. Kay, Sea Cliff.*
Robert Kissam, Sea Cliff.*
- L.
Walter Lankenau, No. 301 East Street.
Corpl. Frederick A. Lampe, No. President Street, Brooklyn.*
Corpl. Roscoe R. Loper, Port J. son.*
Julius J. Leone, No. 316 West Street.*

The Torpedoed Transport Tuscania



The Torpedoed Transport Tuscania



due to the fact that the figures supplied to the embassy evidently did not include the missing, of which there are still many.

As the list of Americans on board the transport was lost when the vessel went down, it will be impossible to ascertain the names of those lost until the names of the survivors have been cabled to the United States.

Great Military Funerals.

It was announced to-day that arrangements were being made by British and American officials jointly for great military funerals for the Tuscania's dead.

A despatch from Glasgow says another party of survivors, including Capt. McLean and a number of Americans, arrived there to-day from a Scottish port. Many relatives awaited the arrival of the men, and touching scenes were witnessed when some learned that those they were expecting had not arrived.

The survivors were garbed in a miscellaneous assortment of clothes which they had picked up when landed from the vessel.

Capt. McLean looked well, despite the great ordeal, but he refused to make a statement. The engine room storekeeper said that when he found the Tuscania was likely to float for some time he went down into his locker, rescued some cash and other trinkets and got away on a raft.

WACO TO HOLD SERVICE FOR THE TUSCANIA DEAD

WACO, Texas, Friday.—Memorial services will be held here Sunday afternoon for the Tuscania victims, many of whom trained at the Thirty-second Army Division, Camp MacArthur, near Waco. The entire church personnel and all business organizations of Waco are behind the movement. Arrangements have been made for seven thousand persons to attend the services, which will be held in Cotton Palace Auditorium.

Charles C. Gargner.
Fred C. Haze, Sea Cliff.
William J. Clabby, Flushing.
Albert Cornell, Roosevelt.
Joseph W. Crawford, Flushing.

D.

Sergt. Washington G. Davies, No. Oxford Street, Brooklyn.

Alfred M. Davis, Miller's Place, I.

Raymond L. Davis, Port Jefferson
Arthur New, No. 83 Hamilton St.
George C. Donnelly, Port Chester
Lawrence J. Doyle, Flushing.
Edward J. Duffy, Flushing.

E.

Lieut. B. F. Ellsworth, No. 230 V 108th Street.

Corpl. John F. Eberhard Jr., No. St. Nicholas Avenue, Brooklyn.

Douglas J. East, Roslyn Road, eola.

Albert G. Eeaves, No. 2010 Boy Avenue.

William Egan, Mount Kisco.

F.

Walter C. Friedman, No. 737 Lexington Avenue.

George Faber, Lawrence, L. I.

Edmund Fin, No. 330 East 93d St.

Oliver L. Flood, Port Chester.

William F. Furman, Whitestone.

G.

M. B. Gray, Bedford Hills.

Henry Geslen, Richmond Hill.

H.

Leo W. Harp, Greenwich.

Martin B. Herman, No. 227 R 4 wood Avenue, Brooklyn.

Charles Hornecker Jr., East Orange.

J.

Frank J. Julian, No. 126 Eighth Avenue, Noyark.

Harold M. Jonasson, No. 615 V 55th Street.

K.

Michael Katz, Portchester.

Kenneth D. Kay, Sea Cliff.

Robert Kissam, Sea Cliff.

L.

Walter Lankenau, No. 301 East Street.

Corpl. Frederick A. Lampe, No. President Street, Brooklyn.

Corpl. Roscoe R. Loper, Port J son.

Julius J. Leone, No. 316 West Street.

Continued from Page One

THOMAS LUTHER BALL, Cleburne, Tex.
 ANSON L. BALEN, Spring Lake, Tex.
 EARL BURTON, Headland, Mich.
 JOE E. BAILEY, Chickasha, Okla.
 HOWARD BLAINE BUSHNELL, Clinton, Ill.
 MILLARD F. BOATWRIGHT, Hico, Tex.
 CHESTER E. BERG, Round Mountain, Nev.
 EDGAR D. BROWNELL, Oakland, Cal.
 THADDEUS BLACK, Pulaski, Wis.
 AMBROSE H. BULLOCK, Kansas City, Mo.
 LEROY F. BENNETT, Woodmount, Conn.
 WILLIAM N. BYRK, San Angelo, Tex.
 CHARLES L. BURKETT, Thayer, Mo.
 EDWARD T. BE ESKI, Portland, Ore.
 LEWIS C. BLEN, Dufur, Ore.
 WILLIAM R. BEATT, Coquille, Ore.
 ERNEST C. BROWN, Thomas, Okla.
 CHARLES B. BARNETT, Moss Point, Miss.
 LEE MILTON BOYDEN, Cumberland, Wis.
 GEORGE ARTHUR BORGHEIMER, Chippewa Falls, Wis.
 LEVI T. BRANNAN, Modesto, Cal.
 BRUCE D. BOWLING, Oakland, Cal.
 MANUEL P. BETTENCOURT, San Jose, Cal.
 OTTO E. BETHARD, Beardstown, Ill.
 ALVA L. BEALL, Greencastle, Mo.
 FRANK A. BYRNES, Minneapolis, Minn.
 HARRY H. BURPEE, Whitefish Bay, Wis.
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 HERBERT L. BURKE, Oakland, Cal.
 MILLARD BROOKS, Brunot, Mo.
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 OSCAR BJORK, Chippewa Falls, Wis.
 JOSEPH BARTOL, Abrams, Wis.
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 EARNEST W. BLAKE, Buckley, Wash.
 ALVA BOWMAN, Carmi, Ill.
 JAMES F. BRAY, Baraboo, Wis.
 STANLEY BRADLEY, Casper, Cal.
 VIRGIL B. BEWER, Dexter, Mo.
 HOWARD E. BULLOCK, Newport, Wash.
 ANTHONY BURZYKOWSKI, Lowicz, Russian Poland.
 PAUL BUSSA, Dubno, Wolya, Russia.
 ALEXANDER H. BUSH, Godfrey, Ont.
 EDWIN BUSHLAND, Chippewa Falls, Wis.
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 FRED T. BENEFIELD, Lake View, Ore.
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 CHRISTOPHER BROCKEY, Corriganville, Md.
 OSCAR BAKER, Cumby, Tex.
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 GARNIS BELEV, Rockwall, Tex.
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 DEWITT J. COHN, Patchogue, N. Y.
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 NATHAN F. CARHART, Trempealeau, Wis.
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 BERDST FANCHER, Garrison, Tex.
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 RAY SAM GROENIER, Chippewa, Wis.
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 HARRY MOYER, Brooklyn.
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 MILLVILLE MILLER, Brooklyn.
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 BARNEY McMAISON, Chippewa Falls, Wis.
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 WALTER MASON, Ansterdam, O.
 ROBERT MASTROPIETRO, New York city.
 LEON S. MARTIN, Palacios, Tex.
 WILLIAM W. MADEN, Berkeley, Cal.
 FREDERICK F. METCALF, Kalspell, Mont.
 ORVILLE H. MOORE, Carthage, N. Y.
 JAMES G. MURPHY, Oakland, Cal.
 ROBERT M. MACE, Harrisburg, Pa.
 JOHN F. MOTSENBACKER, Waskita, Okla.
 CHARLES MORROW, Wirt, Okla.
 FREDERICK MOLINA, Benelides, Tex.
 HAROLD C. MARTIN, Houston, Tex.
 WILLIAM E. MANN, Salado, Tex.
 MARGARITO MACIAS, Benelides, Tex.
 HERBERT W. MILLER, Great Falls, Mont.
 JOHN M. MATTLAND, Berlin, Wis.
 FRANK W. MARINO, Spooner, Wis.
 WILLIAM J. MARTIN, Allamuchy, N. J.
 WALTER LEE MASSEY, Keno, Tex.
 NOAH M. MILLIKAN, Enville, Okla.
 JOHN H. MIECOM, Checotah, Okla.
 JAMES G. MITCHELL, Grayson, La.
 JOSEPH F. MOORE, East Cleveland, O.
 RENWICK DENMAN McNEAR, Petaluma, Cal.
 PAUL MCCORMICK, J., Billings, Mont.
 IVA BURNS McALISTER, Nashville, Tenn.
 ROBERT F. MCCARTHY, Waverly, N. Y.
 JAMES A. McELROY, Brooklyn.
 ROBERT A. McNEIL, Detroit, Mich.
 IRVIN H. MEIDEN, Appleton, Wis.
 LOUWIE C. McDANIEL, Bellona, Okla.
 HAROLD G. McFARLAND, Vandalia, Ill.
 RICHARD F. McGRATH, Powers, Mich.
 J. CHARLES McMILLAN, Sturgis, S. D.
 EDWARD J. McDONALD, Garden Valley, Idaho.
 FRANK C. McCarthy, Houston, Tex.
 WILLIAM D. McCHORD, Blackburn, Okla.
 PERCY H. McALLISTER, Joplin, Mo.
 CLOVIS J. McGEHEAN, Ashland, Wis.
 PATRICK M. McGOWN, York, Neb.
 WILLIAM P. McKINTOSH, Glenwood, Maryland.
 CHARLES E. MARSELLIS, Berkeley, Cal.
 RALPH A. MAYO, New London, Wis.
 JAMES M. MEREDITH, Elkhart, Tex.
 HOWARD C. MONEY, Rome, N. Y.
 KIRKWOOD ALFRED MORGAN, Myrtlewood, Ala.
 JOHN D. MORROW, Kalspell, Mont.
 EDWARD J. MOORE, San Francisco.
 VICTOR A. MONNEER, Dallas, Tex.
 ROBERT LEE MALONE, Valdosta, Ga.
 CHRIS S. MADSON, Audubon, Minn.
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 JOSEPH MYNAR, Rosebud, Tex.
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 SIGVALD NORMAN, Ortonville, Minn.
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 HALLIE H. ROWE, Wautoma, Wis.
 VERNON J. ROSELL, Plainfield, Wis.
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 THEODORE REGLING, Shawano, Wis.
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 PAUL SAMUEL REHS, Detroit, Mich.
 LON RHODES, Trego, Wis.
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PHELPS, Gresham, Ore. OSCAR L. PETERSON, Upton, Wis. HENRY C. PETERSON, Magnolia, Ark. LUCIUS M. PERRY, Vinton, La. EASTON PADDEEN, Camp Crook, S. D. WARREN PAQUETTE, Vader, Wash. RICHARD J. POTRET, Nashville, Tenn. JAMES A. PURINGTON, Hopkinton, N. H. ANTHONY T. PRZYBYLSKI, Milwau-kee, Wis. MARCUS PENA, San Antonio, Tex. JOHN E. PETERS, JR., Norman, Okla. EDWARD JAMES PAULUS, Duluth, Minn. THOMAS PATTERSON, Ashland, Okla. ALVEY PARNELL, Metador, Tex. DANIEL W. PARKER, Ashland, Ore. WALLACE JOHN PATTISON, Cleve-land, O. MANUEL ENOS PERACIA, Newark, Cal. LEWIS C. PERACIA, Lagunitas, Cal. WILLIAM O. WILSEN, Vancou-ver, B. C. PHILLIP E. WETMORE, The Dalles, Oregon. HAROLD OLIFFORD WALCOTT, Pro-vidence, R. I. JOSEPH F. WHITE, Wakefield, Mass. WILLIAM A. WORTHEN, Sunset, Tex. HOWARD R. WINTERBOTTOM, New York city. CHARLES F. WARD, Ann Arbor, Mich. ELMER S. WILLIAMS, Owen, Wis. RALPH WINKEL, Marlen, Mich. WILLIAM C. WEBER, Bayfield. FRED LOUIS WICHEN, Barron. EARL D. WILDER, Colma, Wis. MARTIN C. W. WINTER, Clinton, Wisconsin. THOMAS WEIR, Linden, Wis. ALLEN EDWARD WILLIAMS, Kenosha, Wis. ELMER WILLIAM WILLIAMS, Kenosha, Wis. ADAM WINIEWSKI, Milwaukee, Wis. AUGUST WOLF, Detroit, Mich. WALTER WILLIAMS, Stephentown, Wis. HENRY WILLIAM WERNER, Lap City, Ia. PERCY A. WEST, Bloomington, Ill. GOALMAN WHITE, Augusta, Mo. HERMAN L. WIDMAN, Barber, Ill. JOHN T. WILLIAMS, Gardner, Ill. JOHN THADDEUS WELCH, Effie, Wis. EDWIN WILKIN, Amsterdam, O. RALPH ROGERS WESCOTT, Shaw-nee, Wis. GUY WISEMAN, Sand Creek, Wis. RAYMOND K. WILMART, Chippewa Falls, Wis. THOMAS G. WELSTEAD, Matawa, Wis. WILLIAM J. WEBER, Henrietta, Cal. GOTHARD, XAVIER, Parkland, Tex. VAHAN YACOOBIAN, Detroit, Mich. ALBERT F. YARBROUGH, Byers, Wis. ERNEST S. YOUNG, Scotts Bluff. JOHN JOSEPH YUNG, Kenosha, Wis. ADOLPH B. ZIMMERMAN, Netas, Wis. WM. A. ZISMAN, Fletcher, Okla. JOSEPH ZEMAN, Harrisburg, Pa. HARRY E. ZELNER, New York. HUGH ZELLER, Delaware, O. AUGUST ZURA, Kenosha, Wis. JOSEPH M. ZEHNDER, Wash. PETER ZUKOSKI, Kalwar. ADAM J. ZIELKE, Red Grant.

TUSCANIA TORPEDOED, 267 U. S. TROOPS MISSING; 1,912 OF SURVIVORS LANDED IN NORTH OF IRELAND; TRANSPORT WAS CONVOYED BY BRITISH WARSHIPS

FIRST REPORTS GAVE NUMBER OF MISSING FROM SHIP AT 1,100

Identity of Troops on Board Not Given Out
Pending Receipt of Further Details—Ship
Manned by British Crew—The Saved Put
Ashore at Buncrana and Larne, but No
Names Have Been Received—First Outward
Bound Vessel Carrying Soldiers From Here
to Be Sunk—Many Attacked.

THE ALAMANCE ALSO SUNK BY U BOAT; SIX OF CREW OF AMERICAN BOAT PERISH.

Vessel Is Sunk in North Channel, Lately Much Used—
Destiny May Have Been Glasgow or Belfast—Cunard
Liner Could Carry 2,500 Passengers—Escaped U Boat
Attack by Speed Last March—Capt. Peter McLean
Probably in Command—Crew Once Saved 409
Survivors.

(Special to The World.)

WASHINGTON, Feb. 6.—Nineteen hundred and
twelve of the 2,179 American officers and men on
board the Cunard Liner, Tuscania, torpedoed and
sunk in the war zone, were reported accounted for
in a despatch to the State Department to-night
from the American Embassy at London.

This leaves only 267 missing.

The first news to the Department said that
only 1,100 survivors had been landed at Buncrana
and Larne, Ireland. No names of survivors or
victims was given.

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There was a total of 2,179 United States
troops on this vessel. No name of persons
lost has been reported to the War Depart-
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as soon as received.

The soldiers aboard the Tuscania belonged to
no distinctive military units from any State and
were largely small detachments from all parts of
the country being forwarded to join the forces in
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The War Department announced that because
of this fact it would be impossible to say definitely

HUDSON CITY BOY ON THE TUSCANIA

The only Jersey City soldier on the
torpedoed Tuscania so far as could be
ascertained up to noon to-day was
Arthur H. Stephan, aged 22, of 425
Palisade avenue, a member of the
100th Aero Squadron. Nothing has
been heard from him by his family
except what they have read in the
newspapers, but they expect a cable
message from him if he is safe and
permitted to send word by his com-
mander.

Young Stephan was born in Jersey
City. His father, John Stephan, has
resided on the Heights for the past
thirty years, and the young man was
very well known and popular. He en-
listed last July at Perth Amboy and
after a short stay at Fort Slocum was
sent to Texas for training. He fin-
ished his course at Mineola, to which
point he was transferred three months
ago, and was last heard of by his
family about three weeks ago, shortly
before his departure. Stephan is a
member of the Hudson City Branch,
Y. M. C. A., and a musician of ability.
He is an ornamental iron worker by
trade and had worked steadily at it
until his enlistment.

THE TUSCANIA CARRIED THE OLD SIXTY-NINTH

New York, Feb. 7.—Thousands of
American troops have been carried
across the sea by the British steamer
Tuscania, just fallen victim to a
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of 14,348 tons gross. She was the
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Captain Peter McLean was chief
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New York, Feb. 7.—The Tuscania
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The Transylvania, sistership of the
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The Cameronia, California and
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The Tuscania, which was chartered
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PETER M'LEAN WAS CAPTAIN COMMANDING THE TUSCANIA

LONDON, Friday.—The Captain of the
Tuscania was Peter McLean, not J. L.
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twenty years, and during the war has
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BATTLE TOSSEN TO AMERICA, IS VIEW OF TUSCANIA LOSS

London Newspaper Says Optimism Regarding Menace Has "Usual Sequel."

[BY CABLE TO THE ASSOCIATED PRESS.] LONDON, Friday.—That the sinking of the liner Tuscania will stimulate the United States to even greater resolve and sterner efforts on behalf of the fight for democracy is the opinion generally expressed in editorial comment in the morning papers.

Satisfaction is expressed and congratulations are extended that this, the first disaster among many American transports, shows the emptiness of the German boast that the submarines would render the transportation of the American armies impossible and would intimidate the Americans. Nevertheless, it is declared, it is too much to hope that the Tuscania will be the last victim, though the conviction is expressed that the American nation realizes fully the difficulties ahead and is prepared to meet them.

Some of the editorials say that the submarine menace has not yet been mastered and remains a grave problem to which the Allies, especially Great Britain and the United States, must devote all their energies in view of the imperative need of keeping the Atlantic route open. The Daily Telegraph says:—

"The Americans have defied the pirates all these months and we are convinced that the sorrow and anger which the loss of life on the Tuscania will occasion will only steel the hearts of the people to persevere and deepen their resolve. There is nothing in the incident to occasion alarm, but it constitutes a warning to us and the Americans to concentrate on the defence of the Atlantic."

Will Serve to Stimulate.

"A thousand men will step forward to fill the gap left vacant by each of the dead," says the Daily Mail. "Americans are looking the task straight in the face, and dangers and difficulties, even disaster, will only serve to stimulate and steady them."

The Daily Express declares that the U-boat that sank the Tuscania did a bad day's work for Germany. It adds:—

"America will shed proud tears, then her heart will harden. 'Remember the Tuscania' will be the irresistible call to the colors. It will also be the battle cry of victory."

The Times, after expressing, like the other newspapers, sympathy for the American army and those personally bereaved, says:—

"They have died as millions of their countrymen are ready to die and as tens of thousands must die in the struggle before victory is won and the war aims of America accomplished. The spirit of the American people was already high. It will be higher yet as they mourn their heroes who sleep forever beneath the waves of the Atlantic, and this tribute of precious lives will stimulate them to heightened effort as nothing else could do."

Should Keep Lips Closed.

The Daily Chronicle's editorial is devoted wholly to a serious view of the submarine campaign. It advises statesmen who are inclined to make optimistic statements regarding the submarine to keep their lips closed and says that the declaration of Sir Eric Geddes, First Lord of the Admiralty, that the submarine is held has had "the usual sequel." The newspaper fears that the loss of the Tuscania is "the only one among several losses of big ships, though the fact that it carried American troops has earned it special publicity."

Up to this time the United States, the Daily Chronicle thinks, has been very fortunate in transporting troops to Europe, and it assumes that it will not be possible to escort all future ships as strongly as was the Tuscania. Contending that the main problem for the Allies is the maintenance of ocean routes, the Chronicle remarks that no relief for the Allies in the air fighting has yet come from America, while the food shortage is pinching the Allies in Europe earlier than had been hoped. These facts it ascribes not to a lack of American effort, but to the shortage of ships, and maintains that the shipbuilding, both here and in America, lags very much behind what is desirable. It adds:—

"The American shipbuilding effort seems still to remain further behind our own than might have been hoped."

Tribute is paid to American energy in

LONDON REGALLS BAKER FORECAST OF U-BOAT ACTION

Declare Germans Will Exert Every Effort to Prevent Americans Reaching France.

SAY MR. WILSON, TOO, STATED EXACT TRUTH

Next Three Months To Be Critical Stage of the War, but British Continue Confident.

[Special Despatch to the Herald via Commercial Cable Company's System.]

Herald Bureau, No. 130 Fleet Street, London, Friday.

It is remarked here that the attack on the transports carrying American soldiers and the sinking of the Tuscania was foreshadowed by Secretary Baker in one of his recent statements at Washington in which he predicted that the Germans would exert every effort to prevent American troops from getting to France.

The sinking of the Tuscania by a Hun U-boat, it is agreed here, was a part of a scheme to prevent, as far as possible, American participation in the defence against the gigantic Hun offensive now in preparation for the spring.

Everything points to the fact that the Huns will make a grand final effort to break through the lines on the Western front as soon as weather conditions permit and great activity must be looked for on the part of the enemy submarines. Undoubtedly their chief aim will be to destroy American transports and food ships carrying supplies to the American troops in France and to the Allies.

No attempt is being made here to conceal the seriousness of the situation on the sea. Never has England been more thoroughly aroused to the necessity for combating the submarine menace by every possible means. British submarines are now searching for the German submarines, and with some success it is averred, although following a policy which has obtained since the war began, the destruction of enemy submarines is not given out in detail.

President Wilson's statement that the next three months of the war will mark a critical stage of the great conflict between democracy and autocracy is conceded here to be the exact truth, but there is no diminishing of the splendid optimism of the British. Never were they more determined to fight the war to a finish and win, and they give full measure of credit to the assistance of America in accomplishing that object.

The official reports of the sinking of the Tuscania show the rare courage and discipline of the American soldiers on board the transport.

"But that is the sort of thing that is to be expected from such gallant men as America is sending over here," is the British comment.

The loss of life in proportion to the large number of men on board the Tuscania is commented upon as being remarkably small, and that again is given as evidence of the character of the American soldiers, their coolness, discipline and fine courage in the face of appalling danger.

raising and equipping a splendid army, but the Chronicle says that the only uncertainty is how large a portion of the army can be ferried across the Atlantic.

The Daily Graphic thinks that the torpedoing of the Tuscania shows that the activity of the submarines constitutes a serious obstacle to the transportation of American troops and raises the question of whether the U-boats are being enabled to replenish their supplies by pro-German conspirators in Ireland.

FEAR 147 SOLDIERS PERISHED IN THE TUSCANIA SINKING

Washington Officials Say Late Reports Indicate Increase in American Dead.

Herald Bureau, No. 1502 H Street, N. W., Washington, D. C., Friday.

Still unable to relieve the anxieties of the families of American soldiers on board the Tuscania when she was torpedoed by a German submarine Tuesday evening, the War Department to-night was inclined to fear that instead of seventy-one, last night's estimate, there were 147 men in the United States uniform who went to their death singing "The Star Spangled Banner."

The rescue points in Ireland and Scotland are so separated and isolated that official reports have been meagre, and are by no means complete. It may be several days before the Department can publish a list of the missing, which may be compiled only from a list of the survivors.

That 147 American soldiers went to their death, or at least are missing, is indicated in a statement made by the British Admiralty in London to-night. Figures from that statement show that there were 2,401 persons on board the Tuscania when she left her American port of embarkation. Of these 2,235 have been saved and 166 are missing.

Total of Rescued 2,030.

There were 2,177 military passengers on board, according to the War Department's figures. Of them 2,030, consisting of 113 officers and 1,917 men, have been rescued, according to the Admiralty's statement. That would leave 147 American soldiers missing.

A note that caused the War Department to fear that more Americans had been lost than was supposed yesterday was the British Admiralty statement that the bodies of 126 American troops had been recovered.

The only official information received by the United States government to-day came in a despatch to the Navy Department, which issued the following statement:—

"The Navy Department to-day received a cablegram announcing that 76 officers and 1,274 enlisted men of the army who sailed on the transport Tuscania have been landed at Buncrana, Ireland; that 16 officers and seamen of the crew have been landed at Larne, Ireland, and that approximately 579 officers and enlisted men of the army have been landed at Islay, Scotland."

Reports Ninety-Nine in Hospital.

"In addition, approximately ninety-nine soldiers and members of the crew are reported to be in hospitals. Six members of the crew and seventy-two soldiers are in the military hospital at Londonderry. Ten soldiers are in Lough Foyle Hospital, at Londonderry, and nine soldiers and two of the crew are in the county infirmary, at Londonderry."

This report accounts for only 2,011 out of a total of 2,177 military passengers, leaving 166 to be accounted for.

Concerning the number of American passengers aboard the torpedoed vessel, the following announcement was made:—

"The passenger list of the Tuscania compiled by the War Department at the port of embarkation shows that the vessel carried 2,177 military passengers and two civilian passengers. The military passengers consisted of 117 officers and 2,060 enlisted men."

"Much concern has been occasioned throughout the country by confusion of the 107th Regiment of Engineers with 107th Engineer train of the Thirty-second division. The 107th Regiment of Engineers was not listed as having sailed on the Tuscania; the 107th Engineer train was."

Michigan and Wisconsin Men.

The 107th Engineer train at the time of the reorganization of the Thirty-second division was made up of the First battalion of the Michigan Engineers, National Guard, and the First battalion of the Wisconsin Engineers.

War Department officials believe that the only way the number of casualties can be arrived at is by enumerating all those who have been picked up and landed.

In the absence of authoritative information War Department officials were disposed to discredit the report that the identification tags found on the bodies of forty American soldiers washed ashore were blank. The regulations require that the tags bear the name of the wearer on one side and the designation of the unit to which he belongs on the other. The tags should have borne at least the names of the soldiers.

According to the regulations the organization is held responsible for having them properly inscribed. The War Department to-day announced that hereafter all enlisted men will be given, in addition to the usual identification marks, a number, which will appear on the tag.

EVERY ENLISTED MAN IN THE ARMY TO BE NUMBERED

Identification System Recommended by General Pershing Is Adopted.

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Friday.

Every enlisted man in the military service of the United States is to receive a number, which he will retain no matter where he may be shifted nor to what arm of the service he may be assigned.

The War Department to-day authorized the announcement that this means of identification had been adopted after consultation with General Pershing, and it will be issued for every soldier at home and abroad. The numbers will be assigned as of February 28, 1918, and will begin with No. 1 and continue without limit and without alphabetical prefix or suffix.

By this arrangement the department hopes that there will be no possibility of officers not being able to identify soldiers' bodies because of blank tags, such as worn by some of the men who went down on the Tuscania.

The British, French and German enlisted men all are given numbers as a means of identification. This obviates confusion arising from the fact that the name often appears many times on the muster rolls. Hereafter the American soldier will be known by his number, so far as the records are concerned, rather than by his name. No numbers will be assigned at present to officers and civilians.

Details of System.

These extracts from orders issued to-day give substantially as follows the details of the system as worked out by the Adjutant General and approved by the Chief of Staff:

"In order to insure prompt and accurate identification the department has adopted system of numbering enlisted men of army only, which system provides for but one series of numbers, without alphabetical prefix, for all enlisted men in, or who may enter army regardless of organization, arm, corps or department. Numbering begins with 1 and continues consecutively without limit.

"Consecutive numbers will not be given men of same surname.

"The number assigned a soldier will become a part of his official designation, will never be changed and will never be assigned to another soldier. It will be entered on identification tags and will be entered plainly on all individual records of soldiers and will be used in connection with soldiers' names in rolls, reports and returns in which his name appears.

"Assignment of numbers to enlisted men of the army generally will be made as of February 28, 1918, and effort will be made to number in the United States on that date all enlisted men then in service in the United States. Effort will be made to number in the United States all enlisted men entering service in the United States on and after March 1, 1918.

Recommended by General Pershing.

"Great care will be taken to prevent the assignment of two or more numbers to the same man. The number assigned each individual in service at muster of February 28 will be entered opposite soldier's name on muster roll on that date on which soldier is shown as present and will be first entry in column of remarks thereof.

"The necessity for the adoption of a system of numbering enlisted men arises from the fact that in many cases two or more, and sometimes many, enlisted men bear identical names, and from the fact that in numerous cases the names of enlisted men are identical except only as to one or two letters.

"In this connection it may be remarked that in the British, French and German armies the enlisted men are numbered. In view of the facts hereinbefore stated and in view of General Pershing's recommendation there can be little doubt that some system of numbering at least the enlisted men is necessary."

Service in New Church To-Morrow.

The first Sunday services of the Fort George Presbyterian Church will be held to-morrow morning. The congregation was organized formally last Wednesday evening at a meeting in the new chapel, 18th street and St. Nicholas avenue.

Soldiers Who Were Aboard Transport.



JOHN E. EBERHARD



ALVIN J. SAMUELS



FRED CHACE
SEE CLIFF, N.Y.



FREDERICK A. LAMPE



LAFAYETTE
ROTHSTEIN JR.



FREDERICK CHELLBORG
SEE CLIFF, N.Y.



ROBERT R. BLUMBERG

THE TUSCANIA'S DEAD.

To the Editor of The World:

In your issue of this morning I read with wet eyes the pathetic account of the burial of the bodies of the boys who went down in the Tuscania disaster. My heart was specially touched by the statement that the United States flag carried by the private who stood on the cliff beside the British Colonel and the mourners had been made by "a group of Scotch women who, on learning that the Americans had no large flag, obtained a small silk handkerchief edition of the flag from a Sergeant and remained up all night copying it on a large scale."

As a Highland Scot I am proud of these sisters of mine. This is one of the numberless acts that throw some gleams of light on these dark days, and the story of it will move millions of hearts throughout the world as it has moved mine. Americans are proud of Betsy Ross and her deed long ago, and they will be equally mindful of these unnamed sisters at "a Scotch seaport" who thus expressed the promptings of "the human heart by which we live." I prophesy that after this cruel strife is ended a stream of travellers from this land will make pilgrimage to the spot where the 159 or more are awaiting the resurrection.

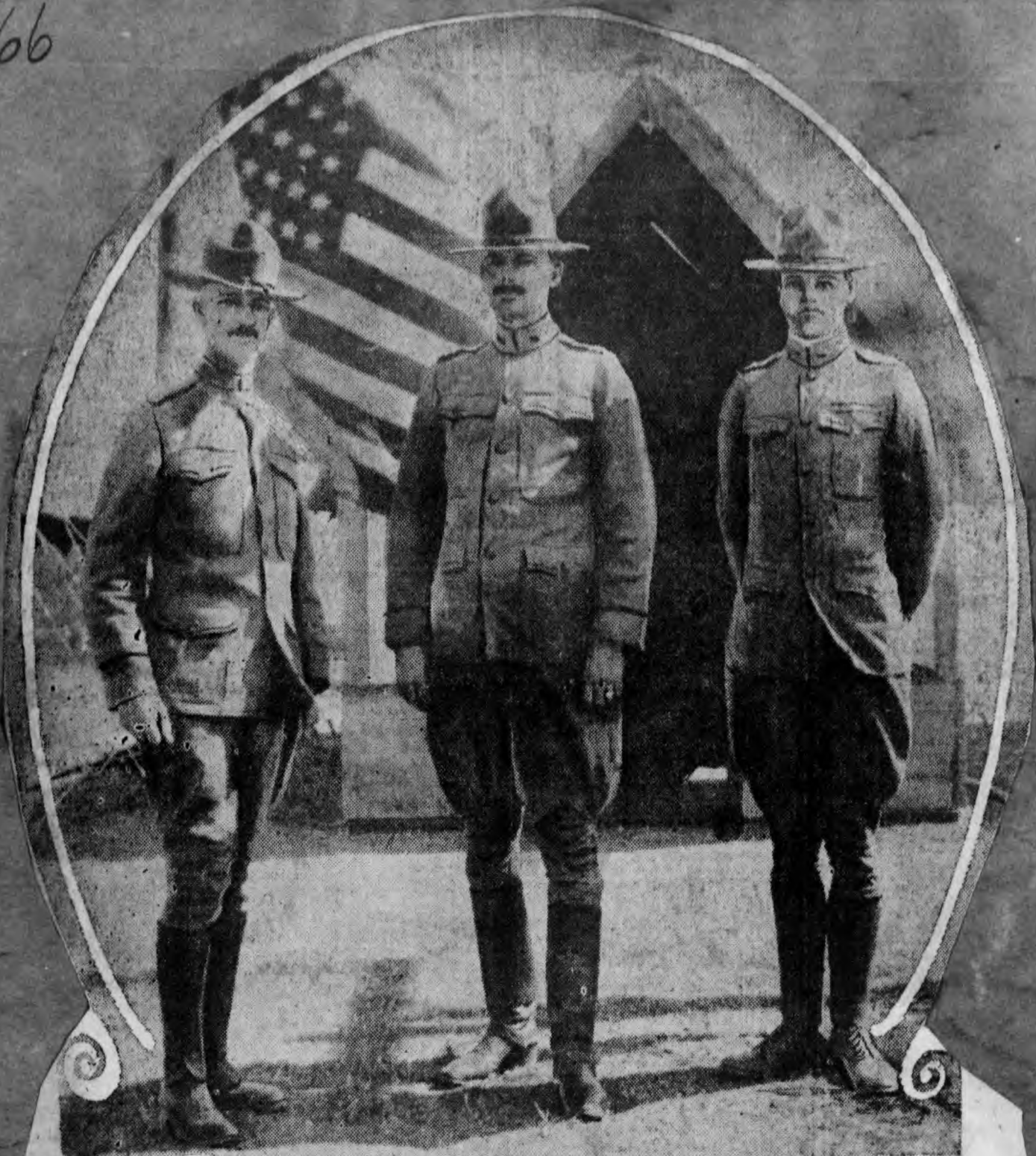
In the mean time, would it not be a beautiful thing for our women to send some message of loving appreciation? Though the place is not mentioned, doubtless the British Government would see that the greeting reaches the right quarter.

DAVID ROSS,
Madison Avenue Baptist Church Associate Pastor,
New York, Feb. 13.

Some of the troops that sailed on the Tuscania going through manoeuvres to fit them for the great adventure "over there."



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PHOTOS ©
INTERNATIONAL

Officers of former Michigan National Guardsmen who may have been lost on the Tuscania. Left to right: Colonel A. C. Sack, Lieutenant-Colonel George C. Waldo and Captain Warren E. Bow. Photographed at Camp MacArthur, Texas.

Yankee Soldier Boys Who Were Aboard the Torpedoed Liner Tuscania



Richard Dreyer, Jr., of Sea Cliff, L. I., who volunteered at the first call for aviators.



Harold E. Pearsall, son of a well-known Jamaica (L. I.) real estate broker, and formerly on the New York American staff. He enlisted in the Aerial Squad.



Lieut. W. J. Blackman, a graduate of Adelphi Academy, and Cornell, and who won special training honors for the Aviation Corps at Madison Barracks.



Winfield S. Norris, aviator, twenty-six, of No. 703 Green avenue, Brooklyn, graduate of the Peekskill Military Academy,



George Hammer, twenty-two, of Glen Cove, L. I., who enlisted as an aviator after witnessing some daring flights over the Hempstead Plains.



Frederick Chellborg, aviator, of Sea Cliff, L. I., and son of former Postmaster C. Stafford Chellborg.

THE ANCHOR LINER TUSCANIA, torpedoed off the northern coast of Ireland while transporting American soldiers abroad. She had done considerable service for the British Admiralty and was under charter to the Cunard Line.



W. S. Norris Feb. 7/18

67



Winfield S. Norris, aviator, twenty-six, of No. 703 Green avenue, Brooklyn, graduate of the Peekskill Military Academy,



George Hammer, twenty-two, of Glen Cove, L. I., who enlisted as an aviator after witnessing some daring flights over the Hempstead Plains.



Frederick Chellborg, aviator, of Sea Cliff, L. I., and son of former Postmaster C. Stafford Chellborg.

THE ANCHOR LINER TUSCANIA, torpedoed off the northern coast of Ireland while transporting American soldiers abroad. She had done considerable service for the British Admiralty and was under charter to the Cunard Line.



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THURSDAY, FEBRUARY 7, 1918.

THE SINKING OF THE TUSCANIA.

America has been steeled for the dread news which arrived last night from "over there," of the sinking of a transport carrying American troops.

It was to be expected that there would be sinkings; Germany was cock-sure they would begin long before this; Americans were fearful for the worst, hopeful for the best.

Some Americans had begun to feel that "American luck," or the Providential hand that seems to have guided America whenever it has drawn the sword in a just cause, would spare this country from this one most wasteful part of the present war.

The drowning of troops at sea carries with it a feeling more shocking than the casualty lists that come from the battle fields and the trenches, and American hearts will be heavy and sad today.

The sadness will not affect the American morale, either among its soldiers or the people back home who must support the war—it will not affect the morale unless to add still more force to the American determination, if anything can be added to that determination.

Germany will feed the sinking to its people as another "victory," and surely the German people are in need of some new brand of war nourishment; but it will prove costly nourishment.

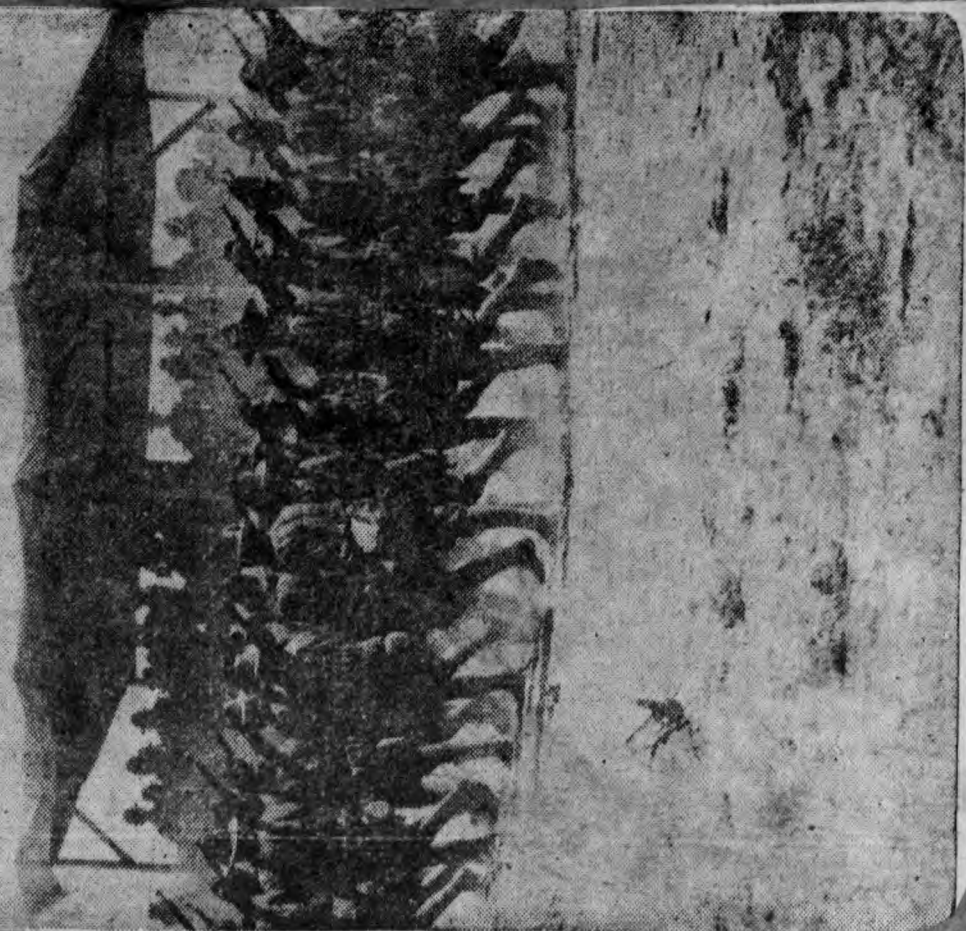
The sinking of the Lusitania was one of the German "victories" which was celebrated at the time. No matter what the real issues of the war as between the United States and Germany, the fact is that there are thousands of enlisted men in the service today whose fighting spirit was stirred up on that memorable day in May, 1915, and whose fighting spirit will not be satiate until that wholesale murder is avenged by making democracy safe for the world.

If America needs any intensifying of its war spirit—any intensifying of its Lusitania spirit—the sinking of the Tuscania will furnish all that is needed.

The lives lost on the transport will be avenged.



Former Michigan National Guardsmen on the March.



Former Wisconsin National Guardsmen on the March



Former Wisconsin National Guardsmen on the March

(Special to The World.)

WASHINGTON, Feb. 10.—The War Department made public to-night

H

BATTLE, GEO. W., Baraboo, Wis.
BETTESHAW, SAM, Svecia City, Iowa.
BUTTON, FRANCIS B., Abington, Va.
HEEM, OSCAR, Kenosha, Wis.
HETTERICK, CHARLES E., Lacompton, Kan.
HUCKS, ALBERT S., Branchville S. C.
HAGL, KENNETH S., Worcester, Mass.
HOWE, MERLE C., Mount Pleasant, Mich.
HAWTHORNE, BASS L., Avon, Tex.
HAYES, EDWARD, Springfield, W. Va.
HALE, WILLARD C., Butte, Mont.
HAMILTON, EDGAR L., Iowa, Tex.
HARRIS, HOMER G., Tinsler, Tex.
HARRIS, EDWARD A., Mauden, Okla.
HARTLINE, GEORGE D., Richardson, Tex.
HAGELNESS, JOHN B., Gladys, Okla.
HARVEY, WALTER R., Mount Vernon, Tex.
HENDRICKSON, JACOB H., Deep River, Wash.
HENSELEY, SILVA, Bowdell, Okla.
HERNANDES, MIGUEL, Laredo, Tex.
HIBBARD, LUTHER, Crawford, Kan.
HILL, FLOYD S., Tacoma, Wash.
HOGAN, VERNON W., Milwaukee, Wis.
HOLMBERG, CARL A., Minneapolis, Minn.
HOVARD, GARLAND V., Fort Worth, Tex.
HOBBS, VERNON B., Battle Creek, Iowa.
HUETTEN, JAMES, Kenosha, Wis.
HUGHES, FRANCIS E., New, Tex.
HOPPER, LEE FRANK, Lancaster City, Iowa.
HANLEY, BERTIE C., Anacortes, Wash.
HEMPHILL, ORA L., Tryon, Okla.
HENRICKSON, KARI, J., Chicago.
HERNDON, V-ELVIN B., Louisville, Ark.
HOGLE, RAYMOND C., La Mesa, Cal.
HOWARD, FRANK O., Ellensburg, Wash.
HUNKEL, LEROY, Reading, Pa.
HUNDELOFF, DAVID GEORGE, Butte, Mont.
HALL, DAVID DAIS, Washington, D. C.
HALL, WILLIAM W., Vancouver, Wash.
HUNTINGTON, FLOYD, Centralia, Wash.
HAGERS, ORALD B., Stillwater, Okla.
HOUSTON, ROY C., Redding, Cal.
HUFFORD, RUFUS W. JR., Reading, Pa.
HOPFEN, FRANK, No. 1477 Fulton Ave., New York.

Ke

INGRAM, EDMER A., Ceres, Cal.
 IDETT, FRED, Marlow, Okla.
 ILLINGWORTH, CHARLES, Racine, Wis.
 IVEY, JAMES A., Bonham, Tex.

J

JOHNSTON, CHARLES M., Portland, Ore.
 JONES, ALLAN A., Toledo, O.
 JONES, CHESTER H., Endeavor, Pa.
 JERZYK, THOMAS J., Rainier, Ore.
 JOSEPH, HUGH L., Detroit, Mich.
 JOHNSTON, CLARENCE E., Portland, Ore.
 JOERNS, ARNOLD, Miami, Fla.
 JOHNSON, HENRY J., Omak, Wash.
 JURELL, WILTON, Littitz, Pa.
 JABER, WILLIAM C., Madison, Wis.
 JONES, ABNER J., Lauderdale, Miss.
 JACKSON, LEE F., Clibo, Ark.
 JACOBSON, WILLIAM L., Waupaca, Wis.
 JEANS, ARCHIE C., Marton, Ore.
 JOHNSON, JOSEPH R., Cedar, Okla.
 JOHNSON, RALPH H., Everett, Wash.
 JONES, EVAN, Cantonale, Pa.
 JORDAN, LEWIS, Maria, Tex.
 JONES, HARRY E., Rice Lake, Wis.
 JONES, JAMES C., Lead, Okla.

R.

KELLY, PAUL P. Washington, D. C.
KINGHAM, CASPER A. Sweetwater, Okla.
KIPPT, ELI W. Oskar, Mich.
KNAPP, JACK Buttrick, Minn.
KNUDSEN, RAYMOND O. Snelgrove, Wis.
KRISTENSE, KENNETH Oshkosh, Wis.
KRISTENSON, FRED Livingston, Mont.
KRUEGER, CLARENCE P. Plover, Wis.
KEISOW, ALBERT Lake Mills, Wis.
KENNEDY, WILBUR H. Superior, Wis.
KRANING, EMIL F. Oshkosh, Wis.
KREY, FRED A. Harrisburg, Mich.
KRUGER, FRANK J. Spokane, Wash.
KREMER, JEROME Washington, D. C.
KREIB, EDWARD J. Pittsburgh, Pa.
KRAMER, RALPH Little Rock, Ark.
KIRK, Frank L. Spencer, Mass.
KOLB, LLOYD H. San Saba, Tex.
KANE, EUGENE A. Williamsport, Pa.
KNAPTON, DEANE R. Mansfield, Wis.
KIMMEL, CYRUS Lebanon, Ore.
KOPPEL, CLOYD K. Mansfield, O.
KUMOROWSKI, JOHN, Chicago, Ill.

A-1

ETTON, HARRY P., Springfield, Ill.
 LARSON, ANTHONY, St. Paul, Neb.
 LANE, DERRICK, Hollister, Cal.
 LEIVA, JOSEPH H. J., Tehachapi, Cal.
 LAUGHLIN, FRANCIS E., Chippewa Falls, Wis.
 LONNEVICK, JOHNNIE A., Ogdenburg, Wis.
 LASHU, LEE V., Northland, Wis.
 LEBLANC, WILLIS P., Garville, La.
 LEPTZ, WILLIAM E., New Orleans, La.
 LEMAN, GEORGE W., Eldon, Okla.
 LESLIE, IVALTER H., Kimberley, Okla.
 LEWIS, HALBERT C., Stevens Point, Wis.
 LILLARD, H. STEWART, Pocatello, Idaho.
 LINDER, PIERCE F., Indian Valley, Idaho.
 LINDSTROM, JOHN L., Marquette, Mich.
 LEDESMA, PETE, Austin, Texas.
 LOG, ARTHUR W., Temperance, Mich.
 LONG, JESSIE H., Sprio, Okla.
 LUCERO, FERNANDO, El Paso, Texas.
 LYLES, LUTHER, Fox, Okla.
 LANKFNAU, WALTER, No. 301 E. 162d St., New York.
 LAWRENCE, PAUL, Powell, Wyo.
 LANDIS, ELMER S., Akron, Pa.
 LASH, LAWRENCE J., Seane, Wash.
 LEMKA, ADOLPH, Vader, Wash.
 LIVERS, EDWARD M., Lancaster, Wis.
 LOGAN, REUBEN G., Woodstown, N. J.
 LOVE, ROBERT, Greenville, Tenn.
 LAVV, WALTER A., Milwaukee, Wis.
 LANCARTER, WILLIAM L., Keweenaw, Miss.
 LANE, FRANK M., Kenosha, Wis.
 LANDSDOWN, WAGMAN W., Burke, Burnett, Texas.
 LARSON, THOMAS C., Pushford, Minn.
 LAMBERT, LESLIE B., San Bernardino, Cal.
 LEE, JOSEPH E., No. 600 Bedford Ave., Brooklyn.
 LEWIS, CHARLES A., Pampa, Cal.
 LOCKMAN, ALFRED A., Hood River, Ore.
 LUNDELL, LEON N., Minneapolis, Minn.

M

MCCOLLIM, CLARENCE W., Cascade, Mont.
 MCINTYRE, NATHAN R., Chippewa Falls, Wis.
 MCKINNEY, OSCAR E., Lufkin, Tex.
 MCWHITER, SCORRIN, Fairbury, Pa.
 MCURIN, EDGAR, Sand Point, Idaho.
 MCWATERS, EMIT, Houston, Tex.
 MCARTNEY, WILLIAM J., Pontiac, Mich.
 MCCOLLUM, OSCAR, Lone Wolf, Okla.
 MCCORMACK, JAMES CLEVELAND, Philadelphia.
 MCCracken, ARCHIE Q., New Albany, Ind.
 MCADAMS, JOSEPH C., Gladia, Tex.
 MCALLEY, MCALLEY, Walker, La.
 MCANIS, LOUIS M., Temple, Tex.
 MCCARTHY, THOMAS J., Mellen, Wis.
 MCCARTY, WARREN K., Los Angeles, Cal.
 MCCORRY, FRANK W., Chillicothe, O.
 MCMAHON, EDWARD J., Prairie, Okla.
 MCINTOSH, CHARLES W., Henderson, Wash.
 MCKENDRICK, HERBON, Marion, Ill.
 MARTIN, KENNETH B., West Unity, O.
 MARTIN, MERRIE L., Everett, Wash.
 MARTIN, WALTER, Reno, Nev.

QUINN, ROBERT E., Guilmon, Onta.

E

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CRAWFORD, JOSEPH W., No. 18 Osgood Pl.
Flushing.

CARROLL, CHARLES C., No. 1413 Fort Schuy-
ler Road, Westchester.

CHACE, FRED, Sea Cliff.

CHIDLBORG, FREDERICK, Foxeet Ave., Sea
Cliff, L. I.

CHAL, MAYOR, No. 426 Madison St., Brook-
lyn.

CONKIN, HAROLD, Post Ave., Westbury.

CLAIBY, WILLIAM J., No. 19 Hick-
s Funding.

CONWAY, THOMAS A., No. 410 Henry St.,
Brooklyn.

CORNELL, ALBERT, Nassau Road, Roosevelt.

5

DUFFY, EDWARD J., No. 80 Linden Ave.,
Rushong.
DUYLE, LAWRENCE J., No. 15 Taylor Ave.,
Rushong.
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St., Post Chester.
DELOD, CHAINCEY I., Heeds Creek, Pa.
DEW, ARTHUR, No. 83 Hamilton Pl., New
York.
DAVIS, RAYMOND L., Post Jefferson.
DAVIES, WASHINGTON G., No. 35 North
Oxford St., Brooklyn.

U.S. 30

EAST, DOUGLAS W., Minnola.
DAVES, ALBERT H., No. 1210 Boynton Ave.,
New York.
ELLSWORTH, BENJAMIN FRANKLEN, No.
230 W. 108th St.
ESENBACH, CHARLES K., No. 219 Lakewood
Ave., Rockville Centre, L. I.

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FIRTH, CHARLES A., No. 238 Abingdon Road,
Kew Gardens.
FURMAN, WILLIAM F., No. 33 W. 19th St.,
Whitestone, L. I.
FLUX, FREDERICK, No. 105 Clinton Ave.,
Brooklyn.
FLOOD, OLIVER L. No. 21 Poinigo St., Port
Chester.
FINK, EDMUND, No. 330 E. 93d St., New
York.
FABER, GEORGE, Far Rockaway Turnpike,
Lawrence L. I.
FRIEDMAN, WALTER C., No. 737 Lexington
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Ottawa

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Richmond Hill,
GRAY, MERWIN B., Bedford Hills.

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HAMMER, GEORGE J., Glen Cove.
HERMAN, MARTIN B., No. 227 Ridgemoor
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JONASSON, HAROLD M., No. 15 W. 55th St.,
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KELLY, JOHN JOSEPH, No. 46 Main St.
Monkton.
KAY, KENNETH D., Sea Cliff, L. I.
KATZ, MICHAEL, No. 43 Townsend St., Port
Chester.

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LANKENAU, WALTER, No. 301 E. 163d St.
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LAMP, FREDERICK A., No. 1290 President
St., Brooklyn.
LATHROP, HAWTHORN W., No. 7 Bowler
St., Rochester, N. Y.
LYONE, JULIUS J., No. 316 W. 69th St., New
York.
LOWEREE, DAVID M., No. 49 Linden Ave.,
Framingham.
LUTAM, GEORGE M., Hamilton Ave., Oyster
Bay.

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M

MARTIN, WALTER J., No. 550 Hamburg Ave., Brooklyn.

MEYER, HARRY, No. 155 Covert st., Brooklyn.

MARTIN, FRANK T., No. 161 W. 23d st. S., New York.

MACINTOSH, WILLIAM S., Sutton Manor, New Rochelle.

MILLER, MELVILLE, No. 70 North Portland Ave., Brooklyn.

MULLER, GEORGE A., No. 1750 W. 11th St., Brooklyn.

MASTROIETRO, ROBERT, No. 275 East 149th St., Brooklyn.

McARTHUR, ROBERT F., No. 15 Ithaca St., Waverly.

McELROY, JAMES A., No. 123 Java St., Brooklyn.

MOLE, AUBREY V., Roosevelt.

G.
ONT

N
NORRIS, WINFIELD S., West Wash-
Market, New York.
O
O'CONNELL, JOHN J., No. 440 W. 48th
New York.
ODDO, JOSEPH D., No. 2053 Washington A-
New York.
O'ROURKE, JOHN, No. 58 Mott Ave., 1
Rockaway.
O'TOOLE, FRANCIS J., No. 211 Westchest-
St., Port Chester.
OUTCAULT, RICHARD F. Jr., No. 245 Madi-
son Ave., New York.

NRC

PAUSEWANG, CHARLES, No. 4000 Fox
St., Woodhaven.
PEARSALL, HAROLD E., No. 317 Hildreth
Ave., Jamaica.
POPER, ROSCOE R., Oak St., Port Jefferson.

ED

R
READER, CHARLES E., No. 305 Washington
St., New York.
ROCKETT, WILLIAM L., No. 50 Grove St.,
Mount Kisco.
RAMSEY, WILLIAM J., No. 511 East 146th
St.
RAE, WILLIAM A., No. 348 West 47th St.

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SOFFIN, FRANK, No. 1477 Fulton Ave.
SENIOR, HENRY P. Jr., No. 148 Hancock
St., Brooklyn.
SHAPIRO, CHARLES, No. 140 West 16th St.
SHAW, HENRY L., Minnola.
SMITH, JOSEPH L., No. 183 Washington St.,
Plymouth.
SAMUEL, ALVIN J., No. 227 Ridgewood Ave.,
Brooklyn.
SANDER, ERNEST G., Nassau Road, Roosevelt.
SMITH, LUTHER E., East Broadway, Port Jeffer-
son.
STEEFERD, JOHN J., No. 810 Bridge St.
STEVENSON, HAROLD R., Little Worth Lane,
Box 4117.

W

T
TEFFEAU, EDWARD C., No. 824 3d Ave.
TESSEYMAN, ARCHIE B., No. 508 17th Ave.,
Astoria.
TRAPP, JOHN J., No. 197 Amity St., Blushing.

K

VAN SICLEN, ANDREW D., Seminele Ave.,
Holla, L. I.

LB
S G

W
WACKWITZ, CLARENCE ARTHUR, Irvington-
on-Hudson.
WINTERBOTTOM, HOWARD R., Smithtown
Branch, N. Y.
WILCH, JOHN T., No. 2088 Arthur Ave., New

A RE

YORK.
WOLFF, DAVID M., No. 37 West 93d St.
Z
ZELTNER - MARRY E., No. 687 E. 298th St.

OLIVER
FLOOD
Port Chester
N.Y.



HENRY S. SPEIDEL FRANK BRUNO JAMES L. KIRWIN
of Manhattan of Manhattan



CAPTAIN MCLEAN *and the* TUSCANIAs OFFICERS *with* Miss
VALENTINE GRANT, TAKEN JUST BEFORE VESSEL'S LAST VOYAGE *in A*
MOTION PICTURE PRODUCTION



WASHINGTON J. DAVIES • E. WYNNE ABEL • FREDERICK FLUX
of Brooklyn • of Port Chester • of Brooklyn



JOHN J. TRAPP WALTER C. FRIEDMAN LAWRENCE SMITH,
FLUSHING, L.I. MANHATTAN FLUSHING, L.I.



EDWARD DUFFY. LESTER McKENNA. DAVID LOWERRE.
FLUSHING, L.I. FLUSHING, L.I. FLUSHING, L.I.

"I Wish I Had Twenty-Five Sons to Give," Says Judge Blaher,
Whose Son Has Not Been Heard From—Original
"Buster Brown" on Board.

Norris formerly was a student at the Peekskill Military Academy. His brother, Leonard, is a student at Cornell University, studying military aeronautics. The Norris home is at No. 703 Greene avenue, Brooklyn.

Frank P. Martin, of the 213th Aero squadron, is thirty years old, and lived with his father, M. J. Martin, a contractor, at No. 151 West 231st street. No word of his fate has been received. Two of his brothers also are in the service, Raymond, a pay clerk in the navy, and William E. Martin, a corporal now stationed at Camp Upton. Frank Martin was at his home on a short leave of absence three weeks ago, and at that time told his parents that he expected to go to Europe within a few days.

Produce Man's Son Safe.
Wynne E. Abel, also a member of the Aero squadron, is twenty-four years old, and was in the produce business with his father, Bernard Abel, at No. 126 Duane street. Young Abel sent a cable despatch to his father on Wednesday, saying he was safe in Ireland. He is a graduate of the McKenlie School, at Monroe, N. Y.

was an athlete and a member of the athletic and musical circles. Abel had been in the army and his parents at Portchester. He was a member of the Rye

Lieutenant Charles H. Reader, of Twenty-second Engineers, lived with his parents and three sisters at No. 238 Potomac Washington avenue. He was a graduate of De Witt Clinton High School and of Cornell University. He is a Mason, a member of the Good Templars and an Aqueduct Engineer. His proficiency as a bacteriologist had been assigned to the sanitary corps of the Army Medical Department. He had been stationed at Camp Merritt, and his family did not know that he had even started for Europe until they read his name in the list of survivors of the Tuscania disaster.

The Oregon State College of Forestry when he entered the service. No word of his fate has been received.

William J. Ramsay, who is among the Tuncania's missing, is twenty-five years old and lived with his mother, Mrs. Georgiana Ramsay, at No. 513 East 146th street. He was the sole support of his mother and a younger brother at the time he entered

Joseph D. Oddo, Jr., is twenty-five years old, and his address is given as No. 2,053 Washington avenue, the Bronx. It was said there that Oddo's real name is Itola, and that he lived with his parents up to the time of his enlistment. Four months ago the family moved away, leaving no address.

John T. Welsh, who was on the Tuscania, was reported to have given his address as No. 288 Arthur avenue, the Bronx. There is no such number.

Edward Fink, of the Aero Squadron, lived with his uncle, a Mr. Oswald, at No. 630 East Ninety-third street, until he enlisted. His uncle moved away shortly afterward, leaving no address.

"Jack" Aldrich, of the Quartermaster's Department, was for many years chief property man of the Winter Garden, and was well known along Broadway. He was drafted in California while out with Al Jolson in "Robinson Crusoe." His wife is Trixie Raymond, a dancer, now with Jolson's company, playing "Sinbad" at New Haven, Conn.

Arthur H. Stephan, of the Aero Squadron, is twenty-three years old, the son of John Stephan, of No. 423 Palisade avenue, Jersey City. He was an iron worker before he enlisted. His mother said last night that no word had been received from him.

One Son Discharged.
Private Thomas Scully, twenty years old, of the 100th Aero Squadron, lived with his parents, Mr. and Mrs. Thomas E. Scully, at No. 778 South Seventeenth street, New-

ark. He and his brother, Paul, seventeen, enlisted as mechanics on July 27 and were sent to an aviation field in Texas. Paul was later discharged, when the authorities discovered he was under age. Thomas was transferred to an Eastern camp.

Mr. and Mrs. Frank J. Juliano, of No. 136 Acqueduct Alley, Newark, N. J., believe the Private Frank J. Juliano, of the 100th Aero Squadron, mentioned in Washington Despatches is their son who enlisted last June. The youth gave the name of James Storm, of No. 126 Eighth avenue, Newark.

Private George V. Zimmerman, of the Twentieth engineers, is a son of Mr. and Mrs. Carl Zimmerman, of No. 12 Franklin street, New Rochelle. He is twenty-six

years old. He was born and educated in New Rochelle and prior to his enlistment f

William Outhouse, of State road, Ossining, when informed to-day that her son, Charles Ambler, of the 233th aviation unit, escaped safely from the Tuscania when torpedoed. "I did not know for sure if he was on that boat," Mrs. Outhouse added, "but now the suspense is over." She had been ill all day after receiving news that the transport had been sunk. Ambler is twenty years old.

ONE AMERICAN WAS HURT
IN THE ALAMANCE SINKING

One American, G. C. Daven, of Savannah, Ga., was injured when the Garland Steamship Corporation's steamship Alabanza was torpedoed and sunk last Tues-

day afternoon, according to a cable despatch received here yesterday by officers of the line from the ship's captain. The sinking occurred only a few miles from Liverpool and a few hours apparently

The previous report that six of the crew were killed was confirmed by the cable despatch. The names of the dead

were Larrin Fralio, quartermaster, Bridgewood, N. S.; P. M. Carrasco, a Spaniard; a British seaman named Marshall and three Japanese. The survivors were landed in Liverpool and will

A quarter for Uncle Sam—no quarter for the Kaiser. Buy U. S. S.



New York Houses Await Reports with Patience; Get Cryptic Despatches

"I Wish I Had Twenty-Five Sons to Give," Says Judge Blaher, Whose Son Has Not Been Heard From—Original "Buster Brown" on Board.

There was sorrow and apprehension last night in scores of New York families and joy in others as a result of the latest government and private reports of the casualties from the torpedoing of the transport Tuscania off the Irish coast last Tuesday morning.

Information received at a late hour indicated that New York city's losses were small, comparatively speaking. Most of the New York city boys who were on the Tuscania were members of the 23rd Aero Squadron, which was stationed at Mineola up to two weeks ago.

The government has reported many of these young men among the survivors. Private cable despatches have accounted for many others. Lack of information of still others is not taken as conclusive evidence that they were lost. Even among the families of those who still must be officially listed as missing it is realized that in the confusion following such a catastrophe it may be days before anything like a complete accounting of the men on the Tuscania can be accomplished.

Accept Situation Pluckily.

The parents, brothers and sisters, wives, sweethearts and other relatives of the men from New York who were hastening to Europe on the Tuscania to take a hand in the fight for world liberty accepted the tragic situation yesterday with characteristic pluck. In the homes of men who have not been heard from there naturally was sorrow and grieving, but mingled with it was the hope that they might turn up sooner or later among the survivors. In those homes where it is known that members of the family who were on the ill-fated transport were saved there was great rejoicing, mingled with deep sympathy with the sorrows of those who are still in doubt.

In all New York city homes there was a realization that war has struck its first blow at hundreds of American families, and a steeling of breasts to face the blows that are still to come. But nowhere was there a weakening of the firm resolve to fight the war to its end, come what may or cost what it will. The sentiment of New York city fathers and mothers was well summed up by Judge Michael F. Blake, of the Municipal Court, whose son, Private Roswell P. Blake, of the Twentieth Engineers, was on the Tuscania. Judge Blake had no word of his boy at a late hour last night, but he said:—

"I do not know whether my son has been spared. But if he has gone I have three more sons to give. I am only sorry that I haven't twenty-five."

In the Relief Fire.

Judge Blake lives at No. 312 East Eighteenth street. This is the second time that his son has faced death at sea. When the Atlantic fleet made its trip around the world several years ago, young Blake was a member of the crew of the hospital ship Relief, which caught fire off the coast of Japan. He was mentioned for bravery at that time.

For the last four years young Blake has been in the lumber business at Bend, Ore. He enlisted at Portland last November. He is twenty-eight years old. His brother, Walter J. Blake, is attached to the Seventy-seventh Division, at Camp Upton. Another brother, Francis J. Blake, who has served in the navy, has applied for enlistment in the army, as also has a third brother, Joseph A. Blake. James N. Norris, a produce merchant, of West Washington Market, has received no word of the fate of his son, Winfield S. Norris, twenty-six years old and a member of the 23rd Aero Squadron. Young

Norris formerly was a student at the Peckskill Military Academy. His brother, Leonard, is a student at Cornell University, studying military aeronautics. The Norris home is at No. 703 Greene avenue, Brooklyn.

Frank P. Martin, of the 23rd Aero Squadron, is thirty years old, and lived with his father, M. J. Martin, a contractor, at No. 161 West 23rd street. No word of his fate has been received. Two of his brothers also are in the service. Raymond, a pay clerk in the navy, and William E. Martin, a corporal now stationed at Camp Upton. Frank Martin was at his home on a short leave of absence three weeks ago, and at that time told his parents that he expected to go to Europe within a few days.

Produce Man's Son Safe.

Wynne E. Abel, also a member of the Aero Squadron, is twenty-four years old, and was in the produce business with his father, Bernard Abel, at No. 136 Duane street. Young Abel sent a cable despatch to his father on Wednesday, saying he was safe in Ireland. He is a graduate of the McKim School, at Monroe, N. Y., was an athlete and a member of the athletic circle. Abel had been in his parents' at Port Chester when he enlisted. He was a member of the Rye Beach Club.

Lieutenant Charles H. Reader, of the Twenty-second Engineers, lived with his parents and three sisters at No. 233 Fort Washington avenue. He was a graduate of De Witt Clinton High School and of Cornell University. He is a Mason, a member of the Woodmen of the World, and because of his proficiency as a bacteriologist had been assigned to the sanitary corps of the Army Medical Department. He had been stationed at Camp Merritt, and his family did not know that he had even started for Europe until they read his name in the list of survivors of the Tuscania disaster.

Walter Lankeau, twenty-five years old, a member of the Twentieth Engineers, lived in New York with his parents at No. 301 East 162d street. He was a student at the Oregon State College of Forestry when he entered the service. No word of his fate has been received.

William J. Ramsay, who is among the Tuscania's missing, is twenty-five years old and lived with his mother, Mrs. Georgiana Ramsay, at No. 515 East 14th street. He was the sole support of his mother and a younger brother at the time he entered the service. The last word heard from him was three weeks ago, when he wrote a letter to his mother telling her he expected to leave for Europe any day.

Has Brother at Mineola.

Frank Bruno, twenty-two years old, a member of the Aero Squadron, lived with his father, Pasquale Bruno, a laborer, at No. 112 East 116th street. He enlisted last June, and his father last heard from him on January 24, when he wrote that he was in the best of health and had been splendidly treated since he entered the service. His brother, Ross Bruno, is in the army and stationed at Mineola.

Henry S. Speidel, also a member of the Aero Squadron, who has not been accounted for, is twenty-three years old and lived at No. 233 East Ninety-fourth street. After several months' service at Camp Upton he was sent to San Antonio, Texas, and later assigned to the camp at Mineola. His mother, Mrs. Kate Speidel, said her son wrote to her every day, but that a week ago his letters ceased, and she assumed he had been sent to Europe.

Harold M. Jonason, of the Aero Squadron, lived with his parents at No. 15 West Fifty-fifth street. His name appears as having been on the Tuscania, but no word of his fate has been received. Joseph Jonason, is in the cloak and suit business at No. 303 Fifth avenue. Another son, Edgar, is in the navy.

Walter Friedman, another aviator, is saved. He was only nineteen years old

when he enlisted, July 12 last, and was assigned to the coast artillery at Fort Hamilton. Last November he was transferred to the 23rd Aero Squadron at Mineola. Before the Tuscania left he was at home when the officers notifying him of his promotion to a sergeant reached him. He was educated at Public School No. 10, the Bronx.

Louis Blumberg, of No. 4 Allen street, Jamaica, received a cable message from his son, Robert Blumberg, stating that the youth had landed safely in Ireland. Blumberg is twenty-five years old. He enlisted shortly after the outbreak of the war and was assigned to the 23rd Aero Squadron at Camp Mills.

Trained at Kelly Field.

Frank Soffin, of the 153rd Aero Squadron, is twenty-six years old and lived with his parents and a sister at No. 1,477 Fulton avenue, the Bronx. He was trained at Camp Upton and later at Kelly Field, Texas. No word of his fate has been received.

Harry E. Seltmer, an electrician attached to the Aero Squadron, is twenty-seven years old and lived with his wife, Mrs. Thusswilde Seltmer, at No. 687 East 28th street. The two were married last June. No word has been received of Seltmer.

Lieutenant Benjamin F. Elsworth, Jr., who lived with his wife, Charlotte, at No. 200 West 108th street, yesterday sent a cablegram to his wife announcing that he had been saved. Elsworth is forty-four years old and moved to this city from California three months ago.

John J. O'Connell, of the Aero Squadron, is twenty years old and lived with his parents and two sisters at No. 440 West Forty-eighth street. He voluntarily enlisted in the army in September. No word of him has been received.

William A. Rae, an aviator, is twenty-three years old and was formerly employed by the New York Telephone Company as an investigator. He was married on September 1 last and was drafted two weeks later. He lived with his wife and her mother at No. 348 West Forty-seventh street.

Born in Switzerland.

Herman Rupp, an aviator, is twenty-eight years old, and lived with his brother, Joseph, at No. 855 West Eighty-eighth street. He was born in Switzerland, but was a naturalized American citizen. He voluntarily enlisted last November, joining the 153rd Aero Squadron.

Edward C. Teffau, twenty-three years old, an aviator, lived with his mother, Mrs. Mary Teffau, at No. 834 Third avenue. No word of his whereabouts has been received. His mother last saw him three weeks ago, when he came home on a visit. He was then stationed at Hempstead, L. I.

Captain Gregg Richards, of the Engineer Corps, who is the only aviator in the service who is a mining engineer, is thirty-seven years old and was born at Dedham, Mass. He was graduated from Harvard University in 1902, after which time he had been employed as a mining engineer, travelling extensively throughout the United States. So far as can be learned he had no relatives. While in New York he lived somewhere in West Eighty-second street. His personal record shows that he gave the name of Edmund Quincy Moses, a patent attorney, of No. 52 Broadway, as his nearest friend. Mr. Moses said yesterday that he had received no word concerning the fate of Captain Richards.

News from Flushing Boy.

John J. Trapp, a member of the Aero Squadron, lived with his parents, Mr. and Mrs. George Trapp, at No. 197 Amity street, Flushing. Last night Mr. Trapp received a cablegram from his son containing these two words:—"Arrived safely."

Frederick F. Rathgeber, also an aviator, lived with his brother, Emil E. Rathgeber, at No. 86 Maple avenue, Flushing. The latter received a cablegram last night from his brother saying:—"All is well."

Richard F. Outcault, Jr., a son of the famous cartoonist, is a corporal in the Aero Squadron. His mother, who lives at Madison avenue and Percy street, Flushing, said last night:—"I am waiting hourly for a message from Dick. He is a fine boy and well able to take care of himself. I am sure I will hear from him soon."

Young Outcault was the original of his father's famous creation known as "Buster Brown."

William Furman, a private, is a son of the late Francis Furman, who was for many years a member of the Coast Artillery, stationed at Fort Totten. His grandfather, Joseph Turner, is a veteran of the civil war, and is said to be the oldest man now drawing a pension from the United States government. Furman lived at No. 33 West Nineteenth street, Whitestone.

Nephew of Justice Faber.

George Faber, of the Aero Squadron, is a son of Mrs. Ida Schilling, of Lawrence, L. I., and a nephew of Justice Leander E. Faber, of the Supreme Court. His father, the late Philip Faber, was for many years a well known merchant of Jamaica.

Lester W. McKenna is a son of William McKenna, a retired police sergeant, living in Flushing.

Edward J. Duffy, before his enlistment, lived with his widowed mother, Mrs. Ellen Duffy, at No. 80 Linden avenue, Flushing.

Sergeant Muller Safe.

Mrs. Anna Muller, of No. 1,730 West Eleventh street, Brooklyn, was informed through press despatches that her son, Sergeant George Arthur Muller had been saved. He was only nineteen years old

when he enlisted, July 12 last, and was assigned to the coast artillery at Fort Hamilton. Last November he was transferred to the 23rd Aero Squadron at Mineola. Before the Tuscania left he was at home when the officers notifying him of his promotion to a sergeant reached him. He was educated at Public School No. 10, the Bronx.

Louis Blumberg, of No. 4 Allen street, Jamaica, received a cable message from his son, Robert Blumberg, stating that the youth had landed safely in Ireland. Blumberg is twenty-five years old. He enlisted shortly after the outbreak of the war and was assigned to the 23rd Aero Squadron at Camp Mills.

Corporal John Frank Eberhard, of the 23rd Aero Squadron, also cabled his father, John Eberhard, of No. 247 St. Nicholas avenue, Ridgewood, that he had landed safely.

William Martin, of No. 550 Hamburg avenue, Brooklyn, who is employed in the County Clerk's office in Manhattan, said that he had heard nothing of his son, Walter J. Martin, twenty-one years old, who was in the 15th Aero Squadron. He enlisted November 22 last. This was trained at Fort Slocum.

Floyd Longyear, of the Twentieth Engineers, lived with his sisters, Mrs. A. J. Didier, and Miss Ruth Longyear, at No. 53 Schermerhorn street, Brooklyn. No word of him has been received.

Conducted Bicycle Store.

Joseph E. Mayer, twenty-two years old, of Patchogue, L. I., enlisted in the Aero Squadron at Mineola as a mechanic last July. He was well known among the townsfolk, having conducted a bicycle store in Sayville, near by. He is among the missing.

Lafayette Rothstein, Jr., is the son of Mr. and Mrs. Lafayette Rothstein, of No. 233 Van Buren street, Brooklyn. The family usually spend their summer at Sea Cliff, L. I., and young Rothstein enlisted with the boys from that town in the Aero Squadron.

Frederick S. Chellberg, of Sea Cliff, is the son of a former postmaster of the village. For a time he was in newspaper work locally and resigned from a position in the post office a few weeks ago to enlist.

Frederick Chase, another Flushing boy, is just twenty-one years of age. His father, a well known business man, is in the post office.

Corporal John F. Eberhard, of the 23rd Aero Squadron, lived with his parents, Mr. and Mrs. George Eberhard, at No. 247 St. Nicholas avenue, Flushing. He was drafted last June, and was assigned to the Aero Squadron because of his ability as a mechanic.

Private George V. Zimmerman, of the Twentieth Engineers, is a son of Mr. and Mrs. Carl Zimmerman, of No. 12 Franklin street, New Rochelle. He is twenty-six years old. He was born and educated in New Rochelle and prior to his enlistment

was in the lumber business. When his parents last heard from him he was stationed at Washington University cantonment.

Had Wife and Child. Walter R. Box, Jr., lived at West Hempstead, L. I., and is the son of a well known contractor. He is married and has a child three years old.

Andrew J. Cory is the son of Mrs. Florence Cory, of No. 64 Claremont avenue, Verona, N. J. He is attached to the Aero Squadron. His brother, Lieutenant Walter M. Cory, is an artillery officer.

Fred Flux, an aviator, lived at No. 106 Clinton avenue, Brooklyn. His parents last night received the cheering news that he had arrived safely.

Sergeant Washington D. Davies is thirty years old, and although no word has been received from him, he is believed to have been saved by his friends. He lived at No. 35 North Elliott place, Brooklyn. He enlisted in November and was assigned to the Aero Squadron because of his ability as a mechanic.

Corporal William Edwin Evans has lived for several years in Richmond, Va., but his mother, Mrs. Mary T. Evans, has an office at No. 154 Nassau street, this city. Evans is an actor and left the stage to enlist last summer. His mother and two sisters are now at Norfolk, Va.

Charles Ambler Safe. HIS MOTHER REJOICES. [SPECIAL DESPATCH TO THE HERALD.] OSSINGING, N. Y., Friday.—"I am awfully thankful he escaped," said Mrs.

Charles Ambler, of State road, Ossining, when informed to-day that her son, Charles Ambler, of the 23rd aviation unit, escaped safely from the Tuscania when torpedoed. "I did not know for sure if he was on that boat," Mrs. Outhouse added, "but now the suspense is over." She had been ill all day after receiving news that the transport had been sunk. Ambler is twenty years old.

ONE AMERICAN WAS HURT IN THE ALAMANCE SINKING. One American, G. C. Daven, of Savannah, Ga., was injured when the Garland Steamship Corporation's steamship Alamance was torpedoed and sunk last Tuesday afternoon, according to a cable despatch received here yesterday by officers of the line from the ship's captain. The sinking occurred only a few miles from Liverpool and a few hours, apparently, before the Tuscania was sunk.

The previous report that six of the crew were killed was confirmed by the cable despatch. The names of the dead were Larrin Frallo, quartermaster, Bridgewood, N. S.; P. M. Carrasco, a Spaniard; a British seaman, named Marshall; and three Japanese. The survivors were landed in Liverpool and will take passage home on the first available steamship, the message stated.

A quarter for Uncle Sam—no quarter for the Kaiser. Bug W. S. S.

Joseph D. Oddo, Jr., is twenty-five years old, and his address is given as No. 2,033 Washington avenue, the Bronx. It was said there that Oddo's real name is Holt, and that he lived with his parents up to the time of his enlistment. Four months ago the family moved away, leaving no address.

John T. Welsh, who was on the Tuscania, was reported to have given his address as No. 288 Arthur avenue, the Bronx. There is no such number.

Edward Fink, of the Aero Squadron, lived with his uncle, a Mr. Oswald, at No. 330 East Ninety-third street, until he enlisted. His uncle moved away shortly afterward, leaving no address.

"Jack" Aldrich, of the Quartermaster's Department, was for many years chief property man of the Winter Garden, and was well known along Broadway. He was drafted in California while out with Al Jolson in "Robinson Crusoe." His wife is Trilzie Raymond, a dancer, now with Jolson's company, playing "Sinbad" at New Haven, Conn.

Arthur H. Stephan, of the Aero Squadron, is twenty-three years old, the son of John Stephan, of No. 423 Palisade avenue, Jersey City. He was an iron worker before he enlisted. His mother said last night that no word had been received from him.

One Son Discharged.

Private Thomas Scully, twenty years old, of the 100th Aero Squadron, lived with his parents, Mr. and Mrs. Thomas E. Scully, at No. 73 South Seventeenth street, Newark. He and his brother, Paul, seventeen, enlisted as mechanics on July 27 and were sent to an aviation field in Texas. Paul was later discharged, when the authorities discovered he was under age. Thomas was transferred to an Eastern camp.

Mr. and Mrs. Frank J. Juliano, of No. 8 Acqueduct alley, Newark, N. J., believe the Private Frank J. Juliano, of the 100th Aero Squadron, mentioned in Washington despatches is their son who enlisted last June. The youth gave the name of James Storm, of No. 126 Eighth avenue, Newark, as his next of kin, but Mr. Storm has enlisted and now is believed to be now in France.

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DEATH TOLL ON TUSCANIA 101; MOSTLY BRITISH CREW; SOLDIERS CALM IN PERIL, SING "STAR SPANGLED BANNER"; OFFICERS SAY THEIR COOLNESS REDUCED THE LOSS OF LIFE

Nothing is disclosed concerning the terms of peace thus secretly arranged, but they are supposed to include the cession of the Ruthenian portion of Galicia to Ukraine in return for some sort of Austrian protectorate, and it is pretty safe to assume that trade and economic relations will enter largely into the new peace arrangement.

It is also rumored that the Central Powers have made an offer of military assistance to the Kieff Rada in overcoming the Bolshevik invasion. How far the invasion has been successful, or whether the Kieff Rada will be able firmly to establish its authority against the Kharkoff Rada, representing the Bolsheviks, is unknown.

The signing of peace has been received with greater enthusiasm at Vienna than at Berlin. This is due to the fact that it removes the menace to Austria's frontier and raises expectations of relief of the food situation from Ukraine's grain reserves.

German Views on Ukraine.

Commenting on the conclusion of peace with the Ukraine, the Berlin Vossische Zeitung says:

"The young state has placed itself under the protection of our friendship to safeguard its endangered development. This fact creates a breach in the moral ring with which British and American calumny has surrounded us during the war."

"A witness has come forward," the

was confident that if attacked, they would defend it with great valor.

The order reads:

"On Feb. 5 the Commanding General of — American unit takes command of — sector. The Commanding General of — French unit takes occasion to express to the American General, the colonies of artillery and all of the American units which have been under his orders complete satisfaction with the way in which the American troops have acquitted themselves of the mission entrusted to them.

"Their good will and their ardent desire to excel, and the rapidity with which they have adapted themselves to the life of the sector, have brought them the admiration of all. General hands over the sector with confidence that it is in good hands and that the American troops will organize it with method and the tenacity characterizing American genius, and in case of attack will defend it with great valor."

GERMAN ARTILLERY POUNDS AT BRITISH

Haig Reports Much Fire on Flanders Front—French Beat Off Raids, Take Prisoners.

LONDON, Feb. 10.—Increased activity by the German artillery on the Flanders front, especially near

Privates.

AUSTAD, GUNDEL G., Okla. Minn.
UNGER, FRED M., Parisian, S. D.
BROTHAMMER, JOHN A., East Grand Forks, Minn.
ROBINSON, JOHN C., Fort Leitch, Idaho.
STEPHENS, PERCY A., Bend, Ore.
DINTER, WILLIAM A., Cusco, Tex.
TRAGESER, WILLIAM L., Cottonwood, Minn.
BRANLAND, VERNER C., Cotton, Ore.
SCHLESSE, JAMES A., Rice Lake, Wis.
BRADLEY, Claude, Searcy, Ark.
CROW, JENNINGS B. C., Appleby, Tex.
COHEN, RUBEN, New York.
LIEWELLYN, THOMAS A., Scottsdale, Pa.
Company E, 6th Battalion, 20th Engineers.

WARREN, RICHARD (Second Lieutenant), Weltham, Mass.
WIGGIN, GILBERT H. (Sergeant), North Minneapolis, Minn.

Privates.

MCDONALD, JOSEPH E., Springfield, Cal.
JOHNSON, JOHN C., Big Falls, Minn.
BYRNE, JACK J., Butte, Mont.
JENKINS, CLYDE G., Coalinga, Cal.
COOK, TOMMIE W., Raleigh, La.
DETHMAN, LEONARD H., McCabe, Mont.
ROGERS, GEORGE R., Dallas, Wis.
EDWARDS, JOHN, Butte, Mont.
NAUMAN, ALBERT L., Minneapolis, Minn.
KIM, JESSE ROBERT, Deer Park, Wash.
JACOBSON, CARL V., Elk City, Ore.
JONES, JEFFERSON DAVIS, Winfield, Tex.
M'DANIELS, AMOS, Stockdale, Tex.
HOLDEN, ELMER, Fort Worth, Tex.
LAMBERT, WILLIAM J., Sergeant, Philadelphia, Pa.

Corporals.

LANKENAU, GEORGE, San Francisco.
TUTTLE, TERRY, Elgin, Ore.
JOHNSON, WILLIAM R., Metamora, Mich.
BESNER, HERBERT O. J., Saginaw, Mich.
PARROT, RUEL A., Garrison, Tex.

Sergeants.

WADE, GRANTVILLE J., Elwood, Neb.
LEWTON, THEODORE E., Forest Grove, Ore.

Privates.

CHESHER, JOHN W., Lucas, Wash.
MATTHEWS, WILLIAM, Bellingham, Wash.
SNYDER, EUGENE W., Rimrock, Wash.
DUFFY, EVERETT H., Elgin, Ill.

158th Aero Squadron.

ABRAHAM, ALLEN O., private, Maybrook, N. Y.
BLACKMAN, WILLIAM J., First Lieutenant, 515 Clinton avenue, Brooklyn.
EVANS, WILLIAM E., corporal, Tribune Building, New York.
HETSEL, JOHN, private, Niagara Falls.
KERVIN, JAMES L., private, 174 West Ninety-sixth street, New York.
LEE, JOHN S., private, 600 Bedford avenue, Brooklyn.
MARTIN, WALTER J., private, 550 Third avenue, New York.
MARKHAM, MINOR C., First Lieutenant, Syracuse.
NOTKOWITZ, JULIUS, private, 330 Grand street, New York.
PETERSON, BERNET H., private, Utica, N. Y.
PAUSEWANEY, CHARLES, private, 4890 Fulton street, Woodhaven, L. I.
PERROT, THOMAS C., private, 345 Pacific street, Brooklyn, N. Y.
RUPP, HERNAN, private, 255 West Eighty-eighth street, New York.
SOFFIN, FRANK, private, 1477 Fulton avenue, New York.
TODOR, LOUIS, private, 2926 Third avenue, New York.
TEFEAU, EDWARD C., private, 824 Third avenue, New York.
WISE, LAWRENCE E., Jr., private, 88 Eighth street, Woodside, New York.
REILLY, THOMAS P., corporal, Rome, N. Y.
WIMME, CARL S., private, Schenectady, N. Y.

213th Aero Squadron.

AMBLER, CHARLES L., corporal, Ossining, N. Y.
ABRANO, ANTHONY, private, Flushing, N. Y.
ABEL, W. E., private, 196 Duane street, New York.
ALBERT, HENRY, private, 1115 First avenue, New York.
AVERY, HARVEY, private, Katonah, N. Y.
BARKER, EDWARD C., private, Port Jefferson, L. I.
BARTLEMO, ADOLPH, corporal, Astoria, L. I.
BEDROSIAN, LAWRENCE, cook, White Plains, N. Y.
BOX, WALTER R., Jr., corporal, Hempstead, N. Y.
BIGAL, MAYER, corporal, 425 Madison street, Brooklyn.
JOHN, DEWITT J., sergeant, Patchogue, L. I.
ONWAY, THOMAS A., corporal, 419 Henry street, Brooklyn.
AVIES, W. G., sergeant, 35 Oxford street, Brooklyn.
WON, EARL H., First Lieutenant, Pittsford, N. Y.
BERHARDT, JOHN F., corporal, 247 St. Nicholas avenue, Brooklyn.
THORP, HAWTHORNE W., corporal, Rochester, N. Y.
AMPE, FREDERICK A., corporal, 1290 President street, Brooklyn.
OPER, ROSCOE R., corporal, Port Jefferson, N. Y.
ILLER, MELVILLE, cook, 70 North Portland avenue, Brooklyn.
MULLER, GEORGE A., sergeant, 1759 West Eleventh street, Brooklyn.
MICHELS, LEO V., corporal, Eastwood, N. Y.
OUTCAULT, RICHARD F., Jr., corporal, 245 Madison avenue, New York.
WEBER, JOHN, corporal, Pearl River, N. Y.
HAW, HENRY H., corporal, Mineola, N. Y.
SAMUEL, ALVIN J., cook, 227 Ridgewood avenue, Brooklyn.

213th Aero Squadron.

BARNETT, JOSEPH L., private, 261 East 201st street, New York.
BLUMBERG, ROBERT, private, Jamaica, L. I.
BRUNO, FRANK, private, 112 East 116th street, New York.
BROWN, ARTHUR P., private, Keyport, N. Y.
CARGILL, CHARLES G., private, Westchester, N. Y.
CHASE, FRED, private, Sea Cliff, L. I.
CHELLBERG, FREDERICK, private, Sea Cliff, L. I.
CLABBY, WILLIAM J., private, Flushing, L. I.
CONKLIN, HAROLD, private, Westbury, L. I.
CORNELL, ALBERT, private, Roosevelt, L. I.
CRAWFORD, JOSEPH W., private, Flushing, L. I.

213th Aero Squadron.

BLAKE, ROSWELL P., private, 312 East Eighteenth street, New York.
COHEN, RUPEN, private, 226 Madison street, New York.
ELLISWORTH, BENJAMIN FRANKLIN, Jr., First Lieutenant, 230 West 108th street, New York city.
KELLY, JOHN J., private, Yonkers.
LIGHTHALL, PHILLIPS KILBEARNE, captain, Syracuse.
MONEY, P. C., private, Rome, N. Y.
MOORE, ORVILLE H., private, Carthage.
PITTINGER, SAMUEL J., private, Belvidere, N. J.
RICHARDS, GREGG, Captain, 51 Broadway, New York.
SUMMERS, JOHN J., private, New Berlin.
VIENT, LEWIS R., private, Keesville, N. Y.
WACKWITZ, CLARENCE A., Second Lieutenant, Irvington-on-Hudson.

MEN FROM NEW YORK CITY AND VICINITY ON TUSCANIA

More Than 150, Chiefly in Aero Squadrons and Engineer Detachments Enlisted in Metropolitan Area, Including Brooklyn, Long Island and Jersey.

WASHINGTON, Feb. 7.—The following men from New York and New Jersey sailed on the Tuscania:

100th Aero Squadron.

BRADY, ROBERT C., First Lieutenant, Katonah, N. Y.
BROOK, JAMES A., Second Lieutenant, 78 India street, Brooklyn.
CHAPMAN, LINWOOD R., private, 538 Hamilton street, Albany.
CROFTS, CHARLES H., private, 307 Carlton avenue, Brooklyn.
MASHOPETRO, ROBERT, private, 295 East 149th street, New York.
SHAPIRO, CHARLES, cook, 141 West Sixteenth street, New York.
SCHMIDT, CARL, private, Elizabeth, N. J.
STEPHAN, ARTHUR H., private, 425 Palisade avenue, Jersey City.
SULLY, THOMAS, private, 778 South Seventeenth street, Newark, N. J.
SIMONE, V., private, 127 Nollinger street, Newark.
THEYER, RICHARD F., private, Sea Cliff, L. I.

158th Aero Squadron.

ABRAHAM, ALLEN O., private, Maybrook, N. Y.
BLACKMAN, WILLIAM J., First Lieutenant, 515 Clinton avenue, Brooklyn.
EVANS, WILLIAM E., corporal, Tribune Building, New York.
HETSEL, JOHN, private, Niagara Falls.
KERVIN, JAMES L., private, 174 West Ninety-sixth street, New York.
LEE, JOHN S., private, 600 Bedford avenue, Brooklyn.
MARTIN, WALTER J., private, 550 Third avenue, New York.
MARKHAM, MINOR C., First Lieutenant, Syracuse.
NOTKOWITZ, JULIUS, private, 330 Grand street, New York.
PETERSON, BERNET H., private, Utica, N. Y.
PAUSEWANEY, CHARLES, private, 4890 Fulton street, Woodhaven, L. I.
PERROT, THOMAS C., private, 345 Pacific street, Brooklyn, N. Y.
RUPP, HERNAN, private, 255 West Eighty-eighth street, New York.
SOFFIN, FRANK, private, 1477 Fulton avenue, New York.
TODOR, LOUIS, private, 2926 Third avenue, New York.
TEFEAU, EDWARD C., private, 824 Third avenue, New York.
WISE, LAWRENCE E., Jr., private, 88 Eighth street, Woodside, New York.
REILLY, THOMAS P., corporal, Rome, N. Y.
WIMME, CARL S., private, Schenectady, N. Y.

213th Aero Squadron.

AMBLER, CHARLES L., corporal, Ossining, N. Y.
ABRANO, ANTHONY, private, Flushing, N. Y.
ABEL, W. E., private, 196 Duane street, New York.
ALBERT, HENRY, private, 1115 First avenue, New York.
AVERY, HARVEY, private, Katonah, N. Y.
BARKER, EDWARD C., private, Port Jefferson, L. I.
BARTLEMO, ADOLPH, corporal, Astoria, L. I.
BEDROSIAN, LAWRENCE, cook, White Plains, N. Y.
BOX, WALTER R., Jr., corporal, Hempstead, N. Y.
BIGAL, MAYER, corporal, 425 Madison street, Brooklyn.
JOHN, DEWITT J., sergeant, Patchogue, L. I.
ONWAY, THOMAS A., corporal, 419 Henry street, Brooklyn.
AVIES, W. G., sergeant, 35 Oxford street, Brooklyn.
WON, EARL H., First Lieutenant, Pittsford, N. Y.
BERHARDT, JOHN F., corporal, 247 St. Nicholas avenue, Brooklyn.
THORP, HAWTHORNE W., corporal, Rochester, N. Y.
AMPE, FREDERICK A., corporal, 1290 President street, Brooklyn.
OPER, ROSCOE R., corporal, Port Jefferson, N. Y.
ILLER, MELVILLE, cook, 70 North Portland avenue, Brooklyn.
MULLER, GEORGE A., sergeant, 1759 West Eleventh street, Brooklyn.
MICHELS, LEO V., corporal, Eastwood, N. Y.
OUTCAULT, RICHARD F., Jr., corporal, 245 Madison avenue, New York.
WEBER, JOHN, corporal, Pearl River, N. Y.
HAW, HENRY H., corporal, Mineola, N. Y.
SAMUEL, ALVIN J., cook, 227 Ridgewood avenue, Brooklyn.

107th Engineer Train.

STEFFERUD, JOHN J., private, 810 Bridge street, New York city.
WINTERBOTTOM, HOWARD R., private, Smithtown Branch, L. I.

Casuals.

BLAKE, ROSWELL P., private, 312 East Eighteenth street, New York.
COHEN, RUPEN, private, 226 Madison street, New York.
ELLISWORTH, BENJAMIN FRANKLIN, Jr., First Lieutenant, 230 West 108th street, New York city.
KELLY, JOHN J., private, Yonkers.
LIGHTHALL, PHILLIPS KILBEARNE, captain, Syracuse.
MONEY, P. C., private, Rome, N. Y.
MOORE, ORVILLE H., private, Carthage.
PITTINGER, SAMUEL J., private, Belvidere, N. J.
RICHARDS, GREGG, Captain, 51 Broadway, New York.
SUMMERS, JOHN J., private, New Berlin.
VIENT, LEWIS R., private, Keesville, N. Y.
WACKWITZ, CLARENCE A., Second Lieutenant, Irvington-on-Hudson.

Torpedo Hit Vessel at 5:45 P. Tuesday in Comparatively Calm Sea—Only Two Boats Were Smashed in Launching

U-BOAT THAT FIRED CHARGE IS REPORTED SUNK BY A DESTROYER

Cities in North of Ireland Where 1900 A. Landed Quick to Give Aid—Two Women on Board Are Brave—Three Men Die of Exposure in Open Boat.

Total Number of Tuscania Dead 10

AN IRISH PORT, Feb. 7.—The Tuscania carried a total of The saved number 2,296, as follows: Troops, 2,106; crew, 190. Total lost, 101. Among the American survivors are seventy-six officers and eighty-one American troops in hospital.

LONDON, Feb. 7.—They stood on deck, those khaki young heroes of the American Army, lined up as though for parade and singing at the top of their young voices "Star Spangled Banner," as the Tuscania, sinking by under them, was sent to her sea grave by a torpedoed German submarine. And across from them, their cousins of the crew came back with the echoing "God Save the King." Which two cool headed exponents of whiplashed during a crisis of a sea disaster accounts for the fact that the German has taken only a toll of 101 lives out of 2,397 souls who were on the Cunarder when she met her end.

If the singing man is a fighting man, he is also hopeful, and combination of fight and hope there came the baffling of the attempt to reduce the American war forces by almost a full third. Taking stock to-night of the disaster, the officers of both the army and the navy praised the courage of the crusaders for democracy as the reason for the saving of more than 95 per cent. of the men on board.

U-Boat Sunk by Destroyer.

And, prominent among the reasons for congratulation that America's first sea disaster was nothing like as bad as it might have been, was the cheering fact that a fleet destroyer, steaming for the U-boat, the deep, sent to Davy Jones's locker the men and the boat that brought death to the transport and switched 101 service stars from the white red fields of the flags at home.

The reduction of the report of the losses to 101 came from an Associated Press correspondent in Ireland, and was confirmed by the American Embassy here. It required time, much of it, to check up the survivors, see who are missing and then to make the sad subtraction, and the fact that the survivors were landed at points on the Irish and Scotch coast distant from one another added to the delay in making completed list. But every report that came was one of cheer, because where the reports left doubts as to the survival of the major part of the force on board, the last telegram gave to friends and relatives the comfort of knowing that the odds vastly favored the escape of their own loved ones.

There came first the report that 550 men had landed at one port of whom eight had gone to a hospital. Then came the news of the landing of 1,350, with eighty hospital cases, all being from Ireland. Hard on the heels of this news came the tidings that a number of men had landed at a Scotch port, and another Scotch port scheduled ten additions. They were rescued by British warships and by coasting schooners, and the full checking was held back by the diversity of the rescue forces as much as by the varied points of landing.

Losses Chiefly Among the Crew.

The British Admiralty announced to-night that a majority of the losses had been suffered by the officers and crew of the Tuscania, all belonging to the British Naval Reserve.

Relief work at all of the landing points proceeded with lightning speed. The American Red Cross, its British cousin of the same name, and the American Ambassador and the Mayors of the coast towns raced to see which could first come to the aid of the men who had been so unceremoniously dumped upon their friendly shores.

The American military headquarters in London got the news early Wednesday morning. They put into action all of the forces at their command and several score of officials of the United States Army and Navy were soon hurrying for Ireland to lend a helping hand. Vice-Admiral Sims, commanding the fleet in foreign waters, who is in Rome, was notified by telegraph of the disaster. The night boat train to Ireland, where a majority of the survivors landed, was crowded to overflowing. Officers, prominent Americans, Red Cross workers, Y. M. C. A. representatives and others packed the train until all the seats were crowded and the aisles resembled one of the rush hour subway trains to which the Americans were accustomed at home.

Torpedoed Tuesday Afternoon.

And they got as they went the first accurate and exact statement of what happened to the big ship. The narratives of the survivors began coming. Prominent among them was Sergeant M. C. Dubuque and Sergeant Muller, both of Brooklyn. They had been picked up from a raft by a coasting schooner.

From the Brooklyn men came the story that they were on board at 5:45 o'clock Tuesday afternoon when the smash came. They said that two torpedoes had been fired, but, differing from the naval version, the sergeants thought the first one missed.

"Everything went well with us during the voyage," he said. "Many of our men never had been to sea before, and I must say that they stood it like soldiers. We were one of a powerful convoy. I must not tell you our position in the convoy, or how our ships were formed, but you may take it that all of the other boats have got through so far as I know. As for ourselves, well, the Germans succeeded in getting only a fraction of our fine fellows in addition to the boat; but if they have, they have put the iron into our souls, and we will be ready to repay them when the chance offers."

Blow Came With Darkness.

Nothing is disclosed concerning the terms of peace thus secretly arranged, but they are supposed to include the cession of the Ruthenian portion of Galicia to Ukraine in return for some sort of Austrian protectorate, and it is pretty safe to assume that trade and economic relations will enter largely into the new peace arrangement.

It is also rumored that the Central Powers have made an offer of military assistance to the Kieff Rada in overcoming the Bolshevik invasion. How far the invasion has been successful, or whether the Kieff Rada, representing the moderate Soviet, will be able firmly to establish its authority against the Kharkoff Rada, representing the Bolsheviks, is unknown.

The signing of peace has been received with greater enthusiasm at Vienna than at Berlin. This is due to the fact that it removes the menace to Austria's frontier and raises expectations of relief of the food situation from Ukraine's grain reserves.

German Views on Ukraine.

Commenting on the conclusion of peace with the Ukraine, the Berlin Vossische Zeitung says:

"The young state has placed itself under the protection of our friendship to safeguard its endangered development. This fact creates a breach in the moral ring with which British and American calumny has surrounded us during the war."

"A witness has come forward," the

was confident that the situation was in good hands and, if attacked, they would defend it with great valor.

The order reads:

"On Feb. 5 the Commanding General of — American unit takes command of — French unit takes occasion to express to the American General, the colonies of artillery and all of the American units which have been under his orders complete satisfaction with the way in which the American troops have acquitted themselves of the mission intrusted to them.

"Their good will and their ardent desire to excel, and the rapidity with which they have adapted themselves to the life of the sector, have brought them the admiration of all. Gen. — hands over the sector with confidence that it is in good hands and that the American troops will organize it with method and the tenacity characterizing American genius, and in case of attack will defend it with great valor.

GERMAN ARTILLERY POUNDS AT BRITISH

Haig Reports Much Fire on Flanders Front—French Beat Off Raids, Take Prisoners.

LONDON, Feb. 10.—Increased activity by the German artillery on the Flanders front, especially near

AUSTAD, GUNTER G., Ohio, Minn.
UNGER, FRED M., Parkston, S. D.
BONHAMMER, JOHN A., East Grand Forks, Minn.
ROBINSON, JOHN C., Potlatch, Idaho.
STEPHENS, PERCY A., Bend, Ore.
DINTER, WILLIAM A., Otero, Tex.
TRAGERER, WILLIAM L., Ootowood, Minn.
BRANLAND, VERNER C., Ootowood, Minn.
SCHLESER, JAMES A., Rice Lake, Wis.
BRADLEY, Claude, Sway, Ark.
CROW, JENNINGS B. C., Appleby, Tex.
COHEN, RUBEN, New York.
LIEWELLYN, THOMAS A., Scottsdale, Pa.
Company E, 6th Battalion, 20th Engineers.

WARREN, RICHARD (Second Lieutenant), Walnut, Mass.
WIGGIN, GILBERT H. (Sergeant), North Minneapolis, Minn.

Privates.
McDONALD, JOSEPH E., Springfield, Cal.
JOHNSON, JOHN C., Big Falls, Minn.
BYRNE, JACK J., Butte, Mont.
JENKINS, CLYDE G., Coalinga, Cal.
COOK, TOMMIE W., Raville, La.
DETHMAN, LEONARD H., McCabe, Mont.
ROGERS, GEORGE H., Dallas, Wis.
EDWARDS, JOHN, Butte, Mont.
NAUMAN, ALBERT L., Minneapolis, Minn.
KINE, JESSE ROBERT, Deer Park, Wash.
JACOBSON, CARL V., Elk City, Ore.
JONES, JEFFERSON DAVIS, Winfield, Tex.
ANDANIELS, AMOS, Stockdale, Tex.
HOLDEN, ELMER, Fort Worth, Tex.
Company F, 6th Battalion, 20th Engineers (Forestry).

HOLDEN, ELMER, Fort Worth, Tex.
LAMBERT, WILLIAM J. Sergeant, Philadelphia, Pa.

Corporals.
LANKENAU, GEORGE, San Francisco.
TUTTLE, TERRY, Biga, Ore.
JOHNSON, WILLIAM R., Metamora, Mich.
BESNER, HERBERT C. J., Gasinaw, Mich.
PARROT, RUEL A., Garrison, Tex.

Ruglers.
WADE, GRANVILLE J., Elwood, Neb.
LEWTON, THEODORE E., Forest Grove, Ore.

Privates.
CHESHER, JOHN W., Lucas, Wash.
MATTHEWS, WILLIAM, Bellingham, Wash.
MATTHEWS, EUGENE W., Rimrock, Wash.
DUFFY, EVERETT H., Sulam Springs, Mo.

MEANE, VA.
NALT, BURLEY G., Gahanna, Va.
NALL, SIDNEY B., Gahanna, Va.
OWENS, BEN V., Canadian, Tex.
OXFORD, HENRY, Turnersville, Tex.
PEREZ, ANGEL, Antonio, Tex.
POWELL, ONDIS, Sackwa, Okla.
PULLIN, HOMER, French Camp, Minn.
PAUL, CLARENCE, Alexandria, La.
PEREZ, JUAN A., Boerne, Tex.
PERRY, GEORGE G., Lone Wolf, Okla.
PETER, RICHARDSON, Ravia, Okla.
PLEDGER, FLETCHER D., Norman, Okla.
POLLA, THEODORE, Adkins, Tex.
PRICE, JAMES A., Boies City, Okla.
RAY, ROBBIE C., Seymour, Tex.
ROESSLER, RAYMOND, Medicine Lodge, Kas.
RAMOS LUCIO, San Antonio, Tex.
RAY, BARNET H., Temple, Tex.
RHODES, JESSE M., Halbert, Okla.
ROBERTS, VIRGIL J., El Reno, Okla.
RODRIGUEZ, CIRILO, Bergsmu, Tex.
ROEDUCK, OSCAR, Soper, Okla.
ROUTT, EDWARD L., Pecan Gap, Tex.
SMITH, JESSE D., Coleman, Okla.
STRAACH, ARTHUR, Miles, Tex.
SCHULZE, RICHARD, Boerne, Tex.
SMITH, OSCAR L., Winters, Tex.
SMITH, WILLIAM G., Festus, Mo.
SPARKMAN, JAMES F., Frisco, Tex.
STOSS, HERMAN, Honeyey, Okla.
THORBRIDGE, DANIEL W., Strawn, Tex.
TAPP, RUFUS W., San Saba, Okla.
TAYLOR, JOE L., San Antonio, Tex.
TERRY, JOHN R., Aquila, Tex.
THOMPSON, TULLA B., Madill, Okla.
TOMLINSON, GEORGE W., El Reno, Okla.
TOMLINSON, EUGENE, Bishop, Okla.
VICKREAS, WILLIAM E., Southwest City, Mo.

(Continued on Second Page.)

GREAT BEAR SPRING WATER.
"Its Purity Has Made It Famous."—Advt.

THE WORLD TRAVEL BUREAU.
Arcade Building (World) Building.
65-67 Park Row, N. Y. City.

Are you going South? Reservations, Tickets, Saloons, Etc., via all Coastwise, Ocean, Central and South American Steamship Lines, Travelers' checks and money orders for sale. Check books for baggage and parcels open day and night. Telephone Bklyn 4500—Advt.

100th Aero Squadron.
BRADY, ROBERT C., First Lieutenant, Katonah, N. Y.
MAGUIRE, JAMES A., Second Lieutenant, 75 Tenth street, Brooklyn.
CHAPMAN, LINWOOD R., private, 538 Hamilton street, Albany.
CROFTS, CHARLES H., private, 307 Carlton avenue, Brooklyn.
MASHOPIETRO, ROBERT, private, 295 East 149th street, New York.
SHAPIRO, CHARLES, cook, 141 West Sixteenth street, New York.
SCHMIDT, CARL, private, Ellsabeth, N. J.
STEPHAN, ARTHUR H., private, 425 Pallade avenue, Jersey City.
SULLY, THOMAS, private, 778 South Seventeenth street, Newark, N. J.
SIMONE, V., private, 127 Nallinger street, Newark.
THEYER, RICHARD F., private, Sea Cliff, L. I.

158th Aero Squadron.
ABRAHAMS, ALLEN O., private, Maybrook, N. Y.
BLACKMAN, WILLIAM J., First Lieutenant, 518 Clinton avenue, Brooklyn.
EVANS, WILLIAM E., corporal, Fall Avenue Building, New York.
HETSEI, JOHN, private, Niagara Falls.
KERVIN, JAMES L., private, 174 West Ninety-sixth street, New York.
LEE, JOHN S., private, 600 Bedford avenue, Brooklyn.
MARTIN, WALTER J., private, 550 Hamburg avenue, Brooklyn.
MARKHAM, MINOR C., First Lieutenant, Syracuse.
NORRIS, JULIUS, private, 390 Grand street, New York.
PETERSON, BERNET H., private, Utica, N. Y.
PAUSEWANEY, CHARLES, private, 4090 Fulton street, Woodhaven, L. I.
PERROTT, THOMAS C., private, 345 Pacific street, Brooklyn, N. Y.
RUPP, HERNAN, private, 255 West Eighty-eighth street, New York.
SOFFIN, FRANK, private, 1477 Fulton avenue, New York.
TODOR, LOUIS, private, 2926 Third avenue, New York.
TEPEAU, EDWARD C., private, 824 Third avenue, New York.
WISE, LAWRENCE E., Jr., private, 88 Eighth street, Woodside, New York.
REILLY, THOMAS P., corporal, Rome, N. Y.
WIMME, CARL S., private, Schenectady, N. Y.

213th Aero Squadron.
AMBLER, CHARLES L., corporal, Ossining, N. Y.
ABRANO, ANTHONY, private, Flushing, N. Y.
ABEL, W. E., private, 196 Duane street, New York.
ALBERT, HENRY, private, 1115 First avenue, New York.
AVERY, HARVEY, private, Katonah, N. Y.
BARKER, EDWARD C., private, Port Jefferson, L. I.
BARTELEMO, ADOLPH, corporal, Astoria, L. I.
BEDROSIAN, LAWRENCE, cook, White Plains, N. Y.
BOX, WALTER R., Jr., corporal, Hempstead, N. Y.
DIGAL, MAYER, corporal, 425 Madison street, Brooklyn.
JOHN, DEWITT J., sergeant, Patchogue, L. I.
ONWAY, THOMAS A., corporal, 419 Henry street, Brooklyn.
AVIES, W. G., sergeant, 35 Oxford street, Brooklyn.
TON, EARL H., First Lieutenant, Pittsford, N. Y.

ERHARDT, JOHN F., corporal, 247 St. Nicholas avenue, Brooklyn.
THROP, HAWTHORNE W., corporal, Rochester, N. Y.
AMPE, FREDERICK A., corporal, 1290 President street, Brooklyn.
OPER, ROSCOE R., corporal, Port Jefferson, N. Y.
HILLER, MELVILLE, cook, 70 North Portland avenue, Brooklyn.
MULLER, GEORGE A., sergeant, 1759 West Eleventh street, Brooklyn.
TICHEL, LEO V., corporal, Eastwood, N. J.
DUTCAULT, RICHARD F., Jr., corporal, 245 Madison avenue, New York.
WEBER, JOHN, corporal, Pearl River, N. Y.
SHAW, HENRY H., corporal, Mineola, N. Y.
SAMUEL, ALVIN J., cook, 227 Ridgewood avenue, Brooklyn.

213th Aero Squadron.
BARNETT, JOSEPH L., private, 261 East 201st street, New York.
BLUMBORG, ROBERT, private, Jamaica, L. I.
BRUNO, FRANK, private, 112 East 116th street, New York.
BROWN, ARTHUR P., private, Keyport, N. Y.
CARGILL, CHARLES G., private, Westchester, N. Y.
CHASE, FRED, private, Sea Cliff, L. I.
CHELLBERG, FREDERICK, private, Sea Cliff, L. I.
CLABBY, WILLIAM J., private, Flushing.
CONKLIN, HAROLD, private, Westbury, L. I.
CORNELL, ALBERT, private, Roosevelt, L. I.
CRAWFORD, JOSEPH W., private, Flushing, L. I.
DART, ALVA, private, Catawba, N. Y.
DAVIS, ALFRED M., private, Miller's Place, L. I.
DAVIS, RAYMOND L., private, Port Jefferson, L. I.
DEW, ARTHUR, private, 83 Hamilton place, New York.
DONNELLY, GEORGE C., private, Port Chester, N. Y.
DOYLE, LAWRENCE J., private, Flushing.
DUFFY, EDWARD J., private, 80 Linden avenue, Flushing.
EAST, DOUGLAS J., private, Mineola, N. Y.
ESENBAUGH, CHARLES K., private, Rockville Centre, L. I.
EAVES, ALBERT H., private, 1210 Boynton avenue, New York city.

10th Engineer Train.
STEFFERUD, JOHN J., private, 810 Bridge street, New York city.
WINTERBOTTOM, HOWARD R., private, Smithtown Branch, L. I.

Casuals.
BLAKE, ROSWELL P., private, 312 East Eighteenth street, New York.
COHEN, RUPEN, private, 226 Madison street, New York.
ELLISWORTH, BENJAMIN FRANKLIN, Jr., First Lieutenant, 230 West 108th street, New York city.
KELLY, JOHN J., private, Yonkers.
LIGHTHALL, PHILLIPS KILBURN, Captain, Syracuse.
MONEY, P. C., private, Rome, N. Y.
MOORE, ORVILLE H., private, Carthage.
PITTENGER, SAMUEL J., private, Belvidere, N. J.
RICHARDS, GREGG, Captain, 5 Broadway, New York.
SUMMERS, JOHN J., private, New Berlin.
VIENT, LEWIS R., private, Keesville, N. Y.
WACKWITZ, CLARENCE A., Second Lieutenant, Irvington-on-Hudson.

20th Engineers Overseas—Casuals.
DOTY, W. C., private, Rome, N. Y.
LOVE, THOMAS W., private, Clifton Springs, N. Y.
LONGYEAR, FLOYD, Shoham, N. Y.
LANKENAU, WALTER, 301 East 162d street, New York.
SNOW, H., private, Camden, N. Y.
WEBER, C. C., private, South Wales, N. Y.
ZIMMERMAN, GEORGE V., private, New Rochelle.

213th Aero Squadron.
BARNETT, JOSEPH L., private, 261 East 201st street, New York.
BLUMBORG, ROBERT, private, Jamaica, L. I.
BRUNO, FRANK, private, 112 East 116th street, New York.
BROWN, ARTHUR P., private, Keyport, N. Y.
CARGILL, CHARLES G., private, Westchester, N. Y.
CHASE, FRED, private, Sea Cliff, L. I.
CHELLBERG, FREDERICK, private, Sea Cliff, L. I.
CLABBY, WILLIAM J., private, Flushing.
CONKLIN, HAROLD, private, Westbury, L. I.
CORNELL, ALBERT, private, Roosevelt, L. I.
CRAWFORD, JOSEPH W., private, Flushing, L. I.
DART, ALVA, private, Catawba, N. Y.
DAVIS, ALFRED M., private, Miller's Place, L. I.
DAVIS, RAYMOND L., private, Port Jefferson, L. I.
DEW, ARTHUR, private, 83 Hamilton place, New York.
DONNELLY, GEORGE C., private, Port Chester, N. Y.
DOYLE, LAWRENCE J., private, Flushing.
DUFFY, EDWARD J., private, 80 Linden avenue, Flushing.
EAST, DOUGLAS J., private, Mineola, N. Y.
ESENBAUGH, CHARLES K., private, Rockville Centre, L. I.
EAVES, ALBERT H., private, 1210 Boynton avenue, New York city.

AND VICINITY ON TUSCANIA

More Than 150, Chiefly in Aero Squadrons and Engineer Detachments Enlisted in Metropolitan Area, Including Brooklyn, Long Island and Jersey.

Special Despatch to THE SUN.

WASHINGTON, Feb. 7.—The following men from New York and New Jersey sailed on the Tuscania:

100th Aero Squadron.
EGAN, WILLIAM F., private, 402 Main street, Mount Kisco, N. Y.
FABER, GEORGE, private, Lawrence, L. I.
FINK, EDMUND, private, 330 East Ninety-third street, New York.
FLOOD, OLIVER L., private, Port Chester, N. Y.
FLUX, FREDERICK, private, 105 Clinton avenue, Brooklyn.
FRIEDMAN, WALTER C., private, 737 Lexington avenue, New York city.
FURMAN, WILLIAM, private, White-stone, L. I.
GUNTHER, CHRISTIAN J., private, Elmont, N. Y.
HAMMAR, GEORGE J., private, Glen Cove, L. I.
HENRY, JOHN P., private, Albany.
HARMAN, MARTIN B., private, 227 Ridgewood avenue, Brooklyn.
HORNICKER, CHARLES, Jr., private, East Orange, N. J.
HOWARD, GUY E., private, Malone, N. Y.
JULIAN, J., private 126 Eighth avenue, Newark, N. J.
JONASSON, HAROLD M., private, 15 West Fifty-fifth street, New York city.
KATZ, MICHAEL, private, Port Chester.
KAY, KENNETH D., private, Sea Cliff, L. I.
KISSAM, ROBERT W., Sea Cliff, L. I.
LEONE, JULIUS J., private, 316 West Sixty-ninth street, New York city.
LUDLAM, GEORGE M., private, Oyster Bay.
LAWRENCE, DAVID M., private, 49 Linden avenue, Flushing.
MCARTHY, ROBERT F., private, Waverly.
MCLEROY, JAMES A., private, 125 Java street, Brooklyn.
MCKENNA, LESTER W., private, Flushing.
MACKINTOSH, W. S., private, New Rochelle.
MARTIN, F. T., private, 161 West 231st st., New York city.
MASSEY, R. J., private, Pearl River, N. Y.
MAYER, J. E., private, Patchogue, L. I.
MAYSTRICK, JOSEPH G., private, Astoria, L. I.
MAYER, HARRY, private, 155 Covert street, Brooklyn.
MOLE, AUBREY V., private, Roosevelt, L. I.
MORRIS, WINNIE S., private, West Washington Market, New York.
NEGRETTE, LAWRENCE, private, Lindenhurst, L. I.
ODDO, JOSEPH D., 2053 Washington avenue, New York city.
O'Rourke, private, Far Rockaway.
O'TOOLE, FRANCIS J., private, Port Chester.
O'CONNELL, JOHN J., private, 440 West Forty-eighth street, New York.
PARABALL, HAROLD E., private, Jamaica, L. I.
RAE, WILLIAM A., private, 348 West Forty-seventh street, New York city.
RAMSEY, WILLIAM J., 511 East 146th street, New York.
RATHGEBER, FREDERICK F., private, Flushing.
ROCKETT, WILLIAM L., Mount Kisco.
ROTHSTAN, LAFAYETTE, Jr., private, 235 Van Buren street, Brooklyn.
SANDER, ERNEST G., private, Roosevelt, L. I.
SENIOR, HENRY P., Jr., private, 148 Hancock street, Brooklyn.
SMITH, JOSEPH L., Flushing.
SMITH, LUTHER E., Port Jefferson.
SPIDEL, HENRY S., private, 239 East Ninety-fourth street, New York.
STANBROUGH, ARTHUR L., private, Huntington, L. I.
STEVENSON, HAROLD R., private, Sea Cliff, L. I.
TRAPP, JOHN L., private, Flushing.

10th Engineer Train.
STEFFERUD, JOHN J., private, 810 Bridge street, New York city.
WINTERBOTTOM, HOWARD R., private, Smithtown Branch, L. I.

Casuals.
BLAKE, ROSWELL P., private, 312 East Eighteenth street, New York.
COHEN, RUPEN, private, 226 Madison street, New York.
ELLISWORTH, BENJAMIN FRANKLIN, Jr., First Lieutenant, 230 West 108th street, New York city.
KELLY, JOHN J., private, Yonkers.
LIGHTHALL, PHILLIPS KILBURN, Captain, Syracuse.
MONEY, P. C., private, Rome, N. Y.
MOORE, ORVILLE H., private, Carthage.
PITTENGER, SAMUEL J., private, Belvidere, N. J.
RICHARDS, GREGG, Captain, 5 Broadway, New York.
SUMMERS, JOHN J., private, New Berlin.
VIENT, LEWIS R., private, Keesville, N. Y.
WACKWITZ, CLARENCE A., Second Lieutenant, Irvington-on-Hudson.

20th Engineers Overseas—Casuals.
DOTY, W. C., private, Rome, N. Y.
LOVE, THOMAS W., private, Clifton Springs, N. Y.
LONGYEAR, FLOYD, Shoham, N. Y.
LANKENAU, WALTER, 301 East 162d street, New York.
SNOW, H., private, Camden, N. Y.
WEBER, C. C., private, South Wales, N. Y.
ZIMMERMAN, GEORGE V., private, New Rochelle.

Tuesday in Comparatively Calm Sea—Only Two Boats Were Smashed in Launching

U-BOAT THAT FIRED CHARGE IS REPORTED SUNK BY A DESTROYER

Cities in North of Ireland Where 1900 A Landed Quick to Give Aid—Two Women on Board Are Brave—Three Men Die of Exposure in Open Boat.

Total Number of Tuscania Dead 10

AN IRISH PORT, Feb. 7.—The Tuscania carried a total of The saved number, 2,296, as follows: Troops, 2,106; crew, 190. Total lost, 101. Among the American survivors are seventy-six officers and eighty-one American troops in hospital.

LONDON, Feb. 7.—They stood on deck, those kha young heroes of the American Army, lined up as the parade and singing at the top of their young voices "Star Spangled Banner," as the Tuscania, sinking by under them, was sent to her sea grave by a torpedoed German submarine. And across from them, their cousins of the crew came back with the echoing "God the King." Which two cool headed exponents of wh happened during a crisis of a sea disaster accounts for that the German has taken only a toll of 101 lives out of 2,397 souls who were on the Cunarder when she met her

If the singing man is a fighting man, he is also hopeful, and combination of fight and hope there came the baffling of the attempt to reduce the American war forces by almost a full re Taking stock to-night of the disaster, the officers of both the ar the navy praised the courage of the crusaders for democracy as the reason for the saving of more than 95 per cent. of the men on board.

U-Boat Sunk by Destroyer.

And, prominent among the reasons for congratulation that Ame first sea disaster was nothing like as bad as it might have been, the cheering fact that a fleet destroyer, steaming for the U-boat, the deep, sent to Davy Jones's locker the men and the boat that by death to the transport and switched 101 service stars from the wh the red fields of the flags at home.

The reduction of the report of the losses to 101 came from an A ciated Press correspondent in Ireland, and was confirmed by the Ameri Embassy here. It required time, much of it, to check up the survivors, see who are missing and then to make the sad subtraction, and the fr that the survivors were landed at points on the Irish and Scotch coast distant from one another added to the delay in making completed li But every report that came was one of cheer, because where the fi reports left doubts as to the survival of the major part of the force o board, the last telegram gave to friends and relatives the comfort of kno ing that the odds vastly favored the escape of their own loved ones.

There came first the report that 550 men had landed at one por of whom eight had gone to a hospital. Then came the news of the landin of 1,350, with eighty hospital cases, all being from Ireland. Hard c the heels of this news came the tidings that a number of men had land at a Scotch port, and another Scotch port scheduled ten additions. Th were rescued by British warships and by coasting schooners, and the fu checking was held back by the diversity of the rescue forces as much a by the varied points of landing.

Losses Chiefly Among the Crew.

The British Admiralty announced to-night that a majority of the losses had been suffered by the officers and crew of the Tuscania, all belonging to the British Naval Reserve.

Relief work at all of the landing points proceeded with lightning speed. The American Red Cross, its British cousin of the same name, the British Red Cross, the American Ambassador and the Mayors of the coast towns race to see which could first come to the aid of the men who had been so uncere moniously dumped upon their friendly shores.

Naval Officer's Story.

That the narrative may have its due connection, one must here abandon the Brooklyn lads for a moment, and hear the story of an American naval officer who was on board at the time and who brought the news of the sinking of the German submarine that sunk the Tuscania. The story came to the Associated Press from Londonderry, Ireland, and the officer was one of the last to leave the sinking ship.

His story of the attack differs from the other versions in that he said that it was the first torpedo that was fired which hit the transport, and the second went wild. In an instant a destroyer that was near the big ship went away with greyhound speed and began dropping bombs with a device that has proved very effective in the past. The undersea fighter, he says, was caught by these bombs.

"Everything went well with us during the voyage," he said. "Many of our men never had been to sea before, and I must say that they stood it like soldiers. We were one of a powerful convoy. I must not tell you our position in the convoy, or how our ship were formed, but you may take it that all of the other boats have got through so far as I know. As for ourselves, well, the Germans succeeded in getting only a fraction of our fine fellows in addition to the boat; but if they have, they have put the iron into our souls, and we will be ready to repay them when the chance offers.

Torpedoed Tuesday Afternoon.

And they got as they went the first accurate and exact statement of what happened to the big ship. The narratives of the survivors began coming. Prominent among them were Sergeant M. C. Dubuque and Sergeant Muller, both of Brooklyn. They had been picked up from a raft by a coasting schooner.

From the Brooklyn men came the story that they were on board at 5:45 o'clock Tuesday afternoon when the smash came. They said that two torpedoes had been fired, but, differing from the naval version, the sergeants thought the first one missed.

The naval authorities inclined to the belief that the first struck and the second went astern. But however that may be, one of the two struck near boiler No. 1, and the ship began to list. She lingered for nearly two hours before she went down, and the lifeboats on the starboard side, toward which the list was made, were either thrown into the air or rendered useless.

All hands were ordered on decks with lifebelts, and standing at attention in the most approved fashion known to the tactics of their army, the men began singing "My Country, 'Tis of Thee," and "The Star Spangled Banner."

On the side of the deck opposite them the British crew took the cue and sent

(Continued on Third Page.)

(Continued on Second Page.)

submarine warfare. It was in 1917, that the new submarine went into effect that America's entry into the war. The management of Keith's Theatre where the President was spending the evening, refused to display the announcement of the disaster during the run of the Hearst-Pat weekly film. The manager of the theatre said he feared the unexpected shock would be unfair to President Wilson.

President in Theatre.
Up to 11:10 the performance was still under way, and the President was in entire ignorance of the fact that 1,000 American boys had probably paid the supreme sacrifice to their country.

George Creel, chief of the Bureau of Public Information, took charge of his department immediately and set to work trying to ascertain at units were on the ship. The committee has endeavored to learn in each instance before a transport was sailed what was the composition of the forces aboard.

All this time officers at the war and navy departments hung at the telegraph and wireless keys waiting for some stray bulletins of additional information from the cables or the air.

Rumors flew thick and fast all about Washington concerning the names of the units on the Tuscania. Officials urged that no current rumors be given to the public for fear that false alarms would be given to parents of boys who are known to have been en route.

Even after the full details are in formal inquiry is certain both by the British authorities, who had the vessel in charge, and the American military commanders, who survived.

During all the time that Canada's half million or more men were being transported across there was not a single transport carrying them sent to the bottom.

Chairman Edward N. Hurley, of the Shipping Board, when told of the sinking of the Tuscania, said:

"That is astounding news. My heart goes out to those to whom it will carry a personal tragedy. I do not believe, however, that this or any other work of the skunk U-boats can bow the head of America except in strengthening the vow to destroy the power that sends them forth."

Units From Several Sections

At 11:35 the War Department authorized the statement that the troops on board the Tuscania were "units from several parts of the country." Nothing further was forthcoming at that time. But assurance was given that at the earliest possible moment the exact identity of the contingents would be made known.

Major General Frank I. McIntyre carried the first brief announcement in person from the War Department to the Committee on Public Information at 9:40, within five minutes after it had been stencilled and put out.

Wives of army officers and enlisted

from Army Division as well as from the Regular Army and general recruiting channels. The troops have been in training for their special work at the American University at Washington. A large number of college men, including experts in forestry, are in the regiment. The aero squadrons were drawn from various divisions.

The remaining troops, comprising more than two-thirds of those on board were Michigan and Wisconsin guardsmen. The 107th Engineers' train and the 107th Military Police First Battalion of Michigan Engineers and the 107th Military Police and Sixth Wisconsin Infantry.

The 107th supply train was drawn from the Fourth, Fifth and Sixth Wisconsin Infantry. The report from the War Department pointed out that the Tuscania was a British steamship and not an American transport. This was taken to mean that the recent agreement of the British to put all shipping facilities possible at the disposal of the United States was being honored.

TUSCANIA DEATH LIST 72 TWO HUNDRED AND TEN ADMIRALTY ANNOUNCES

Reveals for the First Time That Torpedoing of Transport Carrying American Soldiers Took Place Tuesday—Additional Survivors Are Landed on the Coast of Scotland—Number of the Saved Placed at 2,187 by the British Government—Forty-three Officers and One Hundred and Two Men Perished, According to Unofficial Figures, the Remainder Being Composed of the Crew—Sims Hints Ship May Be Afloat.

HOPES ARE STILL ENTERTAINED THAT OTHERS MAY BE RESCUED

London, Feb. 7.—The Admiralty officially announced today that 210 persons were lost and 2,187 saved in the torpedoing of the transport Tuscania, Tuesday.

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As the casualty list dwindled during the morning hours, hope was held out that later reports from isolated points on the Irish and Scottish coasts will show even more rescued.

Six hundred survivors of the transport Tuscania have been landed at Larne, Ireland, War Department dispatches this morning announced.

Names of thirty survivors, landed at Islay, Scotland, also were forwarded. The 600 are believed to be a part of the 1,100 reported landed at Buncrana and Larne in the last night's War Department dispatches. These dispatches, however, carried no mention of survivors having been landed at Islay.

The dispatch, the first received since late last night, told briefly that British hospital ships were being rushed to the scene of the disaster and every means of succor was being used.

A brief message from Admiral Sims at London early today said it was "believed" that the Tuscania was still afloat. He mentioned nothing of a convoy, but Navy officials said either American or British destroyers had convoyed her.

Following are the thirty reported at Fort Ellen, Islay, Scotland, to which the British are sending doctors, rations and clothing.

Second Lieut. Frank L. Maker, Engineer Reserves, and the following belonging to Company E, Sixth Battalion, 20th Engineers Forestry:

First Lieut. Schwelssinger, Sergeant Harry A. Kelly, Corporal Howard E. Bullock, Corporal William A. Cherry, Privates Oliver Bowman, Bale C. Hazlett, William A. Hickling, Charles H. Imeck, Harry A. Keeler, Lloyd Leadbetter, James T. Moss, Walter Maccarek, David Foe, Edward P. Peterson, J. W. Redd, O. M. Roberts, Lee Terzia, Ralph Uphus, A. Van Andenriessche, Colman White, John E. Williams, Edward L. Anderson, Tom A. Ashby, Frank F. Blos, Basye, Alexander N. Bush. The 107th supply train; Private West, 158th Aero Squadron; Privates John B. Fleming and Edward Klingman.

Washington, Feb. 7.—The Twentieth Engineers (Forest), some of whose members were aboard the torpedoed Tuscania, is the biggest and the most unique regiment in the world. Its aggregate strength is 17,000 officers and men under command of Col. W. A. Mitchell, U. S. A., the regiment was trained at the American University camp here.

Forest regiments work that others may be made comfortable. It is their duty to cut timber in the forests of France for military uses at the front. For the hospitals, the Y. M. C. A. buildings and trench work for soldiers. They are the men behind the guns. The Twentieth was in training when a welfare fund was established by the American Forestry Association.

TRANSPORT SUNK BY HUN U-BOAT. 260 LIVES LOST

(Continued from Page One.)

Expected Disaster.

Taciturn men in uniform at the war and navy departments in close touch daily with the risk being run have aged years in the last nine months of watching.

Senator Chamberlain chairman of the Senate military affairs committee which has been probing the war department was shocked almost beyond expression.

"It was a calamity that may be expected during the course of the war," he said.

"None the less it comes with a terrific blow."

"My sympathies goes out to the splendid American parents of the splendid American boys who were on their way to Flanders to fight for the freedom of the world."

Secretary Baker left the war department for his home at 10:45, his secretary Ralph Hayes remained on watch with instructions from the secretary to call him the moment additional information arrived.

Ask for Details.

Instructions were sent to Gen. Pershing and to Gen. Bliss to forward immediately any details. The secretary was prepared to return from his home to his office at a moment's notice.

Secretary Daniels refused to make any statement. Army officials refused to discuss details as to survivors as missing, even to say whether the contingent of National Guardsmen to go National Guardsmen, Regulars or drafted men.

The Rainbow Division, the first contingent of National Guardsmen to go across, are already behind the lines in France.

Attack Made at Dusk

From the hour at which the first flash was received here, about 3 o'clock, it is assumed that the attack was made about dusk, or later. If that is the case it represents another innovation in the form of attack. At 10:55 the Navy Department announced it would give to the public the identity of the regiments on board the torpedoed transport, including all details obtainable. Inquiry was directed towards ascertaining the identity of the commands. It was considered for a time whether it might not be wise simply to allow the names of the affected regiments to be given out at once.

In this way relatives and friends of the men on board might at least find out if their kin were involved. But this was turned down by the heads of the department.

An official of the War Department was quoted as saying that the troops were "casuals" in the sense of being "detached units."

The news of the disaster was sent first to London from the British convoys, and thence flashed to Washington.

Members of Congress kept the telephone wires of the International News Service Bureau busy, begging for further details.

First news of the disaster was received by the War Department in a cable. Up to 11 p.m. the Navy Department had received nothing whatever. Though dispatches from Admiral Symms were momentarily expected.

Senator Swanson, of Virginia, Chairman of the Senate Naval Affairs Committee had the official announcement read to him over the telephone from the office of the International News Service. He was deeply affected.

Not only does the sinking of the Tuscania mark the first big American casualty loss, but likewise the transport of any of the enemy of Germany sunk in many months. It was regarded as an ominous sign. German intentions that the sinking of American troops and vessels should come almost at once.

men known to be on the vessel. The War Department with pitiful appeals for news. To none of these, as far as could be learned, was any further information forthcoming than contained in the original announcement.

The local telegraph offices clattered with incoming calls for the latest details.

1,000 Soldiers Are Missing.

Approximately 1,000 are missing, according to an official report received by the War Department tonight, 1,100 survivors have been landed at Buncrana and Larne, Ireland.

Promise More Details Soon.

The name of no survivors or missing have been reported. Additional details, the War Department announced, are promised.

This is the first American transport bound for France that has fallen victim to German submarines.

The official announcement follows:

1,100 Survivors Landed.

The War Department has been officially advised that the steamship Tuscania was torpedoed and sunk and that survivors numbering 1,100 as far as could be at that hour ascertained were landed at Buncrana and Larne, Ireland. There was a total of 2,179 persons lost on this vessel. No name of persons lost has been reported to the War Department, and no name of survivors was reported. Additional particulars are promised as soon as received.

The transport Antilles was sunk some time ago when returning to the United States without troops.

M'LEAN'S COOLNESS INSPIRED SOLDIERS

Captain Steadied Ship's Company—U Boat Bumped Lifeboat, Says Officer.

GLASGOW, Feb. 10.—Capt. McLean of the Tuscania has submitted a report to his owners and to the Board of Trade and the naval authorities. He declined to make a statement for publication, remarking that the main facts of the disaster already had been fairly stated.

A young Irish lad, a resident of Glasgow, who acted as Capt. McLean's boy, was interviewed by the Associated Press correspondent. The boy said that after the torpedoing MacLean seemed to be the coolest man on board, giving orders as if nothing had happened, to interfere with the ordinary ship routine. "He was just like a father looking after his children," the boy said, "and repeatedly encouraged small parties who were hurrying to get into lifeboats."

The lad added that the Captain's amazing coolness had a miraculous effect upon the American soldiers. The second officer, who superintended the launching of the boats on the starboard side, the boy said, also gave a splendid example of courage, exercising great control over the men and repeatedly risking his life to get the boats away.

The boy saw him lifting an unconscious man, and leaning over the ship's side at a dangerous angle, placing him in a boat which was being lowered. The conduct of all of the officers and crew was magnificent, the boy declared, and they stuck by the ship until all of the soldiers had disembarked.

The boy also was impressed by the courage of the American soldiers when the British destroyers came alongside and they had to slide down ropes, a dangerous proceeding owing to the swinging of the boats. The Americans accepted the risk with great spirit, he said, three of them shouting "Let her rip," as one after another they clambered overboard and slid rapidly to the deck of a warship. Indeed many looked upon the exciting experience as a joke, the boy recalling that one was coolly smoking a cigarette as he took his turn on the rope.

The Tuscania's second officer had a remarkable experience. He was in a boat with forty others. He said: "All at once we bumped into something hard and when I looked around there was a submarine lying awash to look at his dirty work. What could we do? We simply carried on and got picked up. The tin fish submerged immediately after."

BELIEVE ONLY 40,000 AMERICANS ABROAD

German Newspapers Base Calculation of Number of Troops on the Tuscania.

AMSTERDAM, Feb. 10.—In their report on the sinking of the Tuscania, German newspapers, the Tageszeitung and the big transport ship, reported only 2,400.

One of the disasters at the station was reserved for the departure, and here the men were drawn up and addressed by Lord Mayor Johnston, who was attended by the mayor. The Lord Mayor said:

"I am here on behalf of the citizens of Belfast to give you cordial greetings at the trying circumstances which you have come through during the past few days. We rejoice that so many of you have been spared and we are glad to see you looking in such fine form. We sorrow with you that any of your comrades have been lost and were glad that the news to-day was more encouraging in the reduced extent of losses."

"You are going in the cause of liberty and humanity to do your share. The United States have never been backward where liberty was jeopardized and has to be fought for. You are taking your lives in your hands in going out to meet a foe—the most degraded that has ever entered any battlefield. We know you will bring honor and glory to yourselves and to the United States, and will hearten and cheer the Allies."

"The United States has come in at an opportune moment when Russia has gone out of the fray. We have great faith and sure confidence that with the powerful assistance of America the victory will rest with the Allied arms. I wish you every one godspeed and trust that when the war is over you will be able to visit us under more pleasant and less trying circumstances."

The Americans raised a hearty cheer for the Lord Mayor, who

submarine warfare. It was in 1917, that the new submarine went into effect that America's entry into the war.

The management of the theatre said he feared the unexpected shock would be unfair to President Wilson.

President in Theatre.

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Secretary Baker left the war department for his home at 10:45, his secretary Ralph Hayes remained on watch with instructions from the secretary to call him the moment additional information arrived.

Ask for Details.

Instructions were sent to Gen. Pershing and to Gen. Bliss to forward immediately any details. The secretary was prepared to return from his home to his office at a moment's notice.

Secretary Daniels refused to make any statement. Army officials refused to discuss details as to survivors as missing, even to say whether the contingent of National Guardsmen to go National Guardsmen, Regulars or drafted men.

The Rainbow Division, the first contingent of National Guardsmen to go across, are already behind the lines in France.

Attack Made at Dusk

From the hour at which the first flash was received here, about 3 o'clock, it is assumed that the attack was made about dusk, or later. If that is the case it represents another innovation in the form of attack. At 10:55 the Navy Department announced it would give to the public the identity of the regiments on board the torpedoed transport, including all details obtainable. Inquiry was directed towards ascertaining the identity of the commands. It was considered for a time whether it might not be wise simply to allow the names of the affected regiments to be given out at once.

In this way relatives and friends of the men on board might at least find out if their kin were saved. But this was turned down by the heads of the department.

An official of the War Department was quoted as saying that the troops were "casuals" in the sense of being "detached units."

The news of the disaster was sent first to London from the British convoys, and thence flashed to Washington.

Members of Congress kept the telephone wires of the International News Service Bureau bus, begging for further details.

First news of the disaster was received by the War Department in a cable. Up to 11 p.m. the Navy Department had received nothing whatever. Though dispatches from Admiral Sims were momentarily expected.

Senator Swanson, of Virginia, Chairman of the Senate Naval Affairs Committee had the official announcement read to him over the telephone from the office of the International News Service. He was deeply affected.

Not only does the sinking of the Tuscania mark the first big American casualty loss, but likewise the transport of any of the enemies of Germany sunk in many months. It was regarded as an ominous sign of German intentions that the sinking of American troops and sailors should come almost at the same time.

men known to be on the water, bombarding the War Department with pitiful appeals for news. To none of these, as far as could be learned, was any further information forthcoming than contained in the original announcement.

The local telegraph offices clattered with incoming calls for the latest details.

1,000 Soldiers Are Missing.

Approximately 1,000 are missing, according to an official report received by the War Department tonight, 1,100 survivors have been landed at Buncrana and Larne, Ireland.

Promised More Details Soon.

The name of no survivors or missing have been reported. Additional details, the War Department announced, are promised.

This is the first American transport bound for France that has fallen victim to German submarines.

The official announcement follows:

1,100 Survivors Landed.

The War Department has been officially advised that the steamship Tuscania was torpedoed and sunk and that survivors numbering 1,100 as far as could be at that hour ascertained were landed at Buncrana and Larne, Ireland. There was a total of 2,179 troops on this vessel. No name of persons lost has been reported to the War Department, and no name of survivors was reported. Additional particulars are promised as soon as received.

The transport Antilles was sunk some time ago when returning to the United States without troops.

M'LEAN'S COOLNESS INSPIRED SOLDIERS

Captain Steadied Ship's Company—U Boat Bumped Lifeboat, Says Officer.

GLASGOW, Feb. 10.—Capt. McLean of the Tuscania has submitted a report to his owners and to the Board of Trade and the naval authorities. He declined to make a statement for publication, remarking that the main facts of the disaster already had been fairly stated.

A young Irish lad, a resident of Glasgow, who acted as Capt. McLean's boy, was interviewed by the Associated Press correspondent. The boy said that after the torpedoing, MacLean seemed to be the coolest man on board, giving orders as if nothing had happened to interfere with the ordinary ship routine.

"He was just like a father looking after his children," the boy said, "and repeatedly encouraged small parties who were hurrying to get into lifeboats."

The lad added that the Captain's amazing coolness had a miraculous effect upon the American soldiers. The second officer, who superintended the launching of the boats on the starboard side, the boy said, also gave a splendid example of courage, exercising great control over the men and repeatedly risking his life to get the boats away.

The boy saw him lifting an unconscious man, and leaning over the ship's side at a dangerous angle, placing him in a boat which was being lowered. The conduct of all of the officers and crew was magnificent, the boy declared, and they stuck by the ship until all of the soldiers had disembarked.

The boy also was impressed by the courage of the American soldiers when the British destroyers came alongside and they had to slide down ropes, a dangerous proceeding owing to the swinging of the boats. The Americans accepted the risk with great spirit, he said, three of them shouting "Let her rip," as one after another they clambered overboard and slid rapidly to the deck of a warship. Indeed many looked upon the exciting experience as a joke, the boy recalling that one was coolly smoking a cigarette as he took his turn on the rope.

The Tuscania's second officer had a remarkable experience. He was in a boat with forty others. He said: "All at once we bumped into something hard and when I looked around there was a submarine lying awash, to look at his dirty work. What could we do? We simply carried on and got picked up. The tin fish submerged immediately after."

BELIEVE ONLY 40,000 AMERICANS ABROAD

German Newspapers Base Calculation of Number of Troops on the Tuscania.

AMSTERDAM, Feb. 10.—In their edition of the sinking of the Tuscania, the German newspapers, the Tageszeitung, at the big transport, reported only 2,400 survivors.

One of the platforms at the station was reserved for the departure, and here the men were drawn up and addressed by Lord Mayor Johnston, who was attended by the mayor's bearer. The Lord Mayor said:

"I am here on behalf of the citizens of Belfast to give you cordial greetings after the trying circumstances which you have come through during the past few days. We rejoice that so many of you have been spared and we are glad to see you looking in such fine form. We sorrow with you that any of your comrades have been lost and were glad that the news to-day was more encouraging in the reduced extent of losses."

"You are going in the cause of liberty and humanity to do your share. The United States have never been backward where liberty was jeopardized and has to be fought for. You are taking your lives in your hands in going out to meet a foe—the most degraded that has ever entered any battlefield. We know you will bring honor and glory to yourselves and to the United States, and will hearten and cheer the Allies."

"The United States has come in at an opportune moment when Russia has gone out of the fray. We have great faith and sure confidence that with the powerful assistance of America the victory will rest with the Allied arms. I wish you every one godspeed and trust that when the war is over you will be able to visit us under more pleasant and less trying circumstances."

The Americans raised a hearty cheer for the Lord Mayor, who

FULL LIST OF SAVED EXPECTED TO-DAY

Coming by Cable, but Often in
Incorrect and Meaning-
less Form.

WASHINGTON, Feb. 9.—The War Department has ordered fingerprints of all the unrecognizable soldiers recovered from the Tuscania. By comparison with records here; it will be possible to identify them.

At midnight a little more than 1,000 names of the survivors are in possession of the Committee on Public Information.

A few more names were in possession of the War Department, but will not be arranged for publication before to-morrow, when it is expected the rest of the list will have come from England.

All day long the names of the saved were given the right of way on the cables, but more than 150 names out of the first thousand arrived in such jumbled and incorrect form that they meant practically nothing and it will be necessary to check back over the cables.

Partial lists of survivors were telegraphed to many parts of the country to-day.

Those who failed to find the name they sought in the partial list may be reassured to the extent of knowing that the lists published to-day were about one-quarter of the total of all who are known to be saved, and the fact that a name does not appear in the available list does not necessarily indicate a loss.

There were no new official figures on the losses available to-night, and the War Department's figures continued to differ from those of the British Admiralty. The War Department estimates 210 persons missing, 113 of them American soldiers, while the British Admiralty's figures put the loss at 166 missing, 147 of them American officers and enlisted men.

The Navy Department to-day was still without information confirming the report that an American destroyer was on the scene and participated in the chase of the U boat which attacked the transport. Secretary Daniels said that such information as was at hand led to the conclusion that the report was erroneous, but reiterated his statement that one of Vice Admiral Sims's force might have been present.

A copy of the official report made by the commanding officer of the British convoy will be sent to the Navy Department as soon as that document has been approved by the British Admiralty. Navy officials do not expect to get this report for at least two weeks.

Secretary Daniels reiterated to-day that the war against the submarine is being won by the United States and the Allies, and that "it will be won."

"No one thing will win against the submarine, but its effectiveness is being reduced and we will master it," said he.

His attention was called to the statement of Admiral Jellicoe, indicating his belief that the U boat menace will be over by August. He discussed the British Admiral's statement good humoredly, but not for quotation, making it clear that American naval experts are not prepared to name the date on which the U boats will no longer be a serious problem.

TUSCANIA FLOATED FOR TEN HOURS

Six Hundred American Soldiers
Leave Ireland for England—
Praise for British Destroyers.

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(The New York World.)
(Special Cable Dispatch to The World.)

DUBLIN, Feb. 9.—About 600 American soldiers from the Tuscania left Kingstown for Holyhead to-day by the morning and evening packets. They arrived on special trains from the north and were fit and cheerful. They spoke enthusiastically of the hospitality they had received from the people and from the British Navy and Army and paid tribute to the magnificent work of the British destroyers after the Tuscania was struck.

The ship foundered at 4 o'clock Wednesday morning, according to officers, having remained afloat ten hours after she was torpedoed. All the men got off at ten minutes to 8 on Tuesday evening. Lieut. Vale, who was one of twenty-six officers, the last to leave the vessel, said the discipline was splendid.

The rank and file declared they would have their revenge in France for the death of their comrades. One German-American soldier from Chicago said:

"I and German-Americans are right with the United States in this war. This sort of thing will not frighten us from the work before us, but will make us more determined."

WAR DEPARTMENT'S ROSTER OF TUSCANIA'S SURVIVORS

WASHINGTON, Feb. 9.—These names of American officers and men, rescued from the torpedoed transport Tuscania, were received by the War Department to-day. Other names continue to come by cable and are being tabulated for publication as rapidly as possible. Until the entire list is in, the department cannot check up and determine who and how many have given up their lives. The list compiled so far follows:

A

Henry Albert, No. 1115 First Avenue, New York City.
Anthony F. Abramo, No. 19 Willis Street, Flushing, N. Y.
Charles L. Ambler, Ossining, N. Y.
Gallian T. Albritton, Myakka City, Ia.
Melvin A. Arneson, Abbotsford, Wis.
Edwin J. Allen, Salt Lake City.
Ray Anderson, Marshfield, Wis.
Clarence C. Andrew, Waukesha, Wis.
Albert Harold Anderson, R. F. D. No. 2, Boyceville, Wis.
Carl Martin Anderson, Barron, Wis.
Francis E. Anderson, Pleasant Prairie, Wis.

B

Jamie M. Burke, Beeman, Mo.
Guido Frederick Butz, Waterloo, Wis.
Joseph Bader, Wautoma, Wis.
Oliver B. Bendixen, Wautoma, Wis.
Warren J. Berry, Wautoma, Wis.
Martin D. Bengers, New London, Wis.
Daniel Worth Bickford, St. Paul, Minn.
Walter B. Box Jr., Hempstead, L. I.
Ernest R. Bridges, Vancouver, Tex.
Arthur E. Bidney, Independence, Wis.
Fred Braem Jr., Marshfield, Wis.
Harry Arnold Burnham, Barron, Wis.
Joseph B. Burkhardt, Johnstown, Pa.
Claude Buckmaster, Barron, Wis.
James Karel Brunnlik, Haugen, Wis.
Hubert Berry, Virginia City, Nev.
Lyle Barnhart, Waukesha, Wis.
James O. Bickford, Oakland, Cal.
Henry Brenpyke, Grand Rapids, Mich.

Robert H. Broyles, Kalamazoo, Mich.
Joseph L. Barnitt, 241 East 201st Street, New York.
Edward C. Barker, Jones Street, Port Jefferson, N. Y.
Harold William Bresnahan, Ripon, Wis.
John G. Barth, Clintonville, Wis.
John L. Barnes, No. 411 Newhall Street, Milwaukee, Wis.

Otto Franklin Bates, No. 604 Ninth Avenue, Baraboo, Wis.
Archibald Beaudoin, No. 265 1-2 Pearl Street, New London, Wis.
Joseph L. Bejma, 1350 Second Avenue, Milwaukee, Wis.
Arthur Francis Bender, No. 133 Walnut Street, Baraboo, Wis.
Earl Embros Blank, Meilen, Wis.
Clarence Braun, No. 617 Seventh Avenue, Baraboo, Wis.
William Clarence Brown, R. F. D. No. 1, Cumberland, Wis.
Clarence W. Buchholz, Wautoma, Wis.
John Budziszewski, No. 1063 Garden Street, Milwaukee, Wis.
Lyman P. Byss, Wautoma, Wis.

C

Joseph W. Crawford, 18 Osceola Place, Flushing, N. Y.
Charles C. Cargill, 1413 Fort Schuyler Road, Westchester, N. Y.
Frank H. Carroll, Norfolk, Va.
George Chavez, San Jose, Cal.
Frederick Chelborg, Prospect Avenue, Sea Cliff, N. Y.
Mayor Cigal, 425 Madison Street, Brooklyn, N. Y.
Frank Clark, Templeton, Cal.
Charles W. Collins, San Jose, Cal.
Harold Conklin, Post Avenue, Westbury, N. Y.
Alfred Cornell, Nassau Road, Roosevelt, N. Y.
Newell Craig, Owen, Wis.
Clinton K. Courter, Corso, Milan, Italy.
Arthur A. Cantwell, Shawano, Wis.
Walter J. Callahan, Wautoma, Wis.
Byron E. Christian, New London, Wis.

D

Frank I. Davis, New London, Wis.
George E. Doman, New London, Wis.
Edward J. Duffy, No. 80 Linden Avenue, Flushing, N. Y.
Roland E. Duncan, 11 Sprague Street, Wilmerding, Pa.
Edward Dillon, 4040 25th Avenue, South Minneapolis, Minn.
James E. Degan, Reeseville, Wis.
Martin J. De Ober, R. F. D. No. 1, Martin, J. De Beer, R. F. D. No. 1, George Dale Danley, Iola, Wis.
Anthony J. DeVroy, No. 415 North Ashland Avenue, Green Bay, Wis.
Clyde P. Diggles, Hancock, Wis.
Hilton Alfred Dooge, R. F. D. No. 4, Stanley, Wis.
Donald Martin Duncan, No. 224 Fourth Street, Baraboo, Wis.
Kirkwood Durrant, Waupaca, Wis.
Fred Arthur Duxbury, Hixton, Wis.

E

John F. Eberhard, 347 St. Nicholas Avenue, Brooklyn, N. Y.
William F. Egan, No. 402 East Main Street, Mount Kisco, N. Y.
John F. G. Equi, No. 2235 Twenty-fourth Street, San Francisco.
Russell E. Eikenberry, No. 1110 North Anderson Street, Ellwood, Ind.
Earl H. Eaton, No. 91 South Main Street, Pittsford, N. Y.
Thomas E. Evans, Red Granite, Wis.

F

Martin T. Evenson, Manawa, Wis.
William F. Furman, No. 35 West 19th Street, Whitestone, L. I., N. Y.
Frederick Flux, No. 165 Clinton Avenue, Brooklyn, N. Y.
Hilding Fagerdahl, Clintonville, Wis.
Charles Foley, 311 Shilceton Street, New London, Wis.
Oliver L. Flood, No. 21 Ponengo Street, Portchester, N. Y.
Charles J. Fisher, Oakdale, Jeddo, Pa.
Edmund Fink, No. 330 East 93d Street, New York.
Charles D. Feather, Lyndell, Pa.
Charles F. Fasco, No. 100 Newell Street, Pittsfield, Mass.
George Faber, Far Rockaway Turnpike, Lawrence, L. I., N. Y.

G

Merwin B. Gray, Islip, L. I.
Lawrence Garglas, No. 614 Market Street, Kenosha, Wis.
Lloyd C. Garthwaite, Wautoma, Wis.
Henry Gethers, Coloma, Wis.
George Louis Gilmore, No. 813 Campbell Avenue, Portsmouth, O.
Bruce Sheldon Goulder, Ingalls, Mich.
Alvin W. Grambsch, Bloomfield, Wis.
Ernest William Gressens, R. F. D., Box 51, New Meadows, Idaho.
Ray Sam Groenier, No. 5703 State Street, Chicago.
George L. Gunderson, Wautoma, Wis.
Tracey S. Greene, Colby, Wis.
Paul Griffith, No. 816 East Vernon Street, Nevada, Mo.
Eugene Claison Hart, No. 720 College Avenue, Racine, Wis.
William Lee Garner, 416 East State Street, Rockford, Ill.

H

Earl Mile Harding, Prior Lake, Minn.
Everett Herbert Hale, Spring Valley, Minn.
Harry Hanson, 607 Mason Street, Rhinelander, Wis.
William D. S. Horne, Red Granite, Wis.
Arthur J. Hantschel, 920 South Division Street, Appleton, Wis.
Clifford V. Hanley, Orcutt, Cal.
Francis W. Hardesty, Fairmont, Ind.
John P. Henry, 11 North Hawk Street, Albany, N. Y.
Arthur L. Hanson, Kennedy, Wis.
Raymond Cornelius Harrison, Cottage Grove, Wis.
Martin B. Herman, No. 227 Ridge-wood Avenue, Brooklyn, N. Y.
Harvey P. Holland, Wakefield, Va.
Charles Hornecker Jr., No. 23 South 20th Street, East Orange, N. J.
Guy E. Howard, No. 9 Grove Street, Malone, N. Y.

I

Joe Inda, Wild Rose, Wis.
Le Roy W. Johnson, No. 479 61st Street, Oakland, Cal.
Harold M. Jonasson, No. 15 West 55th Street, New York.
Denis L. Jones, Arbuckle, Cal.
Frank J. Julian, No. 126 Eighth Avenue, Newark, N. J.
Joe Kramer, Mellen, Wis.
Miner J. Johnson, Wildrose, Wis.
Jesse J. Johnson, Wautoma, Wis.
Charles A. Joannis, Washburn, Wis.
Harvey B. Jewett, Oshkosh, Wis.
Nels F. Jensen, Pine River, Wis.
Sever W. Jarvis, Wautoma, Wis.
Oscar I. Jahr, Galesville, Wis.
Clarence D. Jalquish, Euclaire, Wis.
John Jacobson, Waupaca, Wis.
Charles Hans Jacobson, Waupaca, Wis.
Julian Jolliffe, Houston, Tex.
Julius H. Janetsky, San Francisco.

K

Churchill B. Kouns, Tusculum, Mo.
Peter Klepesky, Kona Gb Ban Uza, Derevny Kocialsky, Russia.
Barney Kujawski, No. 24 Centre Street, Milwaukee, Wis.
Alfred Russell Kost, Lorraine, Wis.
Earl, William Knight, R. F. D. No. 2, Spooner, Wis.
Vernon Kelly, 787 First Street, Milwaukee, Wis.
James Asher King, 1415 Fox Street, Denver, Colo.
Joseph C. Knott, Monroe, Wash.

Martin Larson, Prairie Farm, Wis.
Hawthorne W. Lathrop, Rochester, N. Y.
Edward T. Lauer, Milwaukee, Wis.
Roscoe G. Leland, Kalamazoo, Mich.
Julius J. Leone, No. 316 West 92nd Street, New York.
Edwin C. Lewis, Eastford, Conn.
David M. Lowerre, No. 49 Linden Avenue, Flushing, N. Y.
Harry D. Long, Nodaway, Ia.
Byder Ludwig Leer, Northland, Wis.
John Loftis, Waupaca, Wis.
Stanley L. Lessig, Scranton, Pa.
Earl Lindsey, Alameda, Cal.

M

Richard Lorraine Mahler, Baraboo, Wis.
Iva Burns McAllister, Nashville, Tenn.
Robert F. McCarthy, Waverly, N. Y.
Robert F. McCormick, Lemoine, Pa.
James A. McElroy, No. 123 Java Street, Brooklyn, N. Y.
Robert A. McNeil, Detroit, Mich.
Irvin H. Meldam, Appleton, Wis.
Leonard T. Meshke, New London, Wis.
Charles W. Meyenberg, Bellingham, Minn.
Barney Mienkiewicz, Bay City, Mich.
Arthur Miller, Withee, Wis.
Leo V. Michels, Eastwood, N. Y.
Harry Meyer, No. 155 Covert Street, Brooklyn, N. Y.
Charles Mead, Greenwich, Conn.
Joseph E. Mayer, Patchogue, N. Y.
Robert G. Massey, Pearl River, N. Y.
Frank T. Martin, No. 161 West 231st Street, New York.
William S. Mackintosh, New Rochelle, N. Y.
Millville Miller, No. 70 North Portland Avenue, Brooklyn, N. Y.
Rollo Mulford, Chehalis, Wash.
George A. Muller, 1759 West 11th Street, Brooklyn, N. Y.
Ray C. Marsh, Galesville, Wis.
Sherman McDonald, Oakland, Cal.
Harry E. McCormick, Ohio.
George A. McDonnell, Augusta, Wis.
Barney McMahon, Chippewa Falls, Wis.
Robert Hiram McCarty, New Auburn, Wis.
Otto I. Mathiasen, Canton, S. D.
Walter Mason, Amsterdam, O.
Robert Mastropietro, No. 295 East 149th Street, New York.
Leon S. Martin, Palacios, Tex.
William W. Madsen, No. 1614 Oregon Street, Berkeley, Cal.

N

Alfred Nelson, Cumberland, Wis.
Herbert Freeborn, Nelson, Mission, Texas.
Hilding Nels Nelson, Lushait, Skona, Sweden.
Henry Neumann, Norwalk, Wis.
Fred August Neurerer, Cumberland, Wis.
Victor John Novak, Kenosha, Wis.
Lawrence Negrette, Lindenhurst, N. Y.
Winfield S. Norris, West Washington Market, New York.
George Gottfred Nelson, Westboro, Wis.
Carl C. Noel, Meigs Street, Sandusky, O.

O

Carl R. Overstreet, Bradfordville, Ky.
Arthur H. Otto, Beaver Dam, Wis.
James J. O'Brien, Washington, D. C.
John J. O'Connell, 440 West 48th Street, New York.
Joseph D. O'Gado, 168 York Street, Jersey City, N. J.
John O'Rourke, 53 Mott Avenue, Far Rockaway, N. Y.
Francis J. O'Toole, 211 Westchester Street, Port Chester, N. Y.
Richard F. Outcault Jr., 245 Madison Avenue, New York.
Charles H. Ostrander, Oakland, Cal.
William Richard Olson, Stanley, Wis.

P

Evans P. Peterman, Yelota, Tex.
Royal B. Pierce, Coloma, Wis.
Henry J. Pettigrew, Appleton, Wis.
Alfred M. Persons, Wautoma, Wis.
Norman J. Perry Jr., Plainfield, Wis.
Ellery J. Patterson, Wild Rose, Wis.
Joseph E. Parkin, Coloma, Wis.
Earl J. Patterson, Curtiss, Wis.
Guy William Paulson, Spooner, Wis.
Harry C. Peters, New Albany, Ind.
Peter Jefferson Pangborn, Chippewa Falls, Wis.
Earl Le Roy Powell, Baraboo, Wis.
Edward Potter, Owen, Wis.
Arleigh L. Perron, Plainfield, Wis.
Raymond W. Proseus, San Jose, Cal.
Charles Progent, Chippewa Falls, Wis.
Lysander H. Pigg, Eckman, W. Va.

Q

Hobart Quick, Gale, W. Va.

R

Frank A. Reader, Wautoma, Wis.
Guy L. Reed, Fredericktown, O.
Edward F. Riemer, Wautoma, Wis.
Arthur D. Robbins, Wautoma, Wis.
Ernest R. Rogers, Coloma, Wis.
Gustave A. Rolleson, Merrill, Wis.
George Thomas Roskos, Marinette, Wis.
Victor Erick Roux, Rice Lake, Wis.
Halle H. Rowe, Wautoma, Wis.
Vernon J. Roselle, Plainfield, Wis.
Paul Samuel Rens, Detroit, Mich.
Lon Rhodes, Trigo, Wis.
Harry L. Richards, Rodney, Mich.
Bernard Philip Raksin, Baltimore, Md.
Charles H. Reader, 356 Washington Street, New York.
John Rieber, Pearl River, N. Y.
Lafayette Rothstein Jr., No. 285 Van Buren Street, Brooklyn, N. Y.
Ieland S. Radcliffe, Dwight, Ill.
Andrew Raz, Kirkcubright, Scotland.
Dell E. Rogers, Dancy, Wis.
Theodore Regling, Shawano, Wis.
Aaron Walker Rhodes, Waukesha, Wis.

S

William Schrader, Byron Center, Mich.
Les N. Sauer, Milwaukee, Wis.
Jake H. Shiller, Detroit, Mich.
Marshall J. Smith, Bay City, Mich.
Frank Slocum, Saginaw, Mich.
Clarence Shugars, Edmore, Mich.
Henry P. Senior, Jr., No. 148 Hancock Street, Brooklyn, N. Y.
George John Schunk, Marshfield, Wis.
Harry W. Stewart, Algonac, Mich.
John E. Stevens, Kalamazoo, Mich.
Joseph L. Smith, Flushing, N. Y.
Ralph Tom Storey, Bay City, Mich.
Willie J. Stuckey, Lamar, S. C.
Jacob Fred Schneider, Appleton, Wis.
Thomas Scully, No. 778 South 3rd Street, Newark, N. J.