

210 LOST, 2187 RESCUED FROM TORPEDOED TROOPSHIP; 145 U. S. SOLDIERS MISSING

TUSCANIA KEPT AFLAAT NEARLY AN HOUR AFTER ATTACK BY SUBMARINE

Disaster to Transport Witnessed by "Americans Aboard Other Vessels." Survivors Landed in Ireland and Scotland

First U-Boat Disaster to Outbound Sammees Occurs When British Liner, Under Convoy, Is Attacked. Details Withheld by Navy Department for the Present

LONDON, Feb. 7.—The Admiralty officially announced today that 210 persons were lost and 2187 saved in the torpedoing of the transport Tuscania Tuesday.

Ten additional survivors from the Tuscania have been landed on the Scottish coast, it was stated this afternoon by the Admiralty. The survivors were in one boat. It was not stated whether these survivors are soldiers or civilians.

The Tuscania, it was announced, carried 119 United States army officers and 2037 men. Of these, 76 officers and 1935 men were reported saved, leaving 145 missing. Later figures may increase the number of saved and decrease the number of men, it was declared.

The Tuscania floated for nearly an hour after she was torpedoed. It is stated that "Americans aboard other vessels witnessed the torpedoing."

The fact the Tuscania remained afloat for a considerable period after the attack is believed to account for the large number of lives saved.

Reference to Americans "aboard other vessels" witnessing the torpedoing might indicate that the Tuscania either was convoyed by American ships or was one of an armada of transports carrying American troops.

At daybreak an enemy squadron of eight planes was encountered near above the clouds. A general engagement ensued. The Americans each picked out an enemy machine. Within a few minutes one, a second lieutenant, got a streamer of machine gun bullets into the engine. The German plane tumbled over and fell crashing to the earth.

The other failed to get his man. The French fliers warmly congratulated the young Americans, who only recently were graduated from the flying school, for their courage, coolness and efficiency.

Another eye-witness stated that the Tuscania sank within forty-eight minutes after she was struck.

DESTROYERS AND OTHER BOATS PICKED UP SURVIVORS. He said that destroyers and other vessels had surrounded her, picking up the survivors from the sea and from lifeboats.

He said that it was Tuesday evening when the Tuscania was struck. He heard two explosions, the latter apparently caused by the explosion of the boiler. He said he saw the Tuscania's lights, which previously had been darkened, suddenly flash on; that the Tuscania sent up rockets, red and blue, and that her lights then went out.

Survivors arriving at a Scottish port said that trouble in lowering lifeboats, owing to the list of the damaged transport, caused a number of casualties.

WASHINGTON, Feb. 7.—A complete report dealing with the attack on the transport Tuscania, carrying American troops to France via Great Britain, has been received by the Navy Department. It will not be made public at this time. It is understood, however, that the report shows that the Tuscania, a British vessel, was under the direction of the British Admiralty when she was under convoy of British destroyers. The excellent work of the destroyers is declared to have been directly responsible for the comparatively small casualty list.

Naval officials refused to comment on the loss of the Tuscania. They said it plain, however, that the vessel was sunk, thus disposing of the earlier reports that she might still be afloat. They also said that they need no reliance in rumors that a floating mine and not a submarine was responsible for the loss of the vessel. Asked directly about whether the convoy was entirely British, officials would not reply, holding that it would be injudicious to discuss the convoy question in any way.

Up to 1:45 this afternoon the army was still without any positive news of the American lives lost. British Admiralty reports received by the Navy Department said that 210 Americans and men had been lost. The official figures here made the number 231 if a cable list of thirty survivors landed in Scotland was not included in the original list prepared. War and Navy Department officials, however, said they were very hopeful that the British Admiralty figures were accurate and that even this number could be further reduced when all of the saved had reported.

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 conveyed her.

Six hundred survivors of the transport Tuscania have been landed in Larn, Ireland, War Department dispatches this morning announced. Names of 30 survivors, landed at Fort Ellen, Islay, Scotland, also were forwarded.

The 600 are believed to be a part of the 1100 reported landed at Larn and Larn in 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 of every means of succor was being used.

"British authorities have wired instructions to their commands in Ireland and to afford our troops from the Tuscania every possible assistance and to furnish them with clothing requirements," the War Department said. "Officers have been dispatched from Liverpool, Glasgow and London to points in Ireland where survivors now are, and they will return immediately. American consul at Belfast reports 600

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KNOWN SURVIVORS

- ENGINEER RESERVES
Second Lieutenant Frank I. Baker,
COMPANY E, SIXTH BATTALION,
20TH ENGINEERS, FORESTRY
First Lieutenant Schweissinger,
Sergeant Harry A. Kelly,
Corporal Howard K. Hullock,
Corporal William A. Cherry,
Oliver Bowman,
Rale C. Haslett,
William A. Schelling,
Charles H. Ineck,
Harry A. Keeler,
Lloyd Leadbetter,
James T. Mose,
Walter Macznrek,
David Fox,
Edward F. Peterson,
J. W. Reed,
O. M. Roberts,
Lee Terzia,
Alphonse Uphus,
A. Van Andriessche,
Collman White,
John S. Williams,
Edward L. Anderson,
Tom A. Ashby,
Frank E. Biez,
James Baxey,
Alexander N. Bush,
167TH SUPPLY TRAIN
Private H. Elliot,
158TH AERO SQUADRON
John H. Merwin,
Edward Klingman.

TWO AMERICAN AIRMEN VICTORIOUS IN CLASH WITH GERMAN PLANES

Conspicuous Bravery Displayed by Young Aviators With Escadrille on Night Bombing Trip

WITH THE AMERICAN ARMY IN FRANCE, Feb. 6 (delayed).—Two American aviators accompanied a French escadrille on a bombing expedition last night. The Frenchmen dropped their bombs and the squadron started on its return trip. At daybreak an enemy squadron of eight planes was encountered near above the clouds. A general engagement ensued. The Americans each picked out an enemy machine. Within a few minutes one, a second lieutenant, got a streamer of machine gun bullets into the engine. The German plane tumbled over and fell crashing to the earth.

BLAMES OREGON SENATOR

Representative Carter Glass, of Virginia, put in the Administration defense, while Senator Chamberlain with stinging sarcasm and repeatedly he asked "what are the motives of this man who calls himself the President's friend?"

SEARCH HOLLAND BULBS FOR PRO-GERMAN GERMS

Gigantic Shipment Brought to America on Lier Nieuw Amsterdam to Under Test

AN ATLANTIC PORT, Feb. 7.—One million bulbs and plants from Holland, brought here today by the Holland-America liner Nieuw Amsterdam, and a number of other instruments and apparatus designed to cause an epidemic wherever they are distributed, twenty from the Department of Agriculture at Washington and a number of British Secret Service operatives were rushed to this port to examine the cargo and question passengers.

"TIGER LADY" ACCUSES HER PITCHER-HUSBAND

Mrs. Shawkey Says "Bob" Is Cruel to Her and Asks Divorce From Him

Suit for divorce has been entered in Court No. 1 by Marie Shawkey, formerly Mrs. J. Marion Clapp, known as the "Tiger Lady," because of the furs she displayed, against her husband, James R. Shawkey, better known as "Bob" Shawkey, the pitcher for the New York Americans, who formerly played with the Athletics.

WILSON TELLS YOUTHS TO STAY IN COLLEGE

Urges All Under Draft Age to Pursue Studies, Yale Paper Says

NEW HAVEN, Conn., Feb. 7.—All students under the draft age are urged by President Wilson to remain in college during the life of the war, according to the current issue of the Yale News. President Wilson is quoted by the publication, in part, as follows:

"I have no hesitation in urging colleges and technical schools to endeavor to maintain their courses as far as possible on the usual basis. Those who fall below the age of selective conscription and who do not enlist may feel that by pursuing their course with earnestness and diligence they also are preparing themselves for valuable service to the nation."

New Orleans Results

FIRST RACE, 1 mile:
Senator Broderick, 89, 1 to 1 1/2
Helmeck, 90, 2 to 1
Gilliam, 89, 3 to 1
Time, 1:46 2/5.

Havana Results

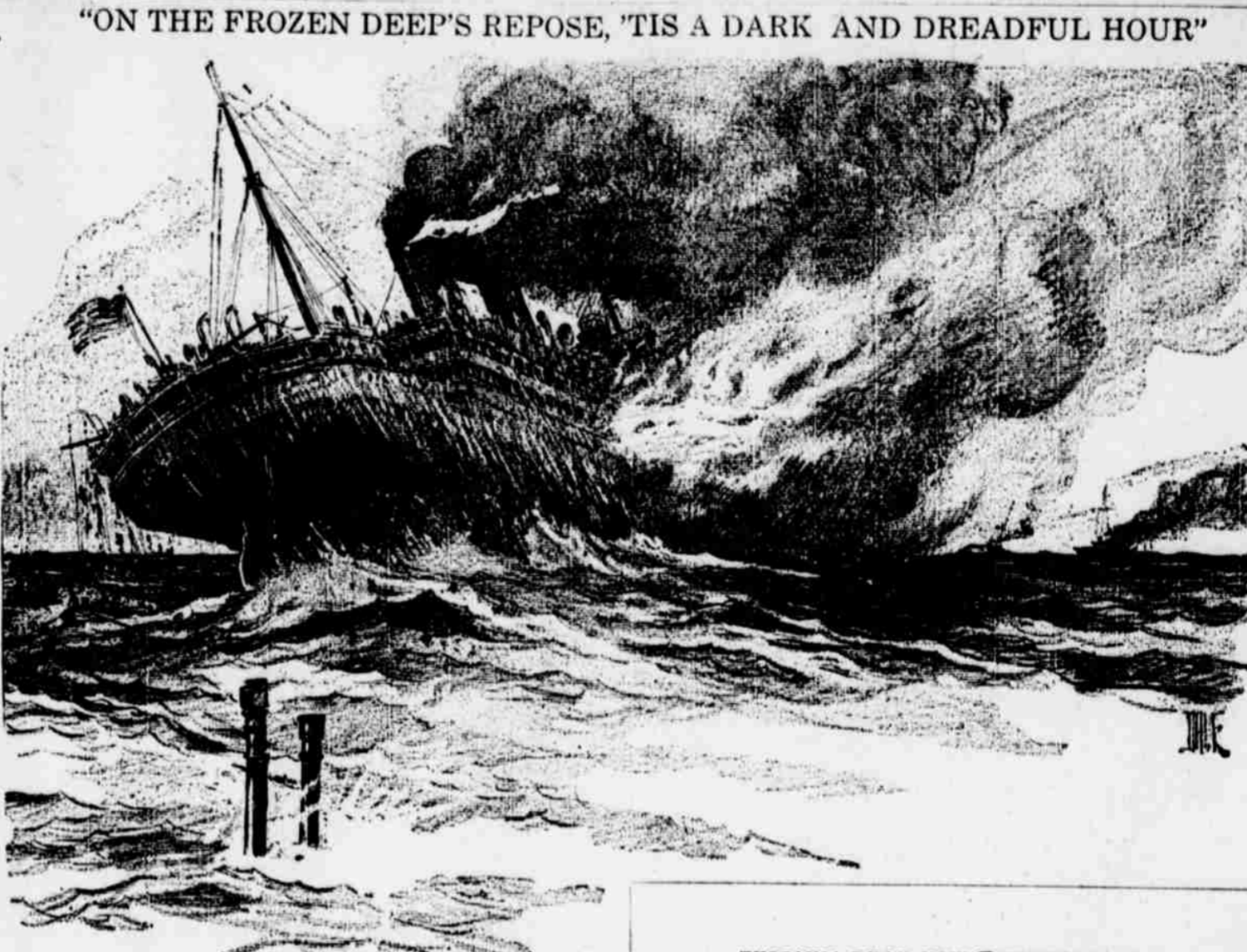
FIRST RACE, 4 furlongs:
Own Ros O'Neil, 110, 8 to 1
Bajard, 105, 2 to 1
Shirley, 107, 3 to 1
Time, 1:40 2/5.

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"ON THE FROZEN DEEP'S REPOSE, 'TIS A DARK AND DREADFUL HOUR"

TUSCANIA DEAD NOW ESTIMATED AT 101

NEW YORK, Feb. 7.—Late press cables from London say that the loss of life on the Tuscania is now estimated at only 101.

CARTER GLASS HOTLY REPLIES TO CHAMBERLAIN

Virginia Representative Defends Administration's War Policy

U. S. GUARANTEE TO RAILROADS TO BE \$945,000,000

The Government will guarantee the railroads approximately \$945,000,000 a year under the provisions of the railroad bill now before Congress. This was the estimate of the Senate Interstate Commerce committee in making its report this afternoon on the measure. The bill will be taken up in the Senate Monday.

YEARLY PAYMENTS TO CONTROLLED LINES ESTIMATED BY SENATE COMMITTEE

The committee strongly defended its action in limiting the period of Government control of the railroads to eighteen months after the end of the war. It pointed out in its report that it had authorized the President to terminate the Government operation of the roads at any time within the eighteen-month limitation. It took the position that the bill was purely a war measure and left the question of permanent government ownership of the railroads entirely open to future discussion and action.

ORDINANCE LEAVES AMOUNT TO BE FIXED THROUGH PUBLIC HEARING

A third effort by Senator Edwin H. Vore to obtain payment from the city of a sum of money which Vore says the city is under moral obligation to pay for work at League Island Park, was begun in Councils today when Chairman Gaffney, of the Finance Committee, offered an ordinance for the payment.

FREE SLAIN MAN'S WIDOW

Hannah Rabeler, wife of Frank Clement, who was killed at Twelfth and Oxford streets early yesterday, presumably by New York gunmen, was discharged today by Magistrate Collins, at the request of the city attorney. She had been taken into custody following the murder. The detectives told Magistrate Collins in Central Station today that there was no evidence against her.

TUMULTUOUSLY NOT A SENATE CANDIDATE

WASHINGTON, Feb. 7.—Secretary to the President Joseph P. Tumulty announced this afternoon that he is not and has not been a candidate to succeed the late Senator William Hughes, of New Jersey.

ADMIRAL AKIYAMA, OF JAPAN, DIES

TOKYO, Feb. 7.—Vice Admiral Akiyama died here today. He was a member of Admiral Togo's staff during the Russo-Japanese war.

DEFICIENCY BILLS FOR 1917 AMOUNTING TO \$416,196 WERE INTRODUCED IN CONGRESS

There is skating today on Quince Lake in Fairmount Park and on the lake in Hunting Park.

SKATING ON LAKES

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BOWLES LAUDS ACHIEVEMENTS AT HOG ISLAND

Navy Supervisor and Company Official Reply to Criticisms

NO EXCESS PROFITS NOR UNDUE DELAYS

Official Tells Chamber of Commerce of Corporation's Accomplishments

25 SHIPS BY NOVEMBER

Average Delivery of One Vessel Every 2 Days During Remainder of Contract

LATEST HOG ISLAND FIGURES

Twenty-five of the 120 vessels to be built by the American International Shipbuilding Corporation will be completed, the corporation estimates, by November 1, 1918; twenty-five more by December 1, 1918; twenty-five by April 1, 1919; twenty-five by May 1, 1919; and the last twenty by July 15, 1919.

This means an average delivery of one ship every five and one-half days during the entire twenty-two months following the commencement of the contract on September 15, 1917.

After the delivery of the first twenty-five by November 1, 1918, an average delivery of one ship every two days for the rest of the twenty-two months is promised.

This, according to George J. Baldwin, vice president of the corporation, is the achievement in speedy ship construction which will be accomplished by the corporation and which is its answer to its instructions from the Government, which informed the corporation, said Mr. Baldwin, that "speed, and not cost, was the object of the contract."

Moreover, said Mr. Baldwin, the net fee to the corporation "will work out to be somewhat less than 1% per cent on the total money to be expended. Nine-tenths of the cost of the shipbuilding is eventually absorbed by the ship."

No fee or profit is to be received by the corporation.

In spite of the increased expenses and delays "caused by circumstances uncontrollable by anybody," the increased final cost of the 120 ships, he said, will not exceed 10 per cent of their total cost, and is being absorbed by the entire cost of the yard site to these vessels.

The answer of the American International Shipbuilding Corporation to the intimations before the Senate committee of extravagance, undue delays and undue profits in its operation of the government-owned shipyards at Hog Island was given this afternoon in the city.

It was delivered by George J. Baldwin, vice president of the American International Shipbuilding Corporation and chairman of the board of the corporation, in a luncheon in the Bellevue-Stratford Hotel, which was attended by a number of prominent men, among them Rear Admiral Francis T. Bowles, the new governmental supervisor of the Hog Island work, were present.

BOWLES UPHOLDS WORK DONE

Mr. Baldwin's earnest and straightforward appeal for a fair consideration of the handicaps under which the concern has been obliged to undertake its stupendous task made a deep impression on the 900 business men present, and they cheered him to the echo repeatedly.

The applause became even more pronounced when Rear Admiral Bowles himself followed Mr. Baldwin's address by asserting with vigor that the criticisms directed against the public corporation had been unjust, and that the men must lend unqualified moral support to all concerns engaged in governmental shipbuilding work.

"The gentlemen at the head of the American International Shipbuilding Corporation have of late been the target of much criticism," said Admiral Bowles, "but I am convinced that much

THE WEATHER

FORECAST
For Philadelphia and vicinity: Generally fair and somewhat colder tonight and Friday, with lowest temperature tonight about 25 degrees; gentle westerly winds.

LENGTH OF DAY
Sun rises... 7:03 a.m. (Sun sets... 5:25 p.m.)

DELAWARE RIVER TIDE CHANGES
CHESTNUT STREET
Low water, 4:55 a.m.; High water, 2:45 p.m.; High water, 10:24 a.m.; High water, 10:44 p.m.

TEMPERATURE AT EACH HOUR
8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12

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Today's Installment of Governor Pennypacker's Autobiography

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