

PHILADELPHIANS ON SUNKEN LINER

Two Officers and Seven Enlisted Men From Here Aboard

LIEUT. JARDEN SAFE

Fate of Others in Doubt and Relatives Besiege Government Offices for News

Nine Philadelphians, two army officers and seven enlisted men, were on the transport Tuscania, torpedoed by a German submarine off the Irish coast Tuesday.

One, First Lieutenant Richards Jarden, is known to be among the survivors. Seventy-five others from points in Pennsylvania, New Jersey and Delaware were on the vessel. Their fate is unknown.

Relatives of the men, who may be among those landed on the Irish coast, are today besieging the offices of the War and Navy Departments at Washington for news. The only word they received until this morning was that the list of dead and survivors had not been received.

None of those who now are clamoring for news of their loved ones were aware they were on the official list of the men on board until the official list of the War Department. A few were notified by telegrams, others were informed by newspapers.

Some of the relatives did not even know the soldiers had sailed. Because of the strict censorship which prevails when American troops start overseas, the destination of the soldiers or the identity of the ship is known only to the officers in command.

Some of the homes were heart-breaking. Mothers and wives broke into tears. One mother nearly fainted. A four-year-old child went to bed tearfully praying for the safety of his soldier father.

"Arrived safe." This message was from First Lieutenant Richards Jarden, to his wife, at 29 West Tulpehocken street, Germantown. It was the first intimation she had that her husband was among those who survived the sinking of the transport. He is with a forestry regiment.

The message was censored, Mrs. Jarden said, so that she now has no hint of her husband's present whereabouts. She was married to Lieutenant Jarden June 14, 1916. She was formerly Miss Agnes Gordon Jaden.

Lieutenant Jarden, who is twenty-five years old, is a son of Charles R. Jarden, 4202 Morton street, Germantown, a contractor who is doing government work at the Philadelphia Navy Yard. He is a lumber expert and a personal friend of General Goethals.

He offered his services to Goethals at the time he was appointed to the Emergency Fleet Corporation as a lumber inspector for the proposed wooden vessels.

Goethals was unable to hire him in this capacity, and suggested he seek a commission in the then-forming forestry commission because of his intimate knowledge of lumber.

He subsequently enlisted in the Twentieth Engineers of the forestry division, and was appointed a second lieutenant last December, soon after he enlisted. He was later made a first lieutenant and attached to Company E, and was probably transferred to the 107th Engineers.

For the last two years Jarden has been general manager and superintendent of the Port Huron Lumber Company, of Port Huron, Mich. Prior to sailing on the Tuscania he attended the American University at Washington, taking a special military course.

PRAYS FOR SOLDIER PAPA In one home near Philadelphia notification of a relative's presence on the Tuscania caused a touching scene. Four-year-old Edwin Stiger, in his uncle's home in Princeton, went to bed tearfully praying for the safety of his "soldier papa," Sergeant Edwin A. Stiger, of the aviation corps.

Word came to the home just as the little fellow was being put to bed that Sergeant Stiger had sailed on the Tuscania. The boy cried for several minutes, and then quietly slipped to another room. He was found there a few minutes later with his tear-stained face in his arms, sobbing out a prayer that "daddy come back."

It is not known whether Sergeant Stiger was among the rescued. He lived

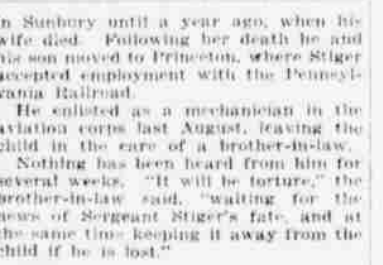
PHILADELPHIANS ABOARD THE TORPEDOED TRANSPORT TUSCANIA



LIEUT. JAMES MCCORMICK



EARL W. WIDDOP



WIFE GETS NEWS BY PHONE

Not until Mrs. John E. Haswell, 402 Delaware avenue, Wilmington, Del., was informed of the long-distance telephone that her husband's name was included in the official list given out by the War Department did she know that he was among those who sailed on the transport. She was greatly shocked at the news, and immediately communicated with Washington.

Captain Haswell is a native of Baltimore, and previous to the war was engaged in Government engineering work. He married Miss Marlon Frederick, daughter of Dr. and Mrs. S. C. Frederick, of 402 Delaware avenue, Wilmington, a few months ago. Doctor Frederick is president of the Wilmington Board of Health.

Mrs. Haswell said her husband was a captain in the engineer reserve and that he had been in the army for some time.

"I have sent telegrams to Washington, but have received no response," she said. "I do not know whether my husband has been rescued. Until tonight I did not even know whether or not he was aboard the Tuscania. I knew he sailed from some port some time ago, but, of course, was not sure where or when."

Mrs. James Cleveland McCormick, wife of Lieutenant McCormick, became a mother last Saturday and received her first intimation that her husband was on the Tuscania when a reporter called at her home at 207 North Twelfth street.

Lieutenant McCormick resigned from the Highway Department and was commissioned in the Engineer Reserve Corps as a first lieutenant last June. He left at once for Fort Leavenworth and has since been unattached.

LAST WORD FROM HUSBAND The last word Mrs. McCormick received from her husband was two weeks ago, when he said that he was getting ready to sail for France from an Atlantic port. She was unaware that he was aboard the Tuscania until the publication of the official list revealed it.

Lieutenant McCormick, of the son of Edward McCormick, 6900 Wissahickon avenue, and was married two years ago. It was when a reporter visited the home of Albert R. Jacobs, 1214 Somerset street, that he learned that several of those aboard the Tuscania were selected men recently sent abroad from Camp Liberty, Pa.

Jacobs is twenty-three years old and was married six months ago. He owns a garage at York Springs, Pa., and is drafted from that place. He is a first-

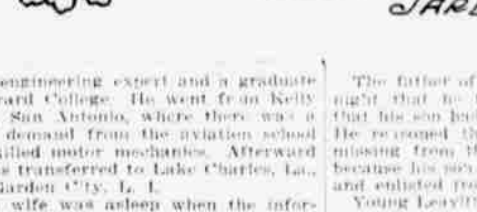


SERG. WILLIAM J. LAMBERT



EDWARD E. BARDLEY

LIEUT. RICHARDS JARDEN



class engineering expert and a graduate of Girard College. He went to a Kelly Field, San Antonio, where there was a great demand from the aviation school for skilled motor mechanics. Afterward he was transferred to Lake Charles, La., and Garden City, La.

His wife was asked when the information was carried that her husband was among the Tuscania's soldiers, she became hysterical and repeatedly asked if her husband had been killed or saved. Mrs. Jacobs was the former Miss Stella Bender of this city. He was a prominent at the Church of the Transfiguration, Twelfth street and Lehigh avenue.

Private Edward Bardley was twenty-seven years old and lived with his parents, Elmer and Jennie Bardley, at 2048 North Seventh street. He was a sign painter and his brother, Samuel Bardley, twenty-two years old, is in the quartermaster's corps at Camp Johnson. He was enlisted in Company D, 10th Battalion, Twentieth Engineers.

Bardley was a parishioner at St. Barnabas Episcopal Church, at Third and Dauphin streets.

His mother answered the ring at the breakfast table and said she had received the first intimation that her husband was on the Tuscania when a reporter called at her home at 207 North Twelfth street.

William H. Donnell, before his enlistment in the 107th Aero Squadron, was a chauffeur in this city. He received his training at Camp Croft, San Antonio, Tex., for aerial training.



C. H. REED & ALBERT R. JACOBS



Originally he was assigned to the 118th Aero Squadron, but when he volunteered for foreign service he was transferred to the 107th. He was graduated from the Hayard Taylor public school and has some an appreciative mechanic at the Midvale Steel Company plant. He was a member of the Nicetown troop of Boy Scouts and was a grandson of the late John Shaw, a well-known Germantown manufacturer.

Mrs. M. R. Lambert, of 3739 Ludlow street, mother of William J. Lambert, a first class sergeant attached to the Twentieth Engineers, expressed surprise last night when she was informed that her son was on board the Tuscania.

"I received word from William," said Mrs. Lambert on January 21. He stated in the communication that he was on his way and that he would write me when he arrived in France. Lambert enlisted several months ago. Recently he had been stationed at Camp University at Washington. Mrs. Lambert has two other sons in the army.

Although Corporal Reed's address was given out at Washington as 5516 Spruce street, no family by that name could be found in that section.

Elmer E. Holmes, twenty-one years old, of Lansford, Pa., one of the soldiers on the Tuscania, was son of forty Lansford Avenue, Philadelphia. He was called in the autumn of 1917.

Holmes left a flourishing bakery, which he and his brother conducted, and enlisted as a chauffeur in the aviation corps. He, together with his fellow patriots, was sent to San Antonio, Tex., where they were prepared and assigned to different departments. Holmes' illness, however, prevented him from going with his unit. It is not known whether Price was also on the Tuscania.

Continued from Page One

came by the U-boat which was lurking in the dark and darkness of Tuesday night. Before making off the submarine fired several torpedoes at the destroyers, but all missed. Only the master's cabin of the British sailors presented the torpedoes from reaching their target, however.

At day Wednesday survivors from the Tuscania kept arriving at Irish and southern ports. All were received with a warmth of hospitality that deeply touched the hearts of the men from overseas. Homes were thrown open to them and hotels and inns opened wide their doors.

Some of the men were in bad shape from shock and exposure, most of them being from the inland district of the United States and not having been on the ocean before, but under the stimulus of warm, dry clothing and hot food they soon regained their cheerfulness and lucidities.

Lieutenant George S. Hill, of Los Angeles, and Lieutenant Walter Patterson, of Cleveland, O., were among the last to leave the sinking transport. They remained on the boat deck stowing soldiers into the lifeboats, and when they finally slid over the side of the ship they found themselves in the last boat. These soldiers' mishap attended the launching of the lifeboats. The second

EXPECT LIST OF DEAD TO BE RECEIVED TODAY

By ROBERT J. BENDER

WASHINGTON, Feb. 8.—Hundreds of American homes today awaited anxiously for the names of more than a hundred fighting boys, believed to have been lost on the torpedoed Tuscania.

British and American wireless stations were searching the remotest points in Ireland and Scotland in the hope of finding further survivors from the ill-fated ship.

Early today the War Department officials were hard at work decoding a mass of reports which came in during the night.

Each of these messages is expected to develop the list of those who have been added to the nation's honor roll—and details of the German blow which brought their death.

Diagrams received at the State Department show that the Teuton U-boat, sinking before a background of the North Ireland coast line and protected by the growing dusk of Tuesday evening, based her fatal torpedo shortly before 6 o'clock.

According to early reports the U-boat was never seen, either by those aboard the transport vessels or by the coney. That the delicate instruments on these ships which warn of a submarine's presence had registered the danger, however, is indicated in the order to a U-boat to go on deck before the torpedo struck.

Lay Tuscania Sinking to Spies

Continued from Page One

was later attached to the 107th. When that command left for France, some time ago, William was too ill to accompany his own command and was ordered to follow at a later date. Subsequent happenings proved that he had triumphed over death in the throes only to meet his end in the wild wastes of the trackless seas.

Donnell has a brother, Richard, aged twenty-one years, in France at the present time where he is serving in the 107th Aero Squadron. A half-brother, William McGarry, aged twenty years, is also a member of the United States service, being stationed at Camp Hancock in one of the artillery commands. Both these brothers live at the Twelfth street residence.

Private Earl W. Widdop, of the 138th Aero Squadron, was on his way to France to join four cousins already in the service there. His parents, Mr. and Mrs. Wright Widdop, of 513 Hering Street, Germantown, last received a letter from him Wednesday two weeks ago, shortly before he sailed. Sunday two weeks ago they visited him in camp at Garden City, Long Island, N. Y.

Private Widdop, twenty years old, enlisted in the army August 12, 1917, his mother's birthday, and was sent to Fort Crockett, N. Y., on his own birthday, August 27, he was sent to Kelly Field, San Antonio, Tex., for aerial training.

Thereafter the picture thus far presented throws a glowing light over the rescue work of the British destroyers which saved the lives of most of the American troops. So far as it is known, participated in the rescue or in the vicinity at the time of the rescue.

Secretary Baker justified delay in announcement on the ground that he had not received confirmation of the fact from Navy Department officials. Confirmation had been received in diplomatic quarters here, however, by 5 o'clock that afternoon.

There was some tendency today to criticize the War Department for its delay in news of the disaster, which occurred on Wednesday night. The fact that the Tuscania was not received confirmation of the fact from Navy Department officials is understood to have received its word from General Pershing between 4 and 5 o'clock.

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SEASHORE EXCURSIONS WITHDRAWN

EFFECTIVE SUNDAY FEBRUARY 10, 1918

Dollar Excursions

ATLANTIC CITY WILDWOOD CAPE MAY

Will Be Discontinued

Atlantic City Wildwood Cape May

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This great clean-up has taken the town by storm. It seems almost impossible to sell regular Geuting famous shoes at such prices as we are now offering. Take for example—this great clean-up of about 700 pairs of Women's Smart Boots

Including Growing Girls' and Boys' Shoes at \$2.90

They Were \$4.50 to \$7.00

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For real enjoyment

Especially a 10c shape actual size

Especially a 10c shape actual size

Especially a 10c shape actual size

Smoke a Cigar that Gives Enjoyment

NOT every cigar that you buy will give you real enjoyment, but an El-Producto will.

It's not only the fine Havana filler and shade-grown wrapper that make El Producto so good. Skilled cigar-making plays a big part in bringing out the best that's in tobacco and keeps El Producto smooth and even in the smoking.

And El Producto never varies in quality nor flavor. No matter whether it's your first El Producto or the hundredth one you are smoking, the enjoyment will be the same.

Any cigar dealer will show you the variety of shapes and sizes in which El Producto is made—one of them is sure to suit your fancy—10c straight to 2 for 25c.

The G.H.P. Cigar Co. Philadelphia

Try El Producto after Dinner To-night

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Especially a 10c shape actual size

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