



HUNDREDS PICKED UP FROM OCEAN AFTER U. S. TRANSPORT GOES DOWN

LESS THAN 100 LOST AS TUSCANIA SINKS FROM ENEMY SHELL

More Than Two Thousand American Troops Were Aboard Cunard Liner When Sent to the Bottom Off North Coast of Ireland; State Department Hopeful That Most of Those Reported Missing Are Safe; First News Received in London Yesterday Afternoon; Troops Mostly Former Michigan and Wisconsin National Guardsmen; Red Cross and Y. M. C. A. Rush Representatives to Belfast Empowered to Spend All Money Needed in Relief Work

LONDON, Feb. 7.—At noon to-day the number of missing was 101, according to unofficial reports. A majority of these were members of the crew.

WASHINGTON, Feb. 7.—Torpedoed and sunk by a German submarine, the Cunard liner Tuscania, bearing 2179 officers and men of the Thirty-second National Guard division lies at the bottom of the North Atlantic Ocean to-day, and at least 168 troopers—probably more—are missing.

On the basis of figures reported to the War and State Departments to-day, the missing would be 267; the figures of the British admiralty, as they stood early to-day, however, placed the missing American troopers at 168.

There is every hope that the lower number will prove to be correct. British convoys near to the torpedoed ship closed in quickly and did heroic work, as the comparatively small number of losses shows. The position of the Tuscania off the north coast of Ireland, evidently headed for England, also was such that numbers of British patrol ships and other vessels rushed to her side and in that way losses were minimized.

Such reports as were at hand early to-day gave no details of how the transport, supposedly heavily convoyed, fell in with the submarine, but it was regarded as more probable that the ship stumbled on the submersible, rather than that the disaster was the first shot in the much-advertised German offensive against the line of American troops and supplies.

First news of the sinking came in a report to the War Department early last night announcing that 1,100 survivors had been landed at Bunrana and Larne, two widely separated Irish ports. This was made public about 10 o'clock and until the arrival of the State Department dispatch two hours later it was feared that more than 1,400, including the Cunard's crew, had perished. The State Department message said 2179 troops were aboard the Tuscania.

Fate of Crew Not Learned

No mention of the fate of the crew was made in the State Department advice nor was the landing points of the rescued American troops indicated but the War Department's message saying "1,100 survivors" had been put ashore at Bunrana and Larne indicated the convoy vessels got alongside the sinking transport quickly and relief ships made the scene of the disaster within a few hours.

Bunrana is on Lough Swilly on the north coast of Donegal not far from Londonderry, while Larne is a North Channel port on the east coast of Antrim near Belfast. The landing points indicate the Tuscania was taking the northern route around Ireland to England and the distance between Bunrana and Larne leads officials to believe the number of rescue ships searching the vicinity is large.

First News at 3 P. M.

No mention of the time of the sinking was made in either of the official messages but news was received in London at 3 p. m. yesterday.

A coded list of survivors was coming into the War Department early to-day. The official list was expected to-day as soon as it is decoded.

Mostly Western Men

The troops aboard the Tuscania were mainly former Michigan and Wisconsin National Guardsmen now attached to the Thirty-second division trained at Camp MacArthur, Texas. Several aero squadrons and several companies of the Twentieth Engineers, a forestry regiment, were aboard. The list of units as made public by the Adjutant General's office last night is as follows:

- Headquarters Detachment and companies D, E and F, of the Twentieth Engineers.
- 107th engineer train.
- 107th military police.
- 107th supply train.
- No. 100 aero squadron.
- 158th aero squadron.
- 213th aero squadron.
- Replacement detachments Nos. 1 and 2 of the 32d division.
- Fifty-one casual officers.



ROBERT MERLE MACE Harrisburg Flyer Believed to Have Been on Transport; No News Has Been Received as to His Fate

The 107th Engineers was composed of the First battalion of Michigan Engineers; the 107th military police was made up from the Fourth and Sixth Wisconsin Infantry and the 107th supply train from the Fourth, Fifth and Sixth Wisconsin Infantry.

At first there was some confusion

at the War Department as to whether the Twentieth Engineers or the One Hundred Seventh Engineers were aboard the Tuscania.

It finally was established that the One Hundred Seventh Engineers was not on board. (This is a separate organization from the One Hundred Seventh Engineer Train, which was on board.)

A headquarters company and Companies D, E and F of the Twentieth Engineers were on board. These units comprise the Sixth Battalion of the Twentieth, which is a forestry regiment, not attached to the Thirty-second Division. It is one of the forestry regiments specially organized for work in France.

Officials Up Late President Wilson, who was attending the theater when news of the sinking was received, Secretary Baker and many other officials remained up late for more details but only the terse War and State Department messages came through until the list of survivors began to arrive from the American Army headquarters in London early to-day.

The State Department's dispatch said Ambassador Page had sent two Army officers to Belfast and representatives of the American Red Cross and the Y. M. C. A. had gone with full power to spend all the money needed in the relief. Although the American transport Antilles was torpedoed and sunk in the war zone while returning from France and fourteen soldiers and 156 others were lost the Tuscania is the first ship carrying American troops to Europe to be sunk by a submarine.

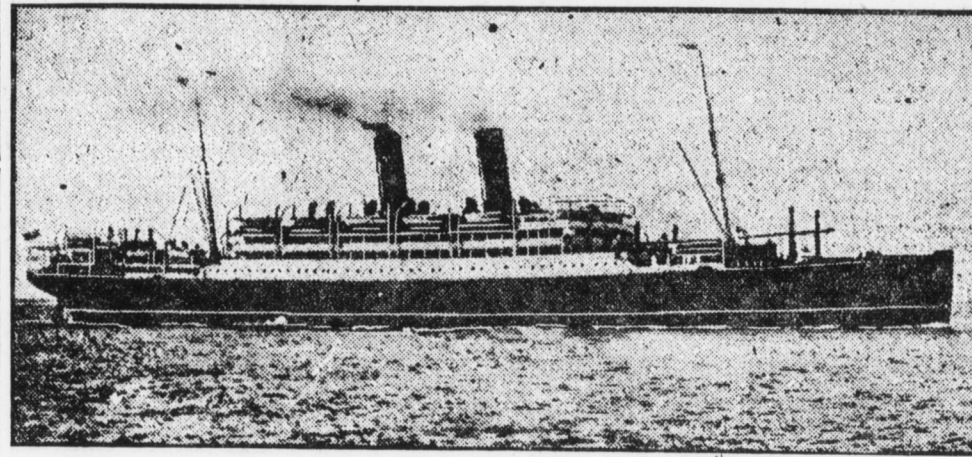
The Tuscania until last fall had been in the transatlantic trade but the sinking indicates she recently had been engaged in transporting American troops. She carried a British crew and a British armed naval

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Harrisburg Aviator Was on Board Sunk Transport

Word received from Washington to-day gave the name of Robert Merle Mace, 1523 Swatara street, this city, as one of the members of the Two Hundred and Thirtieth Aero Squadron en route to somewhere in France on the Tuscania, which was sunk by a German U-boat. He is the son of Mrs. W. K. Crozier, wife of the Assistant City Electrician. The young man was slightly injured last fall during a flight and was home for a short time. He was said to be a successful aviator and won special distinction from superior officers on trial flights. Mrs. Crozier was simply notified that her son was aboard the Tuscania and told that details would come later.

First American Transport Sunk by Submarines.



The big liner Tuscania sank quickly in the war zone off the coast of Ireland when one of the Hun pirates lurking undersea avoided the British convoy and sent a torpedo into a vital part of the great steamship. Every effort is being made to care for the men who were saved.

FIRST UNIT AT MIDDLETOWN SIX BIG BUILDINGS

Each Will Be as Large as Market Square and Two Stories High

Contract will be let at Washington during the next few days for the first unit of the big war supply depot to be erected on the old state fair site near Middletown. Blueprints of this set of buildings indicate that this work is to be on a truly gigantic scale. The first set of buildings to go up will be located in pairs along the railroad. They will be six in number, two stories high and almost as large as Market Square in size. Each of the proposed buildings if set down in Market Square would almost fill it. They will be of concrete and steel construction with concrete floors and capable of bearing great weights.

Another Group Following this group of buildings will come another group directly in their rear and these will be of about

[Continued on Page 12.]

PEACE PARLEY IS IN PROGRESS BERLIN CLAIMS

Resumption of Negotiations at Brest-Litovsk Considered Uncertain

By Associated Press London, Feb. 7.—The resumption of the peace negotiations at Brest-Litovsk to-day, if it occurs, will take place in a fog of vague reports and contradictions as far as the outside world is concerned.

Statements in many German newspapers indicate a probable breach between the Germans and the Bolsheviks, and the conclusion of a separate arrangement between the Central Powers and the Ukraine. No light on the situation comes from Russian sources.

A dispatch from the Petrograd correspondent of the Daily News under Tuesday's date says there has been no direct telegraphic news received there from Brest-Litovsk for four days. The Germans alleged the wires were damaged, whereupon the

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PENNSYLVANIA OWES U. S. GOV'T NEAR \$3,000,000

Mystery of Debt to National Treasury Is Solved by B. M. Nead, Former State Agent

"Pennsylvania always was shy and uncertain in the matter of recording her history," said Benjamin M. Nead to a Telegraph reporter to-day, "otherwise the state officials would be neither mystified nor skeptical over a news item from Washington to the effect that Congressman Frank Clarke, of Florida, through a measure pending in Congress was about to get after our State Treasurer for the neat little sum of \$2,867,514.78; being money had and received by Pennsylvania, as a loan or temporary deposit eighty-two years ago and never to this day repaid."

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FIRST THAW IN EIGHT WEEKS MAY REMOVE ALL SNOW

Pleasant Weather May Continue For Several Days Before Next Cold Snap

The most comforting news for months came from the local weather bureau to-day, Mr. Demin figuring that Harrisburg is in for some days of comparatively warm weather. "Ten days of temperature like this," he said, "will take the snow away and gradually melt the ice on the river so that there will be no disaster."

The coldest mark in the last twenty-four hours registered at 8 p. m. yesterday, 26 degrees above. At 8

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Hindenburg and Ludendorff Now Established in Belgium

Amsterdam, Feb. 7.—Hindenburg and Ludendorff have moved their headquarters to Belgium. An interview with German army chiefs recently published in an Austrian journal indicated vaguely that their headquarters were somewhere in the Rhine region. The new locality where they are established is within easy reach of Brussels.

WHEAT FLOUR ELIMINATED ENTIRELY FROM TASTY PASTRY

With These Formulas Made in Harrisburg For Food Conservation, Housewives May Aid the Nation in Saving Wheat

That pastry loses nothing by eliminating wheat flour has been convincingly proved in Harrisburg by the baking department at the Davenport lunch. Manager Davenport was one of the most determined restaurant men of Harrisburg in enforcing the food conservation suggestions. Indeed many say that pie crust, doughnuts, layer cake or any other dainty has more of a relish when prepared with the substitutes,

SAVING COAL

THE Harrisburg Telegraph, on featureless Mondays, has been printed in less time than any other newspaper in this city.

Some other newspaper managers have construed the Garfield order to permit them to run all day on one edition. The Telegraph has not done this. With a bigger edition than any other newspaper printed in Central Pennsylvania, it has been out earlier than any of them. The plant and office have been closed before any other in this city. The Garfield order restricts newspapers to the publication of only their usual holiday editions on Mondays. The Telegraph has gone even farther than required to meet this order.

Anybody who tells you otherwise is doing so solely for the un-patriotic and malicious purpose of trying to injure the business of this newspaper.

Tumulty Will Not Ask Appointment as Senator

Washington, Feb. 7.—Secretary Tumulty, in a formal statement to-day, declared he was not a candidate for appointment as Senator from New Jersey nor would he be a candidate at the election in November. He said he considered it more important for him to remain as secretary to the President.

WILSON ASKS A DICTATOR'S WAR POWERS

Bill Introduced Would Centralize Authority in Nation's Executive

Washington, Feb. 7.—The administration yesterday asked Congress for sweeping and unchartered power to reorganize the government and the war machine in any manner which the President might deem necessary to the successful prosecution of the war. A bill containing provisions to such effect was sent to the Capitol by Postmaster General Burleson and was introduced in the Senate by Mr. Overman, Democrat of North Carolina. It was referred to the Committee on Judiciary.

The bill, which caused expressions of great surprise upon the part of Republican leaders of the Senate and which they declared would be strenuously opposed on the ground that it virtually would place absolute control of the government in the hands of the executive, was introduced

Shadfly and Straw Hats Here to Welcome Spring

Rejoice, ye suffering humanity. Spring is not far off. The first shadfly of the year is here. It was discovered by "Tom" Gosney, foreman at the city asphalt plant, South Ninth street. Foreman Gosney, who has charge of the toolroom, had gone to get several shovels. Picking up one of the latter he noticed something fly from the handle. He found the shadfly and quite lively. After securing several witnesses the shadfly was allowed to proceed with its glad tidings and was last seen flying in the direction of Market street. Right after that a man appeared in the street with a straw hat.

MAY BE ON BOAT

It is possible that five men formerly in the State Forestry Department are with the Twentieth Engineers. The names of the men are: W. H. Horning, Middletown; Marvin H. Moyer, Telford; Louis C. Loetzer, Sayre; Walter Mosch, Coudersport; and Roy B. Ross, Greenwood Furnace, Huntingdon county.

FIRE PLUG BRUSTS A frozen fire plug at the Columbus Hotel burst at 2 o'clock to-day. The water shot several feet into the air.

CONDITION OF MEN IS PITIABLE AFTER TWO HOURS IN SEA

Many of Those Rescued Had Cast Aside All Clothing and Struggled in Water Until Exhausted; Tuscania Was Torpedoed Tuesday Night; Remained Afloat Two Hours After Enemy Bomb Pierced Vital Parts

London, Feb. 7.—The Turcania was torpedoed on Tuesday night. The vessel remained afloat for two hours after being torpedoed.

The condition of some of the survivors of the Tuscania was pitiable. Many had cast aside all their clothes and had been swimming about for two hours before being rescued.

British Official Statement The following official communication was given out early this afternoon: "The Ancher liner Tuscania, Captain J. L. Henderson, was torpedoed on the night of the fifth of February off the Irish coast, while carrying United States troops. Following are the approximate number saved: "United States military officers, 76; men, 1,355. "Crew: Officers, 16; men, 125. [Continued on Page 10.]

LOSS LESS THAN 100

London—The Admiralty announced late this afternoon that ten more survivors had reached a Scottish port.

ANOTHER CUNARD LINER TORPEDOED

New York—The Cunard liner Aurania 13,400 tons was torpedoed by a German submarine within the last forty-eight hours while bound for the United States it was learned from officials of the Cunard line to-day. Although badly damaged by the explosion the ship was not sunk, and is believed to be making her way back to port with the assistance of government vessels, it was said. The ship carried but little cargo.

New York—Cable messages received here in shipping circles to-day from London, report the captain, purser and chief steward of the Tuscania saved.

Washington—Entire control of the problem of housing workers in all war industries has been delegated to the Department of Labor after discussion of the question at recent cabinet meetings.

NEW SUPERINTENDENT HERE

Harrisburg—Superintendent J. K. Johnston, of the Philadelphia Division, Pennsylvania Railroad, was this afternoon returned to his former position as head of the Tyrone Division. He is succeeded here by F. W. Smith, Jr., now acting superintendent of the Conemaugh Division. Other official changes announced are: J. B. Hutchison, acting superintendent, Conemaugh Division; R. H. Pinkham, assistant superintendent, Pittsburgh Division; Thomas A. Roberts, now agent, Erie, to be assistant superintendent, Philadelphia Division, at Glen Loch; G. M. Smith, now trainmaster, Maryland Division, to be assistant superintendent, Maryland Division, at Lamokin; W. M. Post, assistant superintendent, Middle Division, at Mifflin; Robert Fairies, division engineer, Pittsburgh Division; E. J. Ayars, division engineer, Williamsport Division; C. M. Weisman, division engineer, Allegheny Division; W. E. Brown, division engineer, Elmira Division.

MARRIAGE LICENSES

Lawrence B. West, Harrisburg, and Lydia E. Moyer, Williamsport; John W. Miller and Alice M. Herbert, Harrisburg; Hiram E. Messner and Bessie B. Hunsbitch, Lykens; George W. Wolf and Mary M. Conrad, Harrisburg; John H. Baker and Vera G. Lyter, South Hanover township; Edwin D. Strite and Ellen O. Cooke, Chambersburg; Harvey M. Fake, West Fairview, and Eva I. Morris, Enola.

THE WEATHER

For Harrisburg and vicinity: Fair and slightly colder to-night and Friday; lowest temperature tonight about 39 but news was received in London at 3 p. m. yesterday. A coded list of survivors was coming into the War Department early to-day. The official list was expected to-day as soon as it is decoded. Mostly Western Men The troops aboard the Tuscania were mainly former Michigan and Wisconsin National Guardsmen now attached to the Thirty-second division trained at Camp MacArthur, Texas. Several aero squadrons and several companies of the Twentieth Engineers, a forestry regiment, were aboard. The list of units as made public by the Adjutant General's office last night is as follows: Headquarters Detachment and companies D, E and F, of the Twentieth Engineers. 107th engineer train. 107th military police. 107th supply train. No. 100 aero squadron. 158th aero squadron. 213th aero squadron. Replacement detachments Nos. 1 and 2 of the 32d division. Fifty-one casual officers.

THE ONLY EVENING ASSOCIATED PRESS PAPER IN THIS CITY

THE HARRISBURG TELEGRAPH is the only evening newspaper in central Pennsylvania served by The Associated Press, the oldest and largest news-gathering association in the world. No other newspaper can get this service. It is the Telegraph's exclusivity. It becomes necessary to make this announcement for the protection of the reading public from the misleading advertising of an unscrupulous newspaper management that is trying to sail under false colors at the expense of The Associated Press and the Telegraph, with which it is not and cannot form a connection. Read the Telegraph, the only evening Associated Press newspaper in the central Pennsylvania field. The latest, fullest and most accurate news in the city.