

TUSCANIA MISSING 168

SURVIVORS LAND IN SCOTLAND

F. J. THOMAS AIRMAN ON TUSCANIA

Fred J. Thomas, a Member of 158th Aerial Squadron, May Be Lost.

Relatives here are anxiously awaiting news of Fred J. Thomas, a Bridgeport soldier, attached to the 158th aero squadron which was aboard the troopship Tuscania, torpedoed yesterday off the coast of Ireland. His sister, Mrs. Fred E. Manning, has received no word of Thomas' fate.

Eagerly scanning every scrap of news that is made public by the war department Mrs. Manning, residing at 2754 Main street, is bravely bearing up under the shock she has suffered when she received the first news that the giant steamer had been sent to the bottom. Fred Thomas has just passed his twenty-third birthday when he joined the aerial forces of Uncle Sam. Up to that time he always made his home with his sister. He was employed by the Remington Arms Co. up to November 20 of last year when he enlisted. He was sent to Fort Slocum and from there to the Aviation Training Camp in Texas. He was then attached to the 158th Aerial Squadron stationed in Louisiana from which point he appears to have been under orders for the front.

STATE SCHOOLS MAY BE CLOSED FOR ONE WEEK

Hartford, Feb. 7.—As a result of the desperate coal situation in Connecticut, Thomas W. Russell, federal fuel administrator for the state, issued today an appeal to the school authorities of cities and towns in Connecticut which have a population of more than 5,000 according to the 1910 census to close the school houses in their communities all next week as a coal conservation measure.

CLAIMED SCHOOL COAL CONTAINED HIGH EXPLOSIVE

Declaring the school children in Bridgeport were in great danger from a large quantity of high explosives which German spies had placed in the coal supplied the institutions, Albert Taylor, a private from Fort Wright, said he had been ordered by the military authorities to inspect the coal in the bins. His actions were so peculiar that he was placed under arrest by the police.

Yesterday the faculty of Reed High school, notified the Board of Education of the man's movements and the other supplied the institutions, Albert Taylor, a private from Fort Wright, said he had been ordered by the military authorities to inspect the coal in the bins. His actions were so peculiar that he was placed under arrest by the police.

The British postmaster-general announced that as soon as the military situation permits a mail service by airplanes will be instituted in Europe.

BRITISH SAILORS HEROIC IN EFFORTS TO SAVE LIVES OF U-BOAT'S VICTIMS

Stricken Transport Remains Afloat Two Hours After Being Torpedoed—Soldiers Cast Away Clothing and Swim in Icy Water Until Rescued By Crews of Convoys.

LATE BULLETIN
LONDON, FEB. 7.—THREE MEN FROM THE TUSCANIA DIED FROM EXPOSURE IN ONE BOAT.

Washington, Feb. 7.—Torpedoed and sunk by a German submarine, the Cunard liner Tuscania, bearing 2,179 officers and men of the 32d National Guard Division, lies at the bottom of the North Atlantic Ocean today, and at least 168 troopers—probably more—are missing.

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

There is every hope that the lower number will prove to be correct. British convoys near 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 northern 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 the losses were minimized.

A statement from the admiralty, made public shortly after 1 o'clock confirmed the earlier figures.

Additional dispatches reached the war department today saying some 600 survivors are in Larne, Ireland, and that 27 are in Islay, Scotland. The dispatches said the British authorities were doing everything to make the survivors as comfortable as possible and were sending supplies to the places where they landed. This does not materially change the number saved.

Approximate figures of those saved given out at London are:

Officers, 76; men, 1,935; officers of the crew, 16; men of the crew, 125; passengers, 3; not specified, 32.

The Tuscania 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 clothing and had been swimming about for two hours before being rescued.

The war department issued the following statement: "British authorities have wired instructions to their commands in Scotland and Ireland to afford our troops from Tuscania every possible assistance and to furnish them with clothing requirements. Officers have been dispatched from Liverpool and Glasgow and London to points in Ireland, where survivors now are, and they will wire names immediately. American consul at Belfast reports 600 survivors in Larne. As soon as they are outfitted properly they will be brought to Winchester."

The following official communication was given out early at London this afternoon:

"The Anchor liner Tuscania, Capt. J. L. Henderson, was torpedoed on the night of the 5th of February off the Irish coast while carrying United States troops.

"Following are the approximate number saved:

"United States military officers, 76; men, 1,795.

"Crew: Officers, 16; men, 125.

"Passengers, 3.

"Not specified, 32.

"The total number aboard, 2,327.

"Total saved, 2,187.

"The foregoing are approximate figures, but as correct as can be given at present."

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 167th 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.

A headquarters company and Cos. D, E and F of the 20th Engineers were on board. These units comprise the Sixth battalion of the 20th, which is a forestry regiment, not attached to the 32d division. It is one of the forestry regiments specially organized for work in France.

The aero squadrons probably were constructed from forest sections and the place they trained was not mentioned by the war department.

President Wilson, who was attending the theatre 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 today.

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 relief.

Although the American transport Anitra was torpedoed and sunk in the war zone while returning from France and 14 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. She carried a British crew and a British armed naval guard and was convoyed by British warships on the last trip.

New York, Feb. 7.—According to the records of the Anchor Line here, the Tuscania carried a crew of 220, under command of Capt. Peter McLean, the majority of the crew being subjects of Great Britain.

The Tuscania completes the destruction by submarines of a fleet of five passenger ships aggregating 57,818 gross tons, owned by the Anchor Line at the beginning of the war. The other ships were the Caldonia, sunk in 1916; the Cameronia, April 15, 1917; the Transylvania, May 4, 1917; the California, February, 1917.

The American Red Cross headquarters here dispatched Capt. Edgar H. Wells and Capt. Smith to Belfast immediately that news of the torpedoing of the Tuscania was received.

They were instructed to spend all money needed for supplies for the survivors. A telegram also was sent to the American consulate in Belfast, asking that money and supplies for immediate needs be provided.

The British Red Cross, which has depots in Ireland, immediately placed all its resources at the disposal of the Americans and instructed its representatives to do everything possible to help. The American ambassador at Walter H. Page, received from the lord mayor of Belfast a telegram expressing his condolences.

The first survivors were landed at 4:30 o'clock Wednesday morning. From then until 7 a. m. many patrol boats arrived, each bringing a full complement of survivors, the number of whom by that time had reached 550, including 46 member of the crew.

All the medical men in Larne, where some of the survivors were landed, were requisitioned.

Woman volunteer nurses in Larne attended to slightly injured men. Wards were improvised in hotels. Thirty seriously injured men were dispatched to local hospitals, where they are receiving careful treatment.

The resources of Larne were taxed to the utmost to provide food and clothing for the survivors.

Thomas Smith of Glasgow, a boat-swain's mate on the Tuscania, said the steamer was proceeding to an English port under convoy.

"At 5:45 o'clock Tuesday evening," he continued, "I was in No. 1 room, talking with a fellow boat-swain, when I heard a terrific explosion and felt the vessel heeling over. I said to my mate: 'They've got her now.'"

"We commenced lowering boats on the starboard side. The soldiers were lined up on deck, waiting for the boats. Unfortunately many jumped overboard.

"I found the boat at No. 9 station,

FRESH CHALLENGE FOR CIVILIZATION DECLARES BAKER

Washington, Feb. 7.—Secretary of War Baker issued the following statement today on the sinking of the Tuscania and the loss of the lives of American soldiers: "The sinking of the Tuscania brings us face to face with the losses of war in its most relentless form. It is a fresh challenge to the civilized world by an adversary who has refused but made more deadly the stealth of the savage in warfare. We must win this war and we will win this war. Losses like this unite the country in sympathy with the families of those who have suffered loss; they also unite us to make more determined our purpose to press on."

Judge Scott Passes Away At Danbury

Native of Bridgeport, Long Ill, Dies At Age of 67 Years.

Danbury, Feb. 7.—Howard B. Scott, former judge of the Common Pleas Court, died here today. He was 67 years old and had been in failing health for two years. He retired from the bench several months ago after he had been stricken with paralysis.

Much sorrow was expressed among the members of the legal profession at the county court house today at the news of the death of Judge Scott. Judge Scott retired last September, having been named a state referee.

Judge Scott was born in Bridgeport, August 25, 1851, but lived in Ridgefield for a number of years. He was graduated from Amherst College in 1874, and took up the study of law in the office of Brewster & Tweedy in Danbury, being admitted to the bar in 1878. For a period of 12 years previous to 1907 he was judge of the City Court of Danbury. He never married.

In 1907, at the promotion of Judge Howard J. Curtis to the Superior Court, Judge Scott was named as judge of the Common Pleas Court, civil side, and retained that position until last year, when failing health compelled him to relinquish his duties. At the last session of the General Assembly the civil and criminal Common Pleas Courts were combined.

Judge John B. Boutwell and Judge John J. Walsh being named as judges, and Judge Scott was appointed a referee.

Appropriate action upon the death of Judge Scott will be taken by the Fairfield County Bar Association.

WALKS 30 MILES
IN HEAVY GALE
TO TAKE EXAMS

Toledo, O., Feb. 6.—Mrs. Archie Stevens of Taft, in order to be present at the teachers' examination held at Toledo recently, left her home on Monday in company of her husband, also a teacher, and walked to Newport, a distance of 30 miles, in 16 hours, arriving in time for the opening hour of the examination.

Part of the trip was made along the beach and around dangerous points, made doubly so by heavy incoming weather.

The remainder of the distance was over wind-swept headlands and sticky trails and swollen streams. During the whole time the wind blew at a velocity of at least 50 miles an hour.

COAL BARGES STRANDED.

Old Saybrook, Feb. 5.—Four coal barges are stranded on a sand bar off Fenwick outer light today. All are laden and were bound eastward. Apparently the barges were crowded on the bar by the ice.

to which I proceeded, had been blown to pieces. I tried to get the boats 8A, 8B and 8C away, with full complements, and the second officer got boats 1 to 7 safely away.

"After seeing these launched I proceeded to the other deck, where I launched a raft. I picked up 14 soldiers and two of the ship's company who were swimming about. We had no oars, and had to paddle along with our hands. We were picked up at 9 o'clock in the evening and landed Wednesday morning."

HARTFORD AIRMAN SAVED

Hartford, Feb. 7.—From a cable message received today it became known that Leroy P. Bennett of this city, formerly of Woodmont, a member of an aviation command, was saved from the Tuscania. Prior to enlisting in December Bennett, whose age is 28, was an adjuster for the Connecticut Mutual Fire Insurance Co.

BOYS STEAL TWO TONS OF COAL

Defy Watchman and Barbed Wire, Making Big Haul at East Side Coal Yards.

Thursday, Feb. 7

An eight-foot fence, topped with several rows of barbed wire, and a watchman at the Wheeler & Howe coal yards on Crescent avenue meant nothing to six East Side schoolboys, who stole two tons of hard coal from a carload standing in the yards yesterday afternoon.

These lads were fully equipped for the coal party. They drew their sleds and carried one or two hemp bags. Their mothers had told them to go out and get some coal. The dumps were frozen over and none was being distributed at the several coal yards they visited. They were on their way home when they spied a whole carload in the Wheeler & Howes yards.

They peered through the pickets and saw the watchman. One suggested climbing over the top, but another spied the barbed wire. The smallest lad in the group suggested crawling under the fence. His suggestion was no sooner offered than they were all at work digging a tunnel under the fence.

They burrowed a hole large enough to allow two of them, dragging their bags behind them to enter. They climbed into the car, filled their bags and pushed them back through the hole under the fence. The other boys' bags were filled and they all returned for more. They had got a second helping before being detected.

They were in the act of filling the last bag, when the watchman saw them scooping coal into their bags with their bare hands. There was a wild scramble. The boys were spry and when they emerged into Noble avenue the half-filled bag was with them.

Each of the boys had filled their bags twice. The watchman started in pursuit, but the boys had disappeared when their pursuer had reached the spot. They were last seen running as fast as their legs could carry them with their sleds trailing behind.

The boys had eluded the watchman, by ducking into Burroughs street. When the carload was weighed up it was discovered that the boys had taken nearly two tons.

NEAR DEATH AS
RESULT OF GAS
ASPHYXIATION

Cornelius Duggan, 50 years old, of 2,802 Fairfield avenue, lies at the point of death in St. Vincent's hospital as a result of being overcome by gas while he slept. Early this morning gas fumes were discovered by the inmates of the house to be issuing from the apartment occupied by Duggan. The door of his room was broken open. Gas was found to be flowing from a gas heater and the man unconscious.

A call was immediately turned in to the Emergency Hospital and Dr. Aranki, arriving with the ambulance, rushed Duggan to the hospital where he now wavers between life and death.

Duggan came to Bridgeport about two weeks ago from Hartford to work as a moulder in Bullard's shop. He has a wife and four children in Hartford with which the hospital authorities are trying to get into communication.

Dr. Aranki said that the man has a slim chance for life as he had been breathing the fumes from the gas stove for a long time before he was discovered.

EMPLOYE OF STATE
HOSPITAL IS HELD

Hartford, Feb. 6.—Mrs. Jeanette Curley, an attendant at the Connecticut hospital for the insane in Middletown, was today held for the superior court on the charge of false pretense. It is alleged that the woman obtained goods at a department store here and had them charged to another person. She is the second woman bound over from the Hartford police court on this charge in the last 10 days.

NEW RAISE IN PRICES OF COAL

Fuel Administration Allows Increase on Plea of Mine Operators.

Washington, Feb. 7.—Two more increases of 40 cents a ton in the price of bituminous coal at the mine have been authorized by the Fuel Administration on showing of operators that they were working at a loss.

One increase is for all mines in the upper Potomac field which includes Maryland and the counties of Mineral, Grant, Tucker and the eastern and southeastern part of Preston county, West Virginia. It is effective as of Feb. 1.

The other affects Mingo county and parts of Wayne, and McDowell counties, West Virginia, and Buchanan county, in Virginia. It became effective today.

CUNARD LINER TORPEDOED ON WAY OVER HERE

New York, Feb. 7.—The Cunard liner Aurania, 13,400 tons, was torpedoed by a German submarine within the last 48 hours while bound for the United States, it was learned from officials of the Cunard line today.

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.

The ship carried but little cargo.

BRITISH CHANNEL
SHIP TORPEDOED

Ottawa, Ont., Feb. 7.—A dispatch to Reuters from London, dated Feb. 6, says announcement of the sinking by the Germans of a channel passenger ship bound for a French port was made in the house of commons by H. J. MacNamara, under secretary of the admiralty, who said that of a crew of 29 military and 25 naval passengers aboard the vessel, 14 and 18, respectively, were lost.

The under secretary also said the captain was the only survivor of 25 persons aboard a steamer from Ireland for Liverpool which also carried 400 head of cattle and 200 sheep.

AMERICAN BARK
REPORTED LOST

Buenos Aires, Feb. 7.—In shipping circles here it is believed that the American bark Normandy has been lost while on a voyage from the United States. She left an American port last August with coal for Buenos Aires, but has not been reported since. Captains of vessels recently arrived here say they did not see the Normandy.

There is an American bark Normandy, of 543 tons, owned in Bangor, Me. A British bark Normandy, of 1,028 tons, formerly owned in New York, left a gulf port on August 30 for Buenos Aires.

BRITISH LOSE 15
VESSELS IN WEEK

London, Feb. 7.—The official summary from the admiralty reporting the loss of 15 British merchantmen sunk by mine or submarine in the last week follows:

Arrivals, 2,339; sailings, 2,372.

British merchantmen of more than 1,500 tons sunk by mine or submarine, 10.

British merchantmen of less than 1,500 tons sunk by mine or submarine, 5.

Fishing vessels sunk, 4.

Merchantmen unsuccessfully attacked, 13.

Washington, Feb. 7.—Judge Samuel Alschuler of Chicago was appointed arbitrator of the differences on wages and hours between the five big packing companies and their union employees.