

3 TORPEDOES FIRED AT ANOTHER SHIP AFTER TUSCANIA SANK

passengers and crew unaccounted for. Of those listed ninety-nine are reported in hospitals and about all are being well cared for.

The Committee on Public Information today made this announcement: "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 10th Regiment of Engineers with the 10th Engineer Train of the 32d Division. The 10th Regiment of Engineers was not listed as having sailed on the Tuscania. The 10th Engineer Train was.

NAVY DEPARTMENT'S REPORT OF NUMBER LANDED.

The following statement was issued by the Navy Department:

"The Navy Department today received a cablegram announcing 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, and that approximately 570 officers and enlisted men of the army have been landed at Inlay, Scotland.

"In addition, approximately 99 soldiers and members of the crew are reported to be in hospitals. Six members of the crew and 72 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."

CANT ACCOUNT FOR BLANK IDENTIFICATION CARDS.

War Department officials are unable to account for the statement made in news dispatches that blank identification tags were found on the bodies of forty-four American soldiers washed ashore.

Even if the men had not been definitely assigned to an organization the army regulations require that the tag bear on one side the full name of the wearer. When the soldier is assigned the number of his regiment, the destination of his company and his individual number in that company are supposed to be added immediately to the other side of the tag.

The organization commander is held responsible by military regulations for the completion of these tags, the purpose of which is to prevent just such a situation as is described in the dispatches from abroad.

DELAY IN OBTAINING LISTS OF LOST SOLDIERS.

Physical difficulties in preparing lists of survivors of the Tuscania, it was said today at the War Department, may greatly delay publication of an accurate list of the lost. Until officers manage to get in touch with them and check them off against the muster rolls or until a complete list of the names of survivors can be assembled at some central point and checked against the ship's papers, there is no way to determine who are missing, although the number may be known.

BODIES OF 44 SOLDIERS WASHED UP ON THE COAST OF IRELAND

Passenger on One Ship Says Three Torpedoes Were Fired After Tuscania Was Sunk.

LONDON, Feb. 8.—That Germany had information of the coming of the transport Tuscania and other vessels, with important passengers aboard, was the belief expressed today by passengers on ships which accompanied the torpedoed transport.

A noted passenger from another ship who witnessed the attack, said three torpedoes were fired at his own vessel Tuesday night after the Tuscania was sunk. He declared his belief that the U boat commander was acting upon information obtained through the German spy system.

The bodies of forty-four victims of the disaster have been washed up on the rocks of the Irish coast, fifteen miles from the scene of the torpedoing. All were American soldiers, but their bodies were mutilated beyond hope of identification.

A pathetic feature is that, although all wore the regulation United States Army identification tags around their necks, no identification numbers had yet been stamped upon them because the men had not been assigned to definite army units. There was, therefore, no way to identify them and they will be buried in a common grave.

Circumstantial stories told by British naval officers to-day tended to confirm the report that at least one German submarine was destroyed during the attack.

One of the rescuing destroyers, it was reported, witnessed: "Torpedo just missed me," and he gave the direction from which it was fired. Another destroyer, speeding to the spot, dropped a depth charge. The U boat is believed to have been sunk. No further trace was found of her, although destroyers searched in that vicinity for a long time. This account is corroborated by

ACTS OF HEROISM ON TUSCANIA BY MEN AND WOMEN

Soldiers Calm When Lifeboats Were Wrecked—Stewardess Drags Men From Water.

LONDON, Feb. 8.—How American soldiers behaved when they found that the boats assigned to them on the Tuscania had been smashed is told by an American officer landed at an Irish port. The officer said that his men acted as he had expected them to. Two full boat loads under his command assembled on the deck when the torpedo struck the liner and marched to the boats assigned them. Arriving at their station they found that both boats had been destroyed.

"The men lined up on deck at attention," said the officer, "and all preserved the utmost composure until a destroyer came alongside and effected the transfer from the gradually sinking deck. We stood alongside until the last man was taken off, who, as might be expected, was the commander of the ship. The patients in the ship's hospital, including several cases of scarletina and fever, were among the first taken off."

The correspondent of the Press Association at an Irish port says the survivors of the Tuscania who are there were greatly relieved to hear of the safe arrival elsewhere of Major Benjamin F. Wade of Washington, commander of a contingent of other American troops.

The only two women on board, the correspondent's account says, Mrs. Collins and Mrs. Parsons, went down a rope into a lifeboat. The former said that when their boat left the Tuscania many of the troops had been thrown out in the lowering of the next boat.

"We were immediately surrounded by men in the icy water wearing lifeboats," she said. "We had only two men in our boat who could manage the oars. They did their best, and as we came across a swimming or floating man we gathered him into the boat. Soon the boat was very full. We witnessed many distressing scenes. Eventually we got on board a destroyer; I don't remember a harder bit of work."

"Yes, and you did as much as the best man in the world could have done," said a soldier who heard her. "I was in your boat and saw you."

It is reported that after the boat was filled another soldier swam alongside. There was no room for him. He was too weak and numb from cold to cling to the gunwale. One of the women leaned over and clutched his hand, and kept his head above water for half an hour. When they were picked up it was discovered she was clutching the hanging officer, answering a question as to what the soldiers did while waiting for the destroyers after the first excitement was over, said: "We soon drifted down, loughed about and smoked, but we didn't venture below to gather up our belongings for fear the ship would suddenly capsize. We talked about the misfortune of crossing the Atlantic; only to be caught in the last lap. We cheered the first destroyer which came alongside and that man cheered with us. His work was magnificent, and only when they saw they could save no more lives did they leave the scene. It was thought to make for different notes and here I am among people who have overwhelmed us with kindness."

Other naval officers and passengers from other ships. Practically all accounts agree that two torpedoes were fired at the Tuscania, one passing close under her stern. From the number of torpedoes fired, and the varying directions from which they came, it would appear there may have been a fleet of submarines engaged in the attack. The plan of mobilizing a number of U boats to make a sinking certain was instituted with the sinking of the Lusitania and has been followed in a number of instances when the quarry was regarded as particularly important.

Capt. Peter McLean Was in Command of Tuscania.

LONDON, Feb. 8.—The Captain of the Tuscania was Peter McLean, not J. L. Henderson, the Times says. Capt. McLean last month was awarded the Order of the British Empire on the recommendation of the Board of Trade. He has been in the service of the Anchor Line for twenty years and during the war has been in command of the mail and foodstuffs safely through the danger zone.

An official statement issued in London yesterday said that Capt. J. L. Henderson, in command of the 19th Engineer Train, that he escaped from the Tuscania.

Cablegram Tells Mother of Her Son's Escape.

SMITHTOWN BRANCH N. Y., Feb. 8.—Mrs. Frank Winterbottom of this place has received a cablegram from her son, Howard K. of the 19th Engineer Train, that he escaped from the Tuscania.

Mother and Wife Got No Word of Fittinger.

BELVIDERE N. Y., Feb. 8.—Samuel J. Fittinger of the 29th Engineers, who was on the Tuscania, has not communicated with his mother, Mrs. Ella Fittinger here, nor with his wife at Salem, N. J. His father, William Henry Fittinger, has been trying to get some word from him.

U. S. FLYER DOWNS GERMAN IN HIS FIRST AIR BATTLE

On Way to Dentist When Invited to Join French Bombing Expedition.

WITH THE AMERICAN ARMY IN FRANCE, Feb. 8 (by the Associated Press).—A young American lieutenant who had the honor of shooting down his first German airplane while accompanying a French cadre on a bombing expedition Tuesday night had never operated a machine gun before in his life while in flight and never before had been over the enemy lines. He got his man over the German city of Saarburg.

The bombing squadron was over Saarburg and in the act of dropping bombs when enemy airplanes were seen approaching rapidly. By the time the bombs were dropped had been completed the enemy was close at hand and the French formation which this American and another American aviator had accompanied as gunners was at an altitude of 12,000 feet.

The lieutenant, who is a Missourian, took off his gloves so that he might operate his machine-gun more effectively when he saw an enemy plane diving in from the side and firing his gun. The bullets whizzed close to the French machine flier the American acting as gunner could get his piece into action. Then he turned a stream of bullets into the enemy. Before the first drum was exhausted the enemy machine toppled and started to spiral. Then it flopped and fluttered down with a flare of smoke and flame in its wake. It crashed to the ground a short distance from the German city.

The other American aviator, also a lieutenant, was not so lucky as the Missourian, for the machine he picked out lodged away quickly and he was unable to get in any effective shots.

When the squadron returned the Missourian's hands were swollen to twice their normal size from the cold, he having lost his gloves during the encounter. Otherwise he is today just about the happiest officer in the American expeditionary force. He has been in France only a short time.

The incident shows how quickly things may happen to a flier. The Missourian had no thought of making a flight until just before he actually started on one, having come to town from a camp to see a dentist. In the street he met the other American lieutenant who already had been assigned to accompany the bombing party. This officer, who is from Atlanta, after announcing that he was going on a bombing raid over Germany with the French, asked the Missourian to come along and see him off. The Missourian agreed and went to the field.

The Atlantic had climbed into his machine when one of the French pilots discovered that his observer was missing. Only one suggestion was necessary to call the Missourian quickly to telephone for and receive permission to go. He explained his experience, but the Frenchman said that he would not be troubled by the flight in which he brought down the German machine.

DANIELS SAYS U BOATS CANNOT DELAY U. S. ARMY

Will Go as Fast as Ships Can Carry Them, Secretary Defiantly Declares.

BALTIMORE, Feb. 8.—Submarines or no submarines the United States will continue fearlessly to send troops to France, declared Secretary of the Navy, Daniels here in referring to the torpedoing of the Tuscania in an address at the Baltimore Press Club.

"Just as fast as our ships can carry men to Europe they will go," continued Mr. Daniels, "and just as fast as they are equipped they will be sent, and no man living will ever again see the day when our goods will be carried across the Atlantic except in ships flying the flag of the United States."

QUIET ON WESTERN FRONT.

Activity on Only a Few Points, Says Berlin Statement.

BERLIN, Feb. 8 (via London).—There was activity on only a few points along the western front yesterday. Army headquarters announced that German troops made raids in the Verdun region, which resulted in the capture of prisoners. The text of the statement reads: "At the east bank of the Meuse, near Hozoyvaux and southwest of Ornes, our infantry brought in a number of prisoners as a result of reconnaissance. Throughout the day the artillery was active in this sector. "Elsewhere there was nothing new."

Serbian Mission at Stock Exchange.

The Serbian Mission to the United States, headed by Dr. Ninko Vesitch, visited the New York Stock Exchange yesterday. He is a noble friend of the Government Board of the Exchange and Samuel S. Rippe of the Governing Board of the Exchange, numbering eight, and escorted them to the members' gallery. Where they watched the trading on the floor for almost an hour.

Kultur in Italy, Showing How Little Open Town of Padua Was Razed by Wanton Attack



A WAR RUIN IN ITALY—THE RESULT OF THE BOMBARDMENT OF PADUA

Homes in the little open town of Padua, destroyed by the ruthless fire of Austro-German artillery. The destruction was wanton as the town was absolutely undefended.

PRINCETON MAN TELLS OF SINKING OF BIG TRANSPORT

Purlington Was in Water Three Hours Before Being Picked Up.

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LONDON, Feb. 8.—Private James Allen Purlington, an undergraduate of Princeton, describing his experiences on the Tuscania, said he was on the upper deck about 6 o'clock Tuesday evening when a torpedo struck the vessel on the starboard side. There was a terrific explosion and the steamer took on a great list to starboard, the port side rising high in the air.

The Tuscania's dynamo was destroyed by the impact and all the lights on the big liner failed, but at least once an auxiliary lighting plant, worked by another engine, was put into operation. Flares were lighted on every deck, but in the darkness that followed the explosion there was difficulty in lowering the lifeboats.

The lowering chains were broken and the tackle tangled, and in one or two cases the boats were overturned, their occupants, struggling in the water, adding to the confusion and tragedy.

Purlington got into a boat with two other men, but in being lowered it was half filled with water and all the men in it had to jump overboard. Purlington managed to clutch a couple of oars lashed together and later secured a plank. For three hours he managed to keep afloat until picked up by a mine sweeper, but he confessed that when the welcome boat appeared on the scene he was "nearly all in."

On the British mine sweeper were plenty of blankets and hot drinks, which soon drove out the terrible cramps that tormented him during the last part of his stay in the icy-cold water.

One rescuing lifeboat was hailed in the darkness. "Oh, kid," was the cry heard from an American soldier who was struggling about in the water with a life belt on. The boat picked him up. He was grinning.

One raft was found with five men lashed to it. Three were dead as the result of their terrible plight and the other two were in a serious condition.

A survivor said he witnessed a terrible incident as one of the vessel's lifeboats, with a ready number of men aboard, appeared to him to have been sucked into the hole in the Tuscania's side made by the torpedo.

STIVERS TELLS OF KILLING.

On Stand in His Own Behalf, He Claims Self-Defense.

George Stivers, on trial for his life for the murder of Policeman Samuel Cunningham on May 25 last, took the stand in his own behalf today before Judge McIntyre and a jury in General Session. He admitted killing Cunningham, but declared he fired in self-defense. Stivers contradicted testimony given by fourteen-year-old Maxine de Latte, with whom he was riding in a stolen automobile at the time of the tragedy. The girl had declared Stivers fired after drawing a revolver and ordering the policeman to get out of the car. Stivers said he started to drive in a police station. As he stopped to frank the car he said he saw Cunningham draw a revolver. He believed his life was in danger and fired. He declared he did not mean to kill Cunningham. The case probably will go to the jury on Monday.

MANY WAR LESSONS LEARNED BY BRITISH, MERCHANT SAYS

Dry Goods Convention Delegates Told England Is Alive to Cause of Victory.

At the convention of the National Retail Dry Goods Association at the Hotel Astor this morning Harry G. Selfridge, formerly manager of Marshall Field's retail store in Chicago, now owner of a London department store, spoke on the war conditions in London in connection with the retail business. Mr. Selfridge said that for three and a half years London has been in the war zone. He said that the big city is only 100 miles from the firing line, and that if one went a few miles into the country, out of the bullet and noise of the city, the roar of the big guns is plainly audible.

He described all the people had endured in this period. They saw troops and ambulances filled with maimed men come back. They had seen their wives and daughters working as hospital nurses, doing the most servile duties. Yet there was no word of complaint.

When the war broke out, Mr. Selfridge said, England was utterly unprepared. From his own house more than 100 of his best young men marched away in the first week. He declared the war was enormously increased. Nobody knew what it all meant. Nobody seemed to care much. Money conditions were chaotic, and but for the rebound of the people to meet the emergency, such disaster must have followed.

Mr. Selfridge spoke of the old feeling of nobility of the average Briton toward business. This to him as an American was very irritating, but as the war went on this feeling was lost in the need of concentrating all energies and brains on business, he said.

He said that while the war had reduced the number of bankruptcies and had given some people higher wages than before, yet it was very difficult to carry on business. He could sell merchandise, but it was extremely hard to get merchandise. It was against the law to expend more than \$500 in building in one year. He was ashamed of the condition of his state, but said he had no other way to have applied. Mr. Selfridge then said that the time is coming when the merchants of America must realize that the luxury trade has about closed. France is out of business. Germany, of course, cannot be considered any longer. England and Italy also have been out of it for two years, he said. It would be possible, he thought, to get the Russian and the West-Indian peace negotiations; M. Sommerson and Mazza Koslovsky, who has been described as the chief German agent in Russia, all of whom have taken a prominent part in the Bolshevik movement.

SALOON MEN SENT TO JAIL.

Cafe Proprietor and Bartender Convicted of Wine Violation.

Richard Dormer, proprietor of a cafe at No. 512 First Avenue, Brooklyn, and the bartender, William Miller, were convicted in the Court of Special Sessions in Brooklyn yesterday of selling liquor within the war zone without a permit. These convictions are the latest of their kind in this city. Dormer was sentenced to thirty days and Miller ninety. Both were fined \$200 in addition.

GRAIN SHIPMENTS FIRST.

McAdoo Orders Priority in Chief Granger States.

WASHINGTON, Feb. 8.—To facilitate the movement of grain for the Allies and home consumption Director General McAdoo today ordered preference given to grain shipments throughout all the principal granger States.

Maryland House Votes for National Prohibition.

ANNAPOLIS, Md., Feb. 8.—The House of Delegates today passed the resolution ratifying the Federal Prohibition Amendment. The resolution has reached the third reading stage in the Senate and its final passage by that body is virtually assured.

Army Chief Under Kerensky Arrested in Moscow.

CHEMNIEN, Feb. 8.—Gen. Ivanoff, Chief of Staff of the Russian army under Kerensky, has been arrested in Moscow, according to Russian dispatches received today. Ivanoff was appointed commander June 4, 1917, and resigned two months later.

CITY CONTROL OF MILK IS ASKED AT ALBANY

Assemblyman Bates Introduces Bill Providing for Amendment of Greater New York Charter.

ALBANY, Feb. 8.—Municipal control of milk is provided by the terms of a bill introduced in the Assembly today by Assemblyman E. A. Bates, Republican, of the Twenty-third New York District. The bill provides for the amendment of the charter of Greater New York by adding a new section of the act.

This new section would establish a department of milk supply, in charge of the commissioner, to be appointed by the Mayor and his office during the Mayor's pleasure. The commissioner's salary is fixed at \$5,000 a year, and he is to have not exceeding three deputies and other necessary employees and supervise the production of milk and milk products distributed in the city with respect to sanitation and hygienic conditions.

The city is to be divided into zones, delivery facilities established without duplication, collecting stations must be established and pasteurizing plants and storage facilities at producing centers. Milk must be sold at cost, and no milk can be sold in the city except by the department.

SHOW GERMANY FINANCED THE BOLSHEVIK MOVEMENT

Official Teuton Documents Published in Paris Establish the Connection.

PARIS, Feb. 8.—The Petit Parisien continues today publication of official German documents which, it says, were brought to France by a prominent French scientist who obtained them from a Russian revolutionary power. The latest installment consists of a series of documents tending to show that the Bolshevik movement in Russia has been financed by Germany.

Among these documents is a circular, dated March 2, 1917, from the German Imperial Bank to all representatives in Switzerland, instructing them to honor all demands for money from Nikolai Lenin, M. Zinovief, Leon Trotsky, M. Kamenev, one of the Russian representatives at the Brest-Litovsk peace negotiations; M. Sommerson and Mazza Koslovsky, who has been described as the chief German agent in Russia, all of whom have taken a prominent part in the Bolshevik movement.

COLLEGES MAY BE CLOSED.

Conference of New England Presidents Called by Fuel Officials.

BOSTON, Feb. 8.—A conference of New England college presidents to consider the advisability of closing down to a brief period as a fuel conservation measure, was called today by James J. Storrow, Fuel Administrator for the district. The conference will be held here tomorrow.

DIED.

HEBERT.—HARRY HEBERT, 67, resides at CAMPBELL FUNERAL CHURCH, 1478 Broadway, last night. Cause, Astoria's Plague.

ROBIN.—Suddenly, on Feb. 6, at his late residence, 1109 Madison ave., EDWARD C. ROBIN, beloved son of the late James and Ellen Robin.

SULLIVAN.—JOHN L. SULLIVAN, 67, former resident of the FUNERAL CHURCH, 1478 Broadway (Campbell), Sunday, P. M. Abundant Clans, friends, neighbors, welcome.

HELP WANTED.—MALE.

Men seeking employment and generally, would like to be placed in positions to learn the business of advertising and sales. Will be paid each \$100.00 per month. Salary, \$100.00 per month and expenses. Apply Room 1100, 1100 Broadway, between 1st and 2nd Sts., New York, N. Y.

"JUST ONE CHANCE AT THE GERMANS!" SAY SURVIVORS

Rescued Officer Tells Graphic Story of Rescue of Men by British Destroyers.

LONDON, Feb. 8.—An American officer, who was one of the last to leave the Tuscania, to-day gave this narrative of the sinking of the transport:

"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.

"Monday was a wild night. Had the disaster occurred during a gale I don't like to think of what would have happened. But Tuesday evening was calm.

"The first intimation we had of possible danger was an order for all men to go on deck with life belts. It was about 4.30 o'clock. At the same time we sharply altered our course. At 6 o'clock, just as the darkness was setting in, we got the blow. Nobody saw the periscope, nor could one have been seen well. Some soldiers described having heard a hissing sound immediately before the torpedo struck us in the engine room.

"We were instantly disabled. All the lights went out. An order came out sending the troops to their boat stations and to get the lifeboats out. The shock was not severe. It was more of a crumpling-in feeling that went through the ship than of a direct blow. There naturally was a good deal of confusion. You cannot lower a score of lifeboats from the height of an upper deck in the darkness without some confusion, but at no time was there a panic. There was great excitement, however, but it lasted only a few minutes. Then all the men pulled themselves together. Megaphone calls were given all over the ship, saying there was no danger that the vessel would sink before all were taken off. In the mean time S O S signals were sent out.

"Even before some of us had grasped the situation British destroyers were dashing up alongside. Such soldiers as had been lowered in lifeboats were put on board destroyers.

A few men who had jumped overboard in the first excitement were picked up. I believe one or two lifeboats were smashed in launching. "The destroyers took off our men in splendid style, with perfect order. "All this time the Tuscania was slowly sinking. In a minute I did not know whether to go into a lifeboat or to stick by the ship. One of the members of the crew urged that we stay on board, and trust John Bull's destroyers. He yelled this in my ear. I took his advice and waited for my turn to come to go on board a destroyer.

"DON'T USE POISON GAS," SAYS GENEVA RED CROSS

GENEVA, Feb. 8.—The International Committee of the Geneva Red Cross unanimously decided yesterday to make an energetic appeal to the Governments of belligerent countries not to employ poisonous gases in warfare.

DISASTER AIDS RECRUITING.

News of Tuscania's Loss Belongs Rush to Enlist Here.

The sinking of the transport Tuscania has overwhelmed the United States Marine Recruiting Station at No. 21 East 23d Street, in charge of Lieut. Daniel M. Gardner, with applications, and brought to the station a crowd such as had not been recorded since this country declared war on Germany.

From 5 o'clock this morning up to 5 o'clock this afternoon eighty-six applications had been received and twelve men accepted. The average age of those accepted was nineteen years.

AGREE ON RAILROAD BILL.

House Committee to Report Measure With Two-Year Limit.

WASHINGTON, Feb. 8.—The Administration railroad bill, amended to limit Government control to two years after peace, to vest ultimate rate fixing powers in the president and to safeguard the short line railroads against loss by diversion of freight revenues to Government controlled lines, was ordered favorably reported to the House today by the Interstate Commerce Committee.

AMERICANS HELD IN LONDON.

Two I. W. W. Accused of Spreading Sedition.

LONDON, Feb. 8.—Paul Alexios Manning, twenty-two, and Clarence Boyington, twenty-five, reputed to be Americans, were among four I. W. W. arrested in Bow Street Court today, charged with spreading sedition. A quantity of "hate" literature is said to have been found in their possession. The case is recorded here as of great importance.

Advertisement for 'CANDY' featuring 'Impressive Values' and 'Honest Abe'. The ad includes a list of various candy products and their prices, such as 'CHOCOLATE COVERED CHERRY PEPPERMINT', 'MILK CHOCOLATE SWEETHEARTS', and 'RED SATIN VALENTINE HEARTS'. It also mentions 'Special for Friday and Saturday, Feb. 8th and 9th' and 'On Account of Heatless Monday, Feb. 11th, We Urge You to Make Your Selections Friday and Saturday'. The ad is signed 'Loft New York'.