

oars. They did their best, and as we came across a swimming or floating man we gathered him in and put him on the boat very quickly. We witnessed many distressing scenes. Eventually we got on board a destroyer.

A soldier who heard Mrs. Collins, a stewardess, tell the story, said: "Yes, and you did as much as the best man in the world could have done. I was in your boat and saw you."

A young officer, moving a question as to what the soldiers did while waiting for the destroyers after the first excitement was over, said: "We, we soon steadied down, lounged 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 the sinking, but only to be caught in the last lap."

Washington Is Still Unable to Report Number of Dead

WASHINGTON, Feb. 8.—Seventy-two hours after the British liner Tuscania was sunk, the British Admiralty is unable to report the number of survivors.

British Admiralty Figures Given to Associated Press at London

The British Admiralty figures given to the Associated Press at London, show that 147 of them were American soldiers—four officers and 143 enlisted men. There were 117 American officers and 2,060 men on board the Tuscania, and the British Admiralty reports among the survivors 113 officers and 1,917 men.

In spite of the realization that the loss was remarkably small, considering the number carried by the liner, the revised Admiralty report was received here with bitter disappointment. Press dispatches last night indicating that the loss had probably been averted had led to the hope that possibly not more than fifty of the soldiers had perished.

A cablegram received by the Navy Department during the day announced that 76 officers and 1,274 enlisted men had been landed at Buncrana, Ireland, and that 91 soldiers were in hospitals at Londonderry. This gives a total of 2,011, but does not include the scattering of survivors reported in unofficial dispatches as having landed at other ports.

Additional details of the splendid conduct of the untried soldiers, as described in press dispatches to-day, were received in undisguised pleasure by army officials.

Hope Others Are Saved

There is also a possibility that additional survivors may have been picked up by patrol boats and will be brought in later when the craft come off duty. The list of lifeboats also must be checked up, as one or two might have made shore under their own power.

There are instances in the submarine disasters where crews of ships sent to the bottom were rescued from their boats by outward bound vessels and were landed at distant ports weeks after they had been given up as lost.

Recruits on Tuscania Met Their First War Test Like Veterans

LONDON, Feb. 7 (Delayed).—Night had just settled down over the Northern seas and some 2,000 American soldiers were preparing their kits for embarkation after a 3,000-mile trip. The fast moving and well protected convoy raced along its last laps. Nothing was to be heard but the whirr of the ship's engines.

In a twinkling the whole scene changed. The ships circled around, their depth charges ready, their guns trained for the U-boat which had got home the first successful shot at an eastbound American transport.

Aboard the Tuscania the soldiers had been laughing and joking about just an incident with little expectation of its becoming a reality. The narrow rays from their running lights offered unpromising targets for any enemy submarine lurking in the vicinity, and little else served to disclose their whereabouts.

Attack on U-Boat Hindenburg's Goodness Is Hidden Bases Suicide, Says British Expert

Some say the submarine was hit, but that is considered doubtful by people in the best position to judge. Apparently he got in a lucky shot—a successful one, it is said—and then fired a second torpedo, which passed to stern, and got away.

Fortunately, the Tuscania settled slowly, though listing badly, and the sea was comparatively smooth. Almost immediately the work of rescue was begun, a flotilla of British ships racing to the scene.

Arthur Pollen Declares Ships Could Not Contend Against Forts

London, Feb. 8.—Arthur Pollen, the British naval expert, in a copyright article to be published in the March "Metropolitan," says that the British fleet, as it is, would be unable to contend with the German fleet in a battle of surface ships.

Tuscania's Sinking Will Spur America, Says British Press

LONDON, Feb. 8.—That the sinking of the liner Tuscania will stimulate the United States to greater energy and sterner efforts on behalf of the fight for democracy is the opinion generally expressed in editorial comment in the morning newspapers.

Some of the papers expressed congratulations as extended that this, the first disaster to many American transports, shows the emptiness of the German boast that the submarines are invulnerable to the attacks of the American armies impossible and would intimidate the Americans.

There is nothing in the incident to occasion alarm, but it constitutes a warning to us and the Americans to concentrate on the defence of the Atlantic.

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Officer Praises Tuscania Troops

AN IRISH PORT, Feb. 8.—George Newton Hall, of Los Angeles, first lieutenant of engineers, was sitting on a lounge reading a book on "No Man's Land," which he was about to visit, when the torpedo struck. He intuitively knew what had happened and shouted the word, "torpedo" across the room.

There stood several privates at attention," he said, "awaiting my orders to launch the boats. In less time than it takes to tell they were joined by the requisite number. It was surprising to see how these new soldiers carried out their duties like veterans.

Daniels Lauds Heroism of Naval Volunteers

WASHINGTON, Feb. 7.—Heroism shown by Nielsen Anderson, chief machinist's mate, U. S. N., and Walter D. McLea, chief machinist's mate, National Naval Volunteers, on December 17, when a break caused the engine room of the U. S. S. "Albatross" to be flooded, has been commended by Secretary Daniels.

At the first alarm Anderson went down the ladder and was driven back by the steam, but later, with McLea, he made two other attempts to go to the engine room to shut off the steam. On the third attempt they were successful.

Anderson lives in Philadelphia and McLea in Cleveland.

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Warns Britain Not to Count Too Heavily on American Aid

Archibald Hurd, English critic, says Senate Inquiry is a warning to the Allies—2,000,000 Tons of Shipping This Year Best Prospect, He Says

The New York Tribune Foreign Press Bureau Archibald Hurd, naval critic of "The Daily Telegraph," of London, warns the English people not to be too sanguine over what America can accomplish this year.

"When the history of this war comes to be written, tribute will be paid to the splendid spirit in which the American people threw themselves into a struggle being waged at a distance of from 3,000 to 6,000 miles from their homes.

"Those are questions of importance, because there is a widespread misconception as to the character and extent of the aid which the Americans are rendering now and will render in the immediate future.

"Time was the essence of the matter, particularly as it takes longer to equip an army than to train men; nevertheless, it was determined to manufacture new armament and equipment. The result is that much delay has occurred, and the early drafts of American troops to Europe will be provided with arms and ammunition by the Allies.

"The trouble with the Shipping Board from the first has been in its recklessness of promise of results, with the disappointment that must come from the inevitable failure to realize the programme of construction.

"Under the pressure of war the men have been obtained. But can they be equipped? In his recent speech Mr. Winston Churchill made an arresting statement in that connection. He declared that 'by drawing on our resources in a manner that would be justified to secure so great a prize, we have equipped several hundred thousand Americans to the last detail in military outfit, if it were possible by any shipping arrangements to bring them to the seat of war.'

"That is, in fact, what we shall have to do owing to the failure of American policy in that respect, and gladly we shall do it.

"The following is a summary of the evidence: (a) The Ordnance Department quantities. Consequently the Ordnance Bureau will have none ready before next April.

"(c) After adopting the Enfield rifle, for the manufacture of which in large quantities American factories were well equipped, as they had turned out several thousand a day for the British army, the department incurred many months' delay by de-chambering these weapons to suit American ammunition. The delay

"The Senate has recently been holding an investigation into the work of the Ordnance Bureau of the Army and the official admissions published on the other side of the Atlantic should be known here, in order that we may follow intelligently the future course of events.

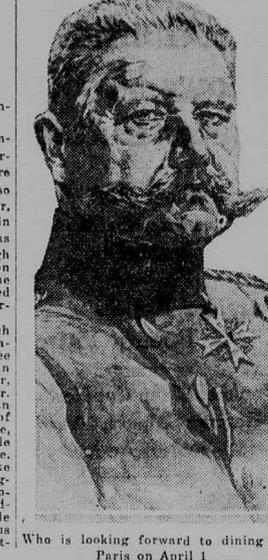
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Who is looking forward to dining in Paris on April 1

Anxious Relatives in City Await a List of Survivors

Kin of New Yorkers on Board Cheered by Reduced Number Reported Dead—Many Cable Home That They Are Safe

Anxiety and uncertainty yesterday gripped the families of soldiers here belonging to units known to have been aboard the ill-fated Tuscania. The day dragged by with no addition from Washington to the first official list of thirty known survivors.

Among them was First Lieutenant E. P. Ellsworth, Field Artillery, unassigned. His wife, Mrs. Charlotte L. Ellsworth, lives at 230 West 108th Street.

Another was Lieutenant Charles H. Reader, 22d Engineers, formerly in the sanitary service of the Army Medical Department as a bacteriologist. His parents and three sisters live at 238 P. Washington Avenue.

Private Walter Lanckman, Company E, 6th Battalion, 20th Engineers, who is twenty-six years old, also called for the safety of his family. His home is at 301 East 162d Street.

Second Lieutenant Clarence Arthur Wackwitz, who was saved, lives at Livingston-on-Hudson.

Waco, Where 32d Trained, Will Hold Memorial

WACO, Tex., Feb. 8.—Memorial service will be held here Sunday afternoon for the Tuscania victims, many of whom trained at the 32d Army Division, Camp MacArthur, near Waco.

Tuscania's Loss Spurs Americans to Enlist

PHILADELPHIA, Feb. 8.—The torpedo that sank the transport Tuscania, also sent hundreds of men to the local recruiting stations.

ST. PAUL, Feb. 8.—A high record day for enlistments in the 20th Engineers, the forestry regiment, four companies of which were on the Tuscania, was reported by State Forester W. T. Cox today. Sixteen men have been enrolled since news of the ship's sinking was received.

Plague and Crime Numbers on Tags Afflict Germany; Food Is Scarcer

WASHINGTON, Feb. 8.—To insure prompt identification of enlisted men of the army who may be killed or wounded, a numbered tag system similar to that in the British and French armies has been adopted by the War Department.

Yet information from a variety of sources shows conditions in Germany undoubtedly worse from a food standpoint than any other midwinter period during the war.

The confidence of the German people in ultimate victory was never so strong and universal as at present, despite unprecedented hardships, says "The Daily Mail," of London.

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Colonel Bogey is waiting for you at PINEHURST, N. C. Three 18-hole golf courses; one of nine holes. Bright, sunny days; invigorating climate. Through service via SEABOARD AIR LINE, 1184 Broadway, N. Y.

Clysmic Ginger Ale. Actually Aged. Triumphant Superior to the traditions of the imported.

J.M. Gidding & Co. Final Clear-a-way. Beautiful Suits—of fine soft velours, velvet and satin trimmed with bands, collars and cuffs of rich furs, such as Baby Caracul, Kolinsky, Mole, Beaver, Seal, Fox and Wolf.

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