

SHIP RALLY QUICKLY

Courage and Initiative Soon
Assert Themselves After
Torpedo Shock.

RESCUES WELL CONDUCTED

Army Officer, Next to Last Person
to Quit Tuscania, Gives Vivid
Account of Attack That
Was Made in Dark.

LONDON, Feb. 7.—The submarine which torpedoed the Tuscania was attacked by a destroyer. The submarine was destroyed. The Tuscania was next to last to leave the sea. He gave the Associated Press a vivid account of the disaster.

The second torpedo fired by the submarine missed its mark, he said. Thereupon a destroyer which was near the sinking liner dashed off toward the submarine, using a bomb-dropping device. The claim is made that the submarine was "done in" by the bombs thus exploded.

The American officer said: "Everything went well with us during the voyage. The crew of the ship 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."

Iron Put Into Their Souls.

"As for ourselves, well, the Hun 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 mild 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 1:30 o'clock. At the same time we sharply altered our course. At 6 o'clock, just as the darkness was setting in, we were told that the submarine was in the vicinity of the ship. Nobody saw the periscope nor could one be seen well. Some soldiers described having heard a hissing sound immediately before the torpedo struck us in the engine-room."

Ship Instantly Disabled.

"We were instantly disabled. All the lights went out. An order rang out sending the troops to their boat stations and to get the lifeboats open. The shock was not severe. It was more of a crunching in feeling that went through the ship than a direct blow."

"There naturally was a great 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 went to their boat stations. Megaphone calls were given all over the ship, saying there was no danger, that the vessel would not sink before all were on board. In the meantime S. O. S. signals were sent out."

"Even before some of us had grasped the situation British destroyers were flashing up alongside. Such soldiers as had been lowered in lifeboats were put on board destroyers. A few men who jumped overboard in the first excitement were picked up. I believe one or two lifeboats were smashed in launching."

Destroyers Do Good Service.

"The destroyers took off our men in splendid style, with perfect order."

"All this time the Tuscania was slowly sinking. For a minute I did not know whether to go into a lifeboat or attack by the ship. One of the members of the crew urged that we stay on board and trust to 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."

"No sooner had we cast off, with 500 men on board, than a torpedo was fired at us. It missed. Another destroyer dashed off, operating a bomb-dropping device, and the claim was afterwards made that the submarine had been done in."

MANY LIFEBOATS DISABLED

Two Sergeants From Brooklyn Describe Scenes Following Shock.

LONDON, Feb. 7.—Sergeant E. C. Dubouque and Sergeant Muller, both of Brooklyn, were rescued from a raft by a coasting schooner.

The sergeants said that the Tuscania took a tremendous list to starboard almost as soon as she was hit. Almost all of the lifeboats on that side were either blown into the air or otherwise rendered useless.

The soldiers were immediately lined up, while standing at attention as one man began to sing "My Country, 'Tis of Thee," and "The Star-Spangled Banner." The crew, which lined up on the opposite side, sang "God Save the King."

Sergeant Dubouque said that the boat in which he had been assigned was battered by the explosion. He clambered over to the portside the best way he could and was placed in a boat with 10 or 12 other men.

When they had been lowered about half way down the ropes became disarranged. They were all thrown into the water. There was a rather heavy sea, but the sergeant was able to swim to the stern of the liner and climbed on a raft. There he found sergeant Muller.

Sergeant Dubouque said he saw many men in the sea. Collapsible rafts were thrown over to enable those who were struggling in the water to save themselves. Some of these rafts were loaded boats. The sergeant said he believed several must have been killed in this way.

The sergeant and the others on the

raft were at the point of collapse when picked up, but they soon recovered. James Alston Turrington, of New Hampshire, a college student, said: "I was on the upper deck when the torpedo struck the vessel on the starboard side. There was a terrific explosion. I went to the stairs to reach my station."

"The dynamo was blown up by the explosion, but the auxiliary plant was put into operation immediately."

"There was great difficulty in lowering our lifeboat, the chains being broken and the tackles entangled. Several boats capsized and the struggle in the water of the men thrown out added to the tragedy."

"I entered a boat with 40 others, but it became filled with water, and we had to jump out. I caught two ears, which had been lashed together and held on. I was in the water for three hours before I was picked up."

MANY PICKED UP FROM SEA

Boatswain's Mate Describes Rescues by Crew of Raft.

LONDON, Feb. 7.—Thomas Smith, of Glasgow, a boatswain's mate on the Tuscania, said the steamer was proceeding to an English port under command of the captain.

"At 5:45 o'clock on Tuesday evening," he continued, "I was in No. 1 room talking with the boatswain. When I heard a terrific explosion and felt the vessel keeling over."

"I said to my mate: 'They've got her now.'"

"We commenced launching 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, to which I had proceeded, had been blown to pieces. I then helped to get 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 3 o'clock on the evening and landed Wednesday morning."

BELFAST, Ireland, Feb. 7.—One of the stewards on the Tuscania, named Houston, whose home is in New York, was near the engine-room when the crew was rescued. He had much difficulty in reaching his boat station, owing to the list to starboard.

The steward found the boat crowded, but it was launched successfully. "We were among the lucky ones," he said. "We got away easily."

FIGHTING SPIRIT STIRRED

(Continued From First Page.)

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SURVIVORS LAND AT IRISH, SCOTCH PORTS

Hospitals and Hotels Offer
Shelter; Victims of Shock
Rally Speedily.

PANIC ABSENT ON VESSEL

Admirable Order Maintained—Low-
ering of Boats Obstructed by
Great List of Ship Result-
ing From Torpedo Shock.

(By the Associated Press.)

AN IRISH PORT, Feb. 7.—At an early hour yesterday morning 500 survivors, including troops and merchant seamen, were landed at this port.

Survivors have been landed at other Irish and Scottish ports, therefore it is difficult to estimate the exact number of casualties, but it is believed they will total less than 200. A large part of this number are members of the vessel's crew.

The Tuscania was part of a well-guarded convoy and was in sight of the Irish coast when just as darkness dropped on Tuesday evening and without sign of a submarine any sort, a torpedo struck the liner full amidships. The track of another torpedo was immediately afterwards noticed astern.

Without panic and in splendid order the men reached the boat stations, the work of lowering the boats was hampered by the tremendous list of the liner. One or two of the first series of boats manned capsize while being lowered. After their occupants had been thrown into the water other boats were let down right on top of them and it is feared several men lost their lives in this way.

Ship Temporarily Affloated.

The liner continued to float a considerable time. The work of rescuing the men from the water was carried out by boats from the escorting vessels and patrols called to the scene.

On the arrival of the survivors here many were removed to hospitals, but a great majority of the men were lodged in hotels, where hot meals were served them by volunteer workers under the shipwrecked sailors' society.

The soldiers also were fitted out with warm clothing and given comforts. There were many pitiable scenes, a number of the men being on the verge of collapse from shock and uncertainty as to the fate of their comrades. They soon recovered, however, and treated their experience with wonderful indifference.

War Department officials would say nothing today as to the destination of the Tuscania. It was admitted that American troops had been sent forward by British trans-Atlantic vessels on several occasions.

There are reports that the great White Star liner Olympic, largest of the British merchant fleet and second only to the new American Leviathan, formerly the German Vaterland, has been employed in that work.

Cargo Craft Main Prey.

There is no indication in the loss of the Tuscania that a concentration of submarines against American troopships is being made. On the contrary, the efforts of the German high command still appear to be directed primarily against the cargo craft bound for British ports.

As the roll of missing from the Tuscania dwindled today, expressions of amazement were heard frequently that a crowded transport could be torpedoed with such comparatively small loss of life.

The nearness of rescue craft, the fact that the vessel was attacked in hours after a torpedo had exploded in her boiler rooms, and possibly the proximity of the British coast all were factors in reducing the loss.

Army officers say it must be remembered that the troops aboard were not seasoned veterans, nor even line men soldiers. Into whom every effort has been made to instill discipline which would have stood them in good stead in such an emergency.

Conduct of Men Good.

The fact that most of them were brought safely to land is accepted as evidence, however, that there was no panic. Some jumped overboard, but nearly all bravely stood fast to await their fate.

These soldiers were woodmen of the forestry battalion, men of the supply train, of the engineer train. The most disciplined unit aboard undoubtedly would be the military police. The others are men devoted to hard work behind the lines.

Around the Navy Department here was renewed talk tonight of "bottling" up submarines. Many officers believe that a way can be found to hold the boats within narrow limits and keep the rest of the seas free except for occasional raiders which might slip through.

There is no doubt that plans to this end have been given great study both here and abroad.

Decisive Action Approaching.

The weight of American anti-submarine efforts is yet to be brought to bear. What has been accomplished already by American naval forces has been through makeshift devices and converted craft in a great measure.

Every week now, however, sees the approach of the day when all the plans and efforts of the Navy will bear full fruit and wide extension of the campaign be possible, both in the way of additional fighting craft and improved devices. On this is based the belief that the submarines can be largely curbed before Summer.

OREGON BOYS MAY BE LOST

Two Hood River Youths Believed to Have Been on Tuscania.

HOOD RIVER, Or., Feb. 7.—(Special.)—It is practically certain that one Hood River boy, Austin Lockman, son of Mr. and Mrs. W. A. Lockman, of the Odell Orchard section, was aboard the transport Tuscania, sunk off the Ireland coast by a German torpedo.

Young Lockman was a member of Company D, 20th Engineers' Regiment, listed as one of the detachments of troops aboard the Tuscania. He had written his people that he would sail in the last week of January.

Local friends and relatives also believe that Lieutenant Franklin T. Folts, nephew of E. T. Folts, of the Odell district, may have been aboard the torpedoed vessel. Young Folts in his last letter told his people that he expected to sail about two weeks ago. He formerly attended the University of Oregon.

Change in Embassy Denied.

WASHINGTON, Feb. 7.—The Italian Embassy today received the following dispatch from Baron Sonnino, the Italian Minister of Foreign Affairs: "The rumors that there will be a change in the Italian Embassy at Washington are devoid of foundation." The foregoing is in denial of a dispatch from Rome that William Marconi was to become successor to Ambassador Di Cella.

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They add zest to the meal by putting just the proper finish to soups, salads and fish of all kinds.

Pacific Coast Biscuit Co.
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PARIS IS STILL SMILING

(Continued From First Page.)

are finding soul solace, and France today, amidst the horrors of this world war, is seeing one of the greatest religious revivals in all of its history. Added to the great number of women dressed in somber black, the permanently maimed and wounded soldiers, are the thousands of volunteers to Paris, not here for the war, but for the peace of the world.

The American Ambassador, Walter H. Page, received from the Lord Mayor of Belfast a telegram expressing his condolences.

The British Red Cross which has depots in Ireland, immediately placed all its branches at the disposal of the Americans and instructed its representatives to do everything possible to help.

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Churches Are Thronged.

I made a tour of four of the big churches of Paris. I did not see a single church that was not thronged. My companion was William Wallace Irwin, known far and near by two perfectly good nicknames, "Weary" and "No Business Irwin"—that is, he is known to the book world of New York as "Weary" and to Portland, Boise and many other towns in Idaho as "No Business."

"Weary" spent his early school days in Paris. Though that was years ago, he could still find his way about even the most obscure streets of the city. He said that his French was worse than the usual American French. Naturally the first place visited was Notre Dame. It was a dreary, gloomy, and the interior of this magnificent ancient structure would have been ghostly enough had it not been for the yellow reflection of the sun on the floor.

shrine is opened. It must have been closed for a long time, for the stone was heavily coated with dust and the finger-prints of the eager congregations as they made the sign of the cross left their imprint.

Once, without doubt, this holy stone bore a flat surface, but today there is a depression worn in the stone fully two inches deep, worn in the solid stone by the fingers of the countless millions of worshippers that have made the sign of the cross on the stone.

The service at the shrine was very impressive and solemn, but above all to my mind was the attitude of the women present. The whole air of France, they tell me, is impregnated with this same air of suppression and determination. It is the psychology of this that grips the visitors to France. For that reason, so charged is the very air with the bubbling vitality is subdued unconsciously by it. This, if for no other reason, will tend largely to keep him out of the wine-drinking and the abnormal, formerly the Palais Royal & Rue Richelieu, which is the headquarters for all of the college graduates fighting in the armies of the allies, these doctors officers throw many interesting sidelights on the war. They are all of one mind, and they say without hesitation that the end of the war is

before the war; the night life of Paris is less gay and there is less noisy laughter. At lunch and the dinner places gloom does not stalk through the crowds and spoil the soup. Mingled with the clatter of dishes and the play of knives and forks and the buzz of conversation, there comes from many points the musical sound of laughter. Yet there is what one cannot help but feel in the atmosphere, suppression.

Emotion Much Suppressed.

The American soldier has caught the air; the British Tommy, and in fact every soldier of the allies. It is wonderful this suppressed emotion. It has but one answer. It all gives one the notion of being of the same mind, both the Parisians and the soldier hosts—a confidence in the ultimate winning of this war—but with no foolish notions as to when it will end. The only thing is the confidence of winning.

I have been here long enough to have met many of the American doctors who have been here for months at the out of the University of Union, formerly the Palais Royal & Rue Richelieu, which is the headquarters for all of the college graduates fighting in the armies of the allies, these doctors officers throw many interesting sidelights on the war. They are all of one mind, and they say without hesitation that the end of the war is

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Mother Earth Is Putting on Her New Spring Mantle—

—And that is always a signal for us earth folk to go and do likewise. The first Spring breeze makes our heavy Winter garments seem a burden. With every tree and bush sending forth fresh green shoots, why not consider new, lighter-weight and brighter-toned apparel?

—Such fascinating new frocks have come! Many are of jersey cloth combined with spotted or checked or plaid foulard. Gingham patterned silks are made in the simplest, quaintest styles. Taffetas and crepe de chine and combinations of taffetas, with Georgette show draperies and tunics and peplums and odd patterned laces and touches of stitchery in the most original ways.

—Suits are tailored with basque-like waists, rippling peplums and handsome embroidery. Most of them have large novel buckles and fancy linings, and skirts are growing quite narrow.

DRESSES ARE PRICED FROM \$18.50 to \$50.00
SUITS ARE PRICED FROM \$25.00 to \$75.00

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CAMP LEWIS MEN ON BOARD

Thirty-Three Northwest Loggers and Woodsmen in Disaster.

TACOMA, Feb. 7.—Thirty-three men from Camp Lewis, loggers and woodsmen picked from the 21st Division, were on the Tuscania when she was torpedoed, according to reports at Camp Lewis late this afternoon.

The men were in the 20th Engineers' Foresters and were taken East by Colonel M. E. Saville, who returned yesterday. The list of men checked up at camp today includes the following:

Daniel Economou	William E. Dobson
John E. Brown	George Willard
Henry G. Witter	Carl Barnett
John R. Mott	Carl A. Johnson
John Kaupus	J. R. Medlin
John R. Mott	Private Wm. F. Kain
Howard Brown	Private Zach H. News
Cl. A. Gustafson	R. Brown, Renton
Leiland J. Keller	John Smith, Seattle
Brian Soderlund	R. Benson
Wm. A. Anselmich	Frederick Wash
Dorick Wapper	Arthur Asler
Abraham F. Heston	Allen Lee, Seattle
Carl F. Paedner	Reece, Birch View
Hal Nelson	—Children
Ray Robert Cromfield	—Children
M. L. Wilson	Shagel County
Harry Green	



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The daintiness and deliciousness that come from perfect baking, together with the nourishment that the best of materials contain, can all be had in a box of SNOW FLAKES.

They add zest to the meal by putting just the proper finish to soups, salads and fish of all kinds.



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CHACKERS
—Say
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DISEASE IS EVER THE SAME

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Hood's Sarsaparilla is known to the people of America as the standard blood purifier. Its record is one of general satisfaction and remarkable results. There is nothing better as a general tonic and appetite-maker for weak and run-down men, women and children and old people, invalids and convalescents.

It is pleasant to take, aids digestion and supplies the vital organs with rich red blood essential to perfect health. Get Hood's Sarsaparilla today and begin to take it at once—Adv.

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