

113 TROOPS, 97 OTHERS ARE MISSING

SINKING OF TRANSPORT AROUSING WAR SPIRIT

National Capital Changed City
Today; Secretary Baker Gives
America's Answer to Germany's
Attack in Words 'We Will Win'

Previous Intimation that Huns
Would Direct Submarine Ac-
tivities at American Transports
Comes to Reality in Disaster.

WASHINGTON, Feb. 7.—(I. N. S.)—Washington was de-
cidedly a changed city today.
The sinking of the transport Tus-
cania has awakened the country
as has no other event since the
war with Germany began.
The spirit of the reply of the
American nation may be summed
up in the words of Secretary
Baker, who said:
"We must win this war and we
will win this war."
While the department was making
every effort to get a complete list of
the missing from the Tuscania, the attitude
of the government was sharply expressed
by Secretary of War Baker. Declaring
that the sinking of the Tuscania has
brought the nation face to face with the
losses of war in its most relentless form,
he declared:
"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 refined, but
made more deadly, the method 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 and make more determined
our purpose to press on."
"As rapidly as details come in they
will be given to the public in order to
relieve anxiety where possible and
notice will be sent as promptly as pos-
sible to those whose sons and brothers
have been added to the nation's heroic
dead."
The successful attack on the trans-
(Continued on Page Five, Column Four)

NO PANIC ABOARD AS VESSEL SINKS

Glasgow, Feb. 7.—(U. P.)—American
officers among the Tuscania survivors
landed here today declared that there
was no panic aboard the torpedoed trans-
port.
"Even before those aboard the Tuscania
realized the situation a British destroyer
was alongside. The rescue work was
handled in splendid style, the officers
said, and perfect order was maintained."
"The Tuscania floated three hours, but
her steering gear fouled and she smashed
some lifeboats," declared a young Ohio
officer of engineers who was among the
survivors.
"Several of the occupants were thrown
into the rough, freezing water."
"In the dark it was difficult to locate
the lifeboats and almost impossible to
find any swimmers."
"Many were lost by jumping into the
sea with lifebelts, where they floated
out of the range of the rescue craft."
"One bunch of soldiers in a lifeboat
began singing 'Oh, they've got to cut
that out!'"

BRUSSELS AT PEACE

In the opening chapters of his story, "Memories of Belgium
Under the German Occupation," which is to be published seri-
ally in THE SUNDAY JOURNAL, beginning February 17,
Brand Whitlock, United States minister to Belgium, draws a
graphic picture of life in the Belgian capital prior to the war.

You will want to follow this story from start to finish. If
you do not receive THE SUNDAY JOURNAL regularly, place
your order now.

UNITS ON TUSCANIA

The official reports of the units
on the Tuscania, a former Cunarder
turned over to the United States by
the British government for use as
a transport, was as follows:
THE 10TH ENGINEER TRAIN.
THE 10TH MILITARY POLICE.
THE 10TH SUPPLY TRAIN.
AIR SQUADRON NO. 100.
AIR SQUADRON NO. 105.
AIR SQUADRON NO. 218.
REPLACEMENT DETACH-
MENTS NUMBERS 1 AND 2 OF
THE THIRTY-SECOND DIVISION.
FIFTY-ONE OFFICERS UNAT-
TACHED, EN ROUTE TO REPORT
IN FRANCE.
IN ADDITION, THERE WAS ON
BOARD THE HEADQUARTERS
DETACHMENT AND COMPANIES
D, E AND F OF THE TWENTI-
ETH ENGINEERS.
The 10th engineers was composed
of the first battalion of Michigan
engineers.
The 10th Military Police was
made up from the Fourth and Sixth
Wisconsin Infantry.
The 10th Supply Train from the
Fourth, Fifth and Sixth Wisconsin
Infantry.
All of the contingents on board
the Tuscania were of the Thirty-
second National Guard division ex-
cept the twentieth engineers and the
air squadrons.

ROOSEVELT IS IN SERIOUS CONDITION

Former President's Illness Takes
Sudden Turn for the
Worse.

New York, Feb. 7.—(I. N. S.)—Colo-
nel Theodore Roosevelt's condition
took a sudden turn for the worse this
afternoon. Following a consultation of
his physicians it was announced that
his condition is serious. The statement
follows in part:
"Colonel Roosevelt passed a comfort-
able night, but inflammation devel-
oped today and entered into the internal
left ear. His condition is serious, but
there is no need of a further operation
at present."

Buildings Using Oil To Stop Heat at 5:30

Fuel Administrator Issues Order as
Result of Serious Shortage Following
Requisitioning of Tankers.

Fuel Administrator Holmes today
issued orders for all office buildings
and department stores using oil for
fuel to cease heating such buildings
from 5:30 p. m. to 7 a. m., using just
enough oil between these hours to keep
the fire alive.
The order is the result of serious
fuel oil shortage following the requisi-
tioning of some of the oil tankers
by the government and because of the
probability of the federal authorities
taking over the oil wells in the near
future.
Hotels and apartment houses are
also asked to conserve in the use of
fuel, although no order covering them
has been made as yet.
By strict economy in the use of the
fuel oil Mr. Holmes believes that the
available supply will last through the
winter.
Anticipating a general shortage in
oil the producing companies a few
weeks ago cancelled deliveries on ex-
isting contracts, leaving the customers
to be taken care of in the open market.

Cunarder Aurania Is Sent to Bottom

An Atlantic Port, Feb. 7.—(I. N. S.)—
News of the sinking of the Cunard liner
Aurania in the Irish sea, presumably by
a German submarine, was brought here
today by Miss Eva Fenton, niece of the
late Lord Kitchener, who now is a wel-
fare inspector in the British ministry of
munitions.
Miss Fenton said the Aurania was
lost about the same time as the liner
Andania.
The Aurania displaced 12,400 tons and
was a comparatively new ship, having
been built in 1916. She sailed from
Liverpool.

MANY FROM OREGON ON TUSCANIA, IS REPORT

W. G. Robertson, Member of
Twentieth Engineers, Formerly
With Portland, Coos Bay &
Eugene Land Co., on Board.

Forestry Regiment, of Which
Four Units Were Listed as
Sailing on Steamer, Was
Largely Recruited in Portland.

SALEM, Or., Feb. 7.—Governor
Withycombe is endeavoring
to learn from Washington today
whether his son, Earl Withy-
combe, was on the transport
Tuscania, which was sunk by
a submarine Tuesday. Earl
Withycombe was a member of
Company D, Twentieth Engin-
eers, which was on board the
ship, but there is a possibility
that he was transferred to Com-
pany A, Forty-first battalion, be-
fore Company D sailed. If the
transfer was made he probably
was not on the Tuscania.
Because of his anxiety over
his son, Governor Withycombe
will not go to Portland to open
the automobile show officially
tonight.

W. G. Robertson, a member of the
Twentieth engineers, formerly with the
Portland, Coos Bay & Eugene Land
company, was on board the Tuscania,
according to a report received by Port-
land headquarters of the land company
from Marshfield.
The Twentieth engineers forestry
regiment, was recruited heavily in Port-
land, District Forester George H. Cecil
having had general jurisdiction. It is
not known here, however, what men
were attached to Companies D, E and
F, the units that were carried on the
Tuscania, for the reason that assign-
ments were made after the examina-
tions, which were not conducted here.
Records at the forest office show only
the names of some 1000 men who ap-
plied for enlistment.
Members of battalions One, Two,
(Continued on Page Seven, Column One)

TUSCANIA WARNED TORPEDO ON WAY

Vessel Did Not Have Time to
Turn; List Jammed Lifeboats,
Causing Loss of Life.

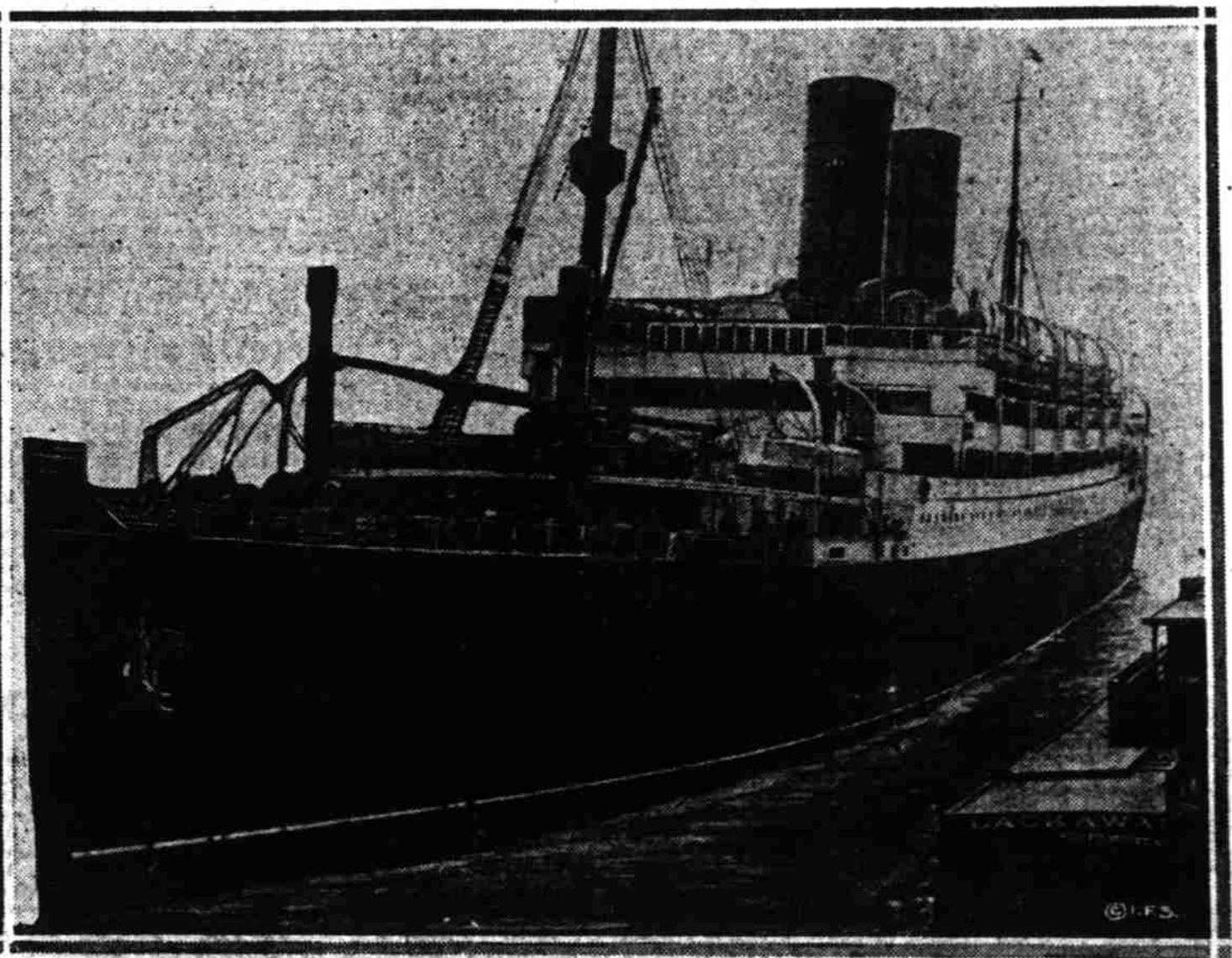
London, Feb. 7.—(U. P.)—The Tus-
cania, warned by another vessel that
had spotted the torpedo, was in the act
of turning when the missile struck, an
eye witness declared today.
The eye witness, a passenger on one
of the vessels near the transport, de-
clared the captain of his ship saw the
wake of the torpedo and diverted the
course of his own steamer successfully.
The Tuscania was signalled: "Tor-
pedo coming! Dodge!"
The Tuscania started to turn but was
caught broadside, not having time to
swerve into the clear.
Was Hit Amidships
Another eye witness stated that the
Tuscania was hit a little stern
of amidships.
Most of the passengers on board the
other vessel were not aware of what
had happened. They spent a merry even-
ing and continued their customary en-
tertainments.
Another eye witness stated that the
Tuscania sank within 48 minutes after
she was struck.
He said the destroyers and other ves-
sels had surrounded her, picking up the
survivors from the sea and from the
lifeboats.

American Steamer Victim of Torpedo

Washington, Feb. 7.—(I. N. S.)—Six
members of the crew of the American
steamer Albatross, which was torpedoed
February 5, are missing, the navy de-
partment was informed late this after-
noon through the department of state.
All the naval armed guard and all the
Americans in the merchant crew were
saved.

TORPEDOED TRANSPORT AND MAP OF DISASTER

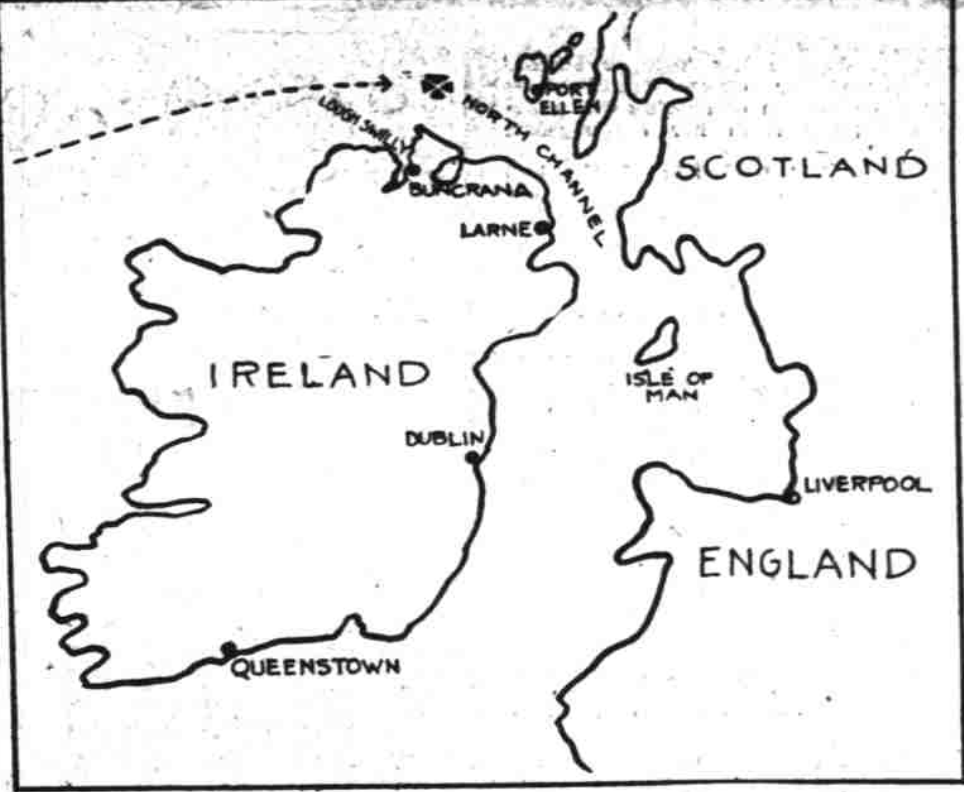
TUSCANIA, TRANSPORT CARRYING AMERICAN TROOPS, which was torpedoed and
sunk north of Ireland last Tuesday. She was a former Anchor liner of 14,348 tons, and had
accommodations for 2500 passengers. Below is a map showing approximate location of the
Tuscania when she was attacked. Survivors were picked up and taken to Bunclara, on the north
coast of Ireland, and to Larne, nearly 100 miles away, on the northeast coast of Ireland. The
latter were subsequently removed to Port Ellen, on the island of Islay, Scotland.



SURVIVORS FROM TUSCANIA GIVEN

Many Pacific Coast Men Among
Those Saved When Transport
Is Torpedoed.

Washington, Feb. 7.—(I. N. S.)—The
war department early this evening an-
nounced the addresses of the known
survivors of the transport Tuscania as
follows:
All members of Company E, Sixth
battalion, Twentieth engineers.
Private Edw. L. Anderson; brother, Fred
Anderson, Bigelow, Ark.
Private Tom A. Ashby, father, Delmas W.
Ashby, Liberty, Kan.
Private Frank A. Brose, mother Mrs. Marie
Brose, Cleveland, Ohio.
Private Harry E. Keeler, cousin Lyle H.
Keeler, 440 First avenue, San Francisco.
Sergeant Harry A. Kelley (appears as Harry
Kelley on records), mother Mrs. M. J. Kelley,
4224 Twenty-third street, San Francisco.
Private Walter MacFarlan (appears as Walter
MacFarlan on records), mother Mrs. F. MacFar-
lan, Detroit, Mich.
Private James Rasmussen (appears as Joseph on
records), mother Mrs. Rasmussen, Portland, Ore.
Private Alexander Busch (appears as Bush
on records), Hawley Cleton Bush, Robert A.
Nance, brother-in-law, Demopolis, Ala.
Private William A. Hocking (appears as
Hocking on records), Mrs. Lucy E. Hocking,
mother, Leicestershire, England.
Private Dale C. Hazlett, Harry H. Hazlett,
brother, West Liberty, Iowa.
Private Chas. H. Inack, Miss Anna Inack,
sister, Ames, Iowa.
Private James P. Moss, Miss Oakley Marie
Moss, sister, Corvallis, Ind.
Private David Poe, Mary Burns, mother, Lay-
tonville, Cal.
Private L. M. Roberts, Thomas P. Roberts,
father, 108 Vista Place, Venice, Cal.
Private Van Dendriesche, John Van Den-
driesche, father, Stevensville, Mont.
Private John H. Williams (appears as John
I. Williams on records), W. A. Williams, father,
Gardner, Fla.
Private White (appears as Goldman White
on records), Mrs. Jennie White, mother, Augusta,
Maine.
Private Alva Bowman, J. W. Bowman, father,
Carnal, Ill.
Corporal Howard E. Bullock, (appears as Bul-
lock on records), James Bullock, father, New-
port, Wash.
Private Lloyd Ledbetter, (no address given).
Private Edward B. Peterson, (appears as Ed-
ward B. Peterson on records), Mrs. Kristina
Peterson, mother, Elk, Wash.
Private J. H. Reid, (appears as Jackson W.
Reid on records), Miss Edna Bell Reid, sister,
Buhl, Ark.
First Lieutenant Charles A. Schweinsinger Jr., wife, 625
Loomis street, Los Angeles, Cal.
Private Charles A. Schweinsinger Jr., wife, 625
Loomis street, Los Angeles, Cal.
Private John B. Fleming, Mrs. Mabel North-
west, 2851 Pacific avenue, Oakland, Cal.
Private Edw. F. Klingman, Martin Kling-
man, father, Pittsburgh, Pa.
Engineers Reserve Corps.
(Unattached).
Second Lieutenant Frank I. Maher, Mrs. F.
Maher, wife, 2290 Thirty-eighth avenue, Oak-
land, Cal.
One Hundred and Seventh Supply Company.
Private H. Kietel (appears as Henry Mathias
Kietel), 107th supply train, Tragg Company B,
corpsal, Mathias Kietel, brother, Knoxville, W.



TRAIL OF BLOOD LEFT BY THIEVES

Shots Heard at Early Hour Indi-
cate Desperate Struggle by
Robbers.

Pools of blood found among looted
counters in Levitt's department store,
144 Third street, and a trail of blood
through hallways, up flights of stairs
and out upon a roof, tell a story of
robbery that ended with the probable
murder of one thief by another some-
time during the early hours today.
Police, however, have failed to find the
robbers or to learn whether the "falling
out" actually ended in the death of one.
A clerk working in the Basket grocery
on Alder street, heard two shots about
4 o'clock this morning and when Special
Night Watchman James Boyd appeared
about 10 minutes later, the clerk not-
ified him. The clerk thought the shots
came from the direction of the Mulkey
building, so Boyd searched the building
without result.
About 8 o'clock this morning, when
persons occupying offices at 245 Morris-
son street arrived at their work they
found the hallway sprinkled with blood.
The police were called and investigation
showed that the thieves must have had
a bloody battle.
Two Hats Left Behind
They entered the store through a back
window by forcing an iron bar out of
its fastening, and then went down a
stairway into the store. They took
suitcases from the shelves and packed
them full of the best silks. Mr. Levitt
said there was about \$1500 worth of
silks in the suitcases. One suitcase
had \$600 worth. They also took a few
children's furs. Some of the models on
display were stripped. Clerks in the
store remember seeing two foreigners
(Continued on Page Five, Column Three)

VANCOUVER SPRUCE PLANT BEGINS CUT

Largest Cutup Mill in World
Starts Operations on Airplane
Stock This Afternoon.

More American airplanes will fly
against the Germans as a result of
the opening of the spruce cut-up plant
at Vancouver this afternoon. The first
unit, started today, will increase pro-
duction of airplane stock spruce at a
rate of about 300,000 feet a day and
each of the succeeding 11 units will
equal the production of the first. The
whole will constitute the largest mill of
its kind in the world. As a result of
the mill's operation cars loaded with
airplane stock will carry about 25 per-
cent of spruce that will actually go into
war airplanes. The mill will saw away
the waste upon which transcontinental
freight rates have been as heavy and
which has required as much car space
as the wood to which the safety and the
plane of Uncle Sam's bird men can
be entrusted.
The cut-up plant will receive both
barked and sawed cuts of spruce and
saw it to grain. Ordinarily it is con-
sidered sufficient to saw wood so that
all knots and imperfections may be
eliminated. But the airplane spruce
must be absolutely straight grained as
well as clear of imperfections.
The program announced for this af-
ternoon includes congratulatory remarks
by Mayor Baker of Portland and Mayor
Percival of Vancouver. Colonel Diego
was given the honor of starting the
mill's first operation. The subject of
his address was announced as "Pio-
neering in Spruce," while that of Major
Reardon is "Military Significance of the
Mill Operation." H. S. Mitchell,
"Sawmills of the Northwest," and of E.
E. Beard, "Men Who Make History."

SUBMARINE WHICH HIT TRANSPORT TUSCANIA IS SUNK, IT IS REPORTED

Depth Charge Fired at Hun Boat by De-
stroyers Convoying Transport Said to
Have Reached Its Mark; War Depart-
ment Greatly Cheered by Later News.

Earlier Reports Very Conflicting as to
Number of Victims Due to Torpedoing
of Army Transport Off North Coast of
Ireland; Slow Sinking Saves Hundreds.

WASHINGTON, Feb. 7.—(I. N. S.)—The latest war de-
partment figures at 5 o'clock this afternoon showed that
113 American soldiers are missing as the result of the tor-
pedoing of the transport Tuscania. Ninety-seven passengers and
members of the crew are also missing, making the total losses 210.
The latest compilation of the war department showed that there
were 2,156 soldiers aboard and 241 crew and passengers. The
total of survivors was placed at: Soldiers, 2,043; crew and passen-
gers, 144.

LONDON, Feb. 7.—(U. P.)—Ten additional survivors
from the Tuscania have been landed on the Scotland
coast, it was stated this afternoon by the admiralty.
The men were in one boat.

Washington, Feb. 7.—(I. N. S.)—That the loss of life
through the sinking of the transport Tuscania will not exceed
101, and that the figure almost certainly will be reduced,
was reported here late this afternoon.
Officers were greatly heartened by the receipt of the
report, as it tallied with the earlier accounts that the loss of
life was materially diminishing as the survivors were heard
from.
Another report which officially reached the navy depart-
ment was that the convoying destroyers which had been es-
corting the Tuscania dropped a depth charge on the sub-
marine and are believed to have destroyed it.

Washington, Feb. 7.—(U. P.)—At 1:30 o'clock this af-
ternoon the statistical department of the army stated that the
only reports it has thus far received on the torpedoing of the
Tuscania showed 2179 uniformed men and civilians aboard,
of whom 267 are reported missing.
Unofficial reports tend to reduce the number of missing,
and Army Censor General McIntyre stated he expected the
casualties to drop below the present official figures.
The names of only 30 survivors had been received up
to this hour.

Washington, Feb. 7.—(I. N. S.)—A
complete report dealing with the attack
on the transport Tuscania, carrying
American troops to France, via Great
Britain, has been received by the navy
department. It will not be made public
at this time.
It is understood, however, that the report
shows that the Tuscania, a British
vessel, was under the direction of the
British admiralty when lost and was
under convoy of their destroyers. The
excellent work of the destroyers is de-
clared to have been directly responsible
for the comparatively small casualty
list.
Naval authorities refused to comment
on the loss of the Tuscania. They made
it plain, however, that the vessel was
sunk, thus disposing of the earlier re-
ports that she might still be afloat.
They also stated that they placed no
reliance in rumors that a floating mine
and not a submarine was responsible for
the loss of the vessel. Asked directly
about whether the convoy was entirely
British, officials would not reply, holding
that it would be injudicious to discuss
the convoy question in any way.
London, Feb. 6.—(U. P.)—The ad-
miralty officially announced today that
210 persons were lost and 2187 saved in
the torpedoing of the transport Tus-
cania Tuesday.
Forty-five Tuscania survivors, landed
Wednesday night, were picked up from
open boats in a rough sea, it was an-
nounced today.
Other survivors were landed at ports
in Ulster, it was stated.
The transport Tuscania floated for
several hours after she was torpedoed
in Irish waters Tuesday. It was learned
today. It was stated that "Americans
aboard other vessels witnessed the tor-
pedoing."
The fact that the Tuscania remained
afloat for a considerable period after
the attack is believed to account for
the large number of lives saved.
Washington, Feb. 7.—(I. N. S.)—The
list of missing from the torpedoed Brit-
ish transport Tuscania, carrying Ameri-
can troops to France, is being material-
ly reduced as the meagre dispatches fil-
ter through from the other side.
Officially, so far as the figures avail-
able at the state, navy and war depart-
ments are concerned, out of 2173 offi-
cers and men on the transport when
attacked, 1912 had been accounted for.
This was the navy's official report
which was cabled from London.
Checked against this was an an-
nouncement of 30 officers and men
landed in Scotland not believed to have
been listed in London, which reduced
the number missing to 231. Unofficial
word that reached the war department
indicated that there still were survivors
on the convoy and this report made the
(Continued on Page Fourteen, Column Three)

Journal Again First and Only

The announcement of the sinking of the transport Tuscania, the first
American transport bound for France that has fallen victim to German
submarines, was made in an extra edition of The Journal Wednesday night
at 8:02 o'clock.
The Journal was not only the first paper on the streets of Portland
with news of the disaster, but was the only paper in the city to convey
the news in special edition. The morning contemporary appeared on the
streets with its usual street edition at 9:45, one hour and 43 minutes later.
The Journal, by its superior news service, was again enabled to give
the complete news in detail far in advance of any other paper published in
Portland, the International News Service scoring a complete "best" on
the Associated Press.