

U. S. TRANSPORT IS TORPEDOED BY SUBMARINE

1,912 Officers and Men on Liner Carrying 2,179 Are Rescued

U. S. HAS FIRST LOSS

Many of 267 Unaccounted for May Be Saved—News of Attack Meagre

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sion trained at Camp McArthur, Texas.

The 107th engineers was composed of the first battalion of Michigan engineers; the 107th 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.

Soldiers Former Guardsmen.

Thus, all the soldiers are former Wisconsin and Michigan guardsmen except those of the aero squadron, who probably were recruited from all parts of the country.

Neither the dispatch to the war department nor that to the state department, referred to the fate of the members of the Tuscania's crew. Undoubtedly many of them were saved, and when all reports are in officials hope that the loss of life will be remarkably small. The liner, which is not a regular transport, was under convoy and the warships apparently were quickly alongside for rescue work when the torpedo struck.

The first news was given here in this terse announcement from the war department:

"The war department has been officially advised that the steamship Tuscania was torpedoed and sunk, and that survivors numbering 1,100 as far as could be ascertained, were landed at Buncrana and Larne, in Ireland. There was a total of 2,179 United States troops on this vessel. No names of persons lost have been reported to the war department and no names of survivors were reported. Additional particulars are promised as soon as received."

Organizations Rush Aid.

The state department's dispatch gave the number of soldiers on board as 2,173, six less than the war department's report. It told of plans promptly made for caring for the survivors. The state department issued this statement:

"The latest advices received by the state department from the embassy at London regarding the Tuscania is that at 11 p. m., February 6, the latest information was that 1,912 officers and men on the Tuscania were accounted for, out of 2,173."

"The ambassador has sent an assistant military attache and another army officer to Belfast, Ireland. Representatives of the American Red Cross and the Y. M. C. A. also have gone, with full power to spend all the money needed and authorizations from the British Red Cross to use their equipment at Belfast. The ambassador further reports that the lord mayor at Belfast is giving all the aid possible."

Transport First to Be Sunk.
The Tuscania was the first ship carrying American troops to Europe to be sunk by German submarines, but the American transport Antilles was torpedoed and sunk in the war zone while returning to the United States from France and fourteen soldiers were lost with 156 other persons, including several members of the naval armed guard.

American warships conveying transports to France last June twice fought off submarine attacks. Since then, however, there has been no report of an attack on a ship carrying American troops to Europe.

Recently the navy department has feared that the Germans would make a concentrated effort to intercept transports, the recall of many of the

submarines to their bases being interpreted as preliminary to such a campaign.

Tuscania Bound for England.

The position of the Tuscania when she was sunk is taken to indicate that she was bound to England. Her sinking definitely discloses that British ships are being used to carry American troops abroad, supplementing American transport tonnage. This fact has been intimated before and probably arises from the decision of the supreme war council to make every effort to augment General Pershing's army during the present year.

Navy officials have insisted, that despite the most careful plans and efforts to safeguard troops, there was always a chance that a troopship would stumble upon a lurking submarine and the general belief tonight was that this is what had happened in this case.

The same regulations as to life-saving apparatus govern the movement of American troops on a British vessel as would govern their passage on an American craft. Those regulations, which are rigidly enforced, provide for sufficient lifeboats and life-raft capacity for every man aboard the ship, even if one-half of the boats are rendered useless through the listing of the ship when she is struck.

Tuscania Well Equipped.
WASHINGTON, Feb. 6.—The Tuscania, a Cunarder of 8,691 net tons, was last reported in available maritime records as at a United States Atlantic port on October 19, 1917. It is presumed that since that time she has been employed in transporting American troops to Europe.

For some time the Tuscania has been under charter to the Cunard line and she is the fifth big vessel of the Cunard company lost since the war began.

Although prior to January 1 of the present year there were more than 200,000 American troops in France, according to the statement made by Secretary Baker, the Tuscania was the first transport to be torpedoed on the voyage from an American port to France. Several American transports, however, have been torpedoed on the return journey after having debarked troops.

When the Tuscania was first put into service her appointments for first class passengers of whom she could carry 500, were sumptuous. The paneling of her main lounge room was of light wood, inlaid with a line of spycare. The floors were of polished oak.

A veranda, cafe and gymnasium, smoking room, dining salons and a novel system of heating and ventilation were features of the new liner. The first and second class state rooms were situated on the bridge deck and shelter deck admidships and were large in size and well furnished.

Last Arrival January 17.
It is probable, however, in view of the exigencies of the situation that the steamer had been stripped of the luxuries of the situation in order to take as many troops as possible on each voyage.

The Tuscania was a British passenger and freight steamship of 14,348 tons gross register. She was built at Glasgow in 1914 and was owned by the Anchor line.

The last report of the Tuscania was her arrival at an Atlantic port January 17, last.

The Tuscania during her days as a passenger liner was one of the best equipped vessels in the transatlantic service. She made her maiden voyage in February, 1915, and for a time was in the service of the British admiralty but later was restored to her owners for regular service.

Survivors 100 Miles Apart.
She was 567 feet long, with a 65-foot beam and was equipped to carry 2,500 passengers in cabin and steerage accommodations. The ship had twin screws and a speed of about 18 knots. On several occasions since the war began she was the object of torpedo attack but managed to escape through her speed assisted by defense guns.

Buncrana, at which survivors from the Tuscania were landed, is located on Lough Swilly on the northern coast of Ireland, twelve miles from Londonderry. Lough Swilly is a long, narrow bay running in from the Atlantic ocean.

Larne, where other survivors were landed from the vessel, is on the northeast coast of Ireland, twenty-three miles from Belfast. It is a north channel port. The approximate distance by water between the two ports is 100 miles.

TACOMA, Wash., Feb. 6.—There is a probability that some of the men aboard the Tuscania were from Camp Lewis.

Captain M. D. Welty, aide to General Fredrick S. Foltz, in command at Camp Lewis, tonight stated that Camp Lewis had sent a number of men from the 168th depot brigade to fill out the Twentieth engineers. How many had been sent he could not state tonight.

TACOMA, Feb. 6.—George S. Long Jr., son of George S. Long of Tacoma, manager of the Weyerhaeuser Timber company, who recently declined an appointment on the Pacific coast committee of the aircraft board is a member of Company F, 20th en-

Financier Will Purchase Supplies for the Army



EDWARD R. STETTINIUS.

Edward R. Stettinius, partner in J. P. Morgan & Co., the "he-man" mentioned by A. J. Borie, president of the Savage Arms corporation, who should have charge of the purchase of army ordnance and equipment, has been named for the place by Secretary of War Baker. Mr. Borie, when testifying before the senate military affairs committee in December about the difficulty of getting the ordnance bureau to consider the Lewis machine gun, said: "I think the only possible solution of this difficulty is to have a big broad-minded man, a man who is a 'he-man,' not a 'pussy foot.'" Then he named Mr. Stettinius, James A. Farrell of the Steel Corporation, Charles M. Schwab and Grayson Murphy.

Engineers, one of the units on the Tuscania.

SAN FRANCISCO, Feb. 6.—None of the divisions or units reported to have been on the Tuscania came from the Presidio of San Francisco or Camp Fremont, near Palo Alto, according to available data, it was announced at the Presidio tonight.

ELLIOTT IS ANGERED BY CITY COUNCILMEN

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Iron. Mrs. Dorsey is the present matron. The applications of both women were read before the meeting last night. The council had distributed ballots to vote on the names last night when Alderman Simeral spoiled the fun by moving that the election be postponed until after a report of negotiations with the Salem school board relative to combining the office with that of truant officer.

Aldermen Johnson and Ridgion were appointed a special committee to confer with the board. Johnson reported that the committee had visited the board at one of its meetings but that the board had requested negotiations to be deferred until the board could appoint a special committee to confer with the two representatives of the council. "That's the last we have heard of it," said Johnson.

In Disagreement with Firm.

The city is in disagreement with the Montague-O'Reilly Construction company over money due the city for rental of street machinery to the company for use at McMinnville. The question is whether the city shall receive pay to the extent of \$5 a day for time required in transporting the machinery to McMinnville and back, amounting to eight days. The question was referred. Mayor Keyes asked City Attorney Mosey if it would be possible for the city to collect for the eight days.

"I don't see why it wouldn't," replied Mosey. "The city owes the Montague-O'Reilly company between \$1700 and \$1800."

Another Meeting Monday.
Because of pressure of work the council adjourned to meet again next Monday night.

The fire and water committee reported that the bid of Lot L. Pearce & Son for 500 feet of fire hose be accepted. The report was adopted.

A resolution was adopted calling upon the city attorney to draw a new ordinance for the reassessment of South Twelfth street in conformity with corrections made in the assessments.

Vick brothers petitioned for permission to erect an electric sign over the front of their places of business. The petition was referred to the committee on lights. The council confirmed the appointment by Chief of Police Foland of E. Ervin as a special policeman to serve at the east end of the intercounty bridge. The appointment was requested by the commercial club.

The library board, through Alderman Ward petitioned that the city recorder draw warrants of \$500 monthly for the use of the board. Upon motion of Alderman Simeral the petition was indefinitely postponed. The recorder was then instructed to draw a warrant of \$500 for the board, the idea being to allow money to the board as needed.

The police committee was voted jurisdiction of the comfort station and keeping the station in repairs.

An ordinance bill was passed reducing the license fee of taxicabs and jitneys from \$50 to \$15 a year. The higher fee was voted previous to the state fair to keep out competition with local buses.

A new substitute traffic ordinance bill was given first and second readings and then referred to the recorder for engrossment after several amendments had been voted.

NEW TODAY TOO LATE TO CLASSIFY

LOST—A BROWN FUR THROW, last night on Cottage street. Phone 642-R.

BROAD SURVEYS OF COAST ARE HELD URGENT

Inadequate Sea Charts Cause Loss of Lives and Curb Expansion

WARTIME STEP IS SEEN

Preparation Must Be Made for Operation of Big Fleet After War

WASHINGTON, Jan. 24.—Complete surveys of the entire Pacific coast and a careful study of ocean currents were recommended in a bulletin on "The Neglected Waters of the Pacific Coast," issued today by the coast and geodetic survey.

For twenty-one years no systematic survey of water areas adjacent to California, Oregon and Washington has been made on account of lack of vessels. Approximately 64 per cent of the waters around the Philippine Islands has been surveyed in the twenty years that the islands have been a dependency of this country, while only 27 per cent of California waters, 14 per cent of Oregon waters and 44 per cent of Washington waters have been surveyed in the seventy years that they have been a part of the continental United States.

Wreck Is Cited.
Inadequacy of present charts and surveys and peculiarities of configuration and currents were said to have been responsible for many costly wrecks, notably the loss of the "Valencia" in 1906 with 134 persons. It would require twenty years to complete the necessary surveys along the coast, but it was said benefits would be available within a year after the work was begun. The cost for a vessel and twenty years' operation was estimated at \$2,300,000.

Not only consideration for lives and property, but the need of preparing for maritime expansion dictates the necessity for beginning the survey immediately, in the opinion of the survey. The bulletin concludes: "The end of the present world conflict will see the merchant fleet which we are now building released from the restrictions imposed by our needs for transatlantic transport, sailing the seven seas in a struggle to regain the pre-eminence which was ours in the old days of the clipper ships, only to be destroyed by the upheaval of the Civil war.

Pacific Coast to Share.
"In this maritime expansion the Pacific coast will have a full share. And with the coming of new ships there will come new commanders: men unfamiliar with the special conditions affecting navigation. It has already been stated that the present comparative immunity of shipping in places is due less to the facilities furnished by our surveys and charts than to the intimate local knowledge of conditions possessed by the present masters, who have gained it only by years of experience."

"Strangers lacking this local knowledge must navigate by the chart, and unless the charts are perfected and the currents known, the inevitable result will be a marked increase in the number of disasters occurring, an increase out of all proportion to the increase in the number of vessels.

"We have already waited too long. The Pacific coast has been woefully neglected, and years of work are required to complete this important task. It is vital for the safety of the traveling public, our commercial interests and our navy that there be no further delay in recognizing the needs and providing adequate facilities for pushing the work."

WAR QUERY IS DODGED BY BAKER

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granting the president further powers.

Sessions of the senate and house today passed without revival of the "ontroversy, but tomorrow addresses in both bodies are scheduled.

Detailed Figures Lacking.
WASHINGTON, Feb. 6.—Under cross-examination at a public hearing before the senate military committee today on his recent optimistic statement concerning America's war preparations and the prospects for "early and effective participation," Secretary Baker declared that the number of troops sent abroad up to January 1, 1918, was in excess of the previously planned schedule. The cross-examination was begun by Senator Weeks of Massachusetts, Republican.

Secretary Baker explained that his former statement that a million men more would probably be sent to Europe this year did not contemplate dependence wholly on American tonnage. But the principal point in the controversy, the question of where America would get ships to transport that number of troops, was left untouched, partly because Secretary Baker did not have detailed figures to show the committee the basis for his assertion and partly because members of the committee got into a squabble over whether it would be proper to have the secretary disclose the figures publicly. The upshot was that the question of tonnage was left to be presented to the committee in secret session tomorrow, and the cross-examination went to other subjects of a general nature.

An estimate of 791,000 tons of ships available for transport on February 1, the secretary said he thought was rather too small than too large.

When pressed by Senator Hitchcock for a statement as to the basis

STARTS TOMORROW—3 DAYS
JESSE L. LASKY Presents

Garaldine Farrar

in
Joan the Woman

THE LIFE'S HISTORY OF THE GREATEST WOMAN THE WORLD HAS EVER KNOWN—JOAN OF ARC

THE BELOVED IMMORTAL PEASANT GIRL OF FRANCE, TODAY'S GUIDING SPIRIT OF THE FRENCH ARMIES

PARAMOUNTS GREATEST ACHIEVEMENT
A Mighty 12 Part Photo-Spectacle

Produced Under Supervision of
CECIL B. DE MILLE
FRIDAY—SATURDAY—SUNDAY

LIBERTY

Same as Portland Prices
MATINEE
And
EVENING
20c
War Tax Included

SUPPORTING CAST:
Wallace Reid
Theodore Roberts
Hobart Bosworth
Fully Marshall
Raymond Hatton
Charles Clay
William Conklin
Walter Long
Thousands Others

on which he predicated his statement that the United States could put 1,000,000 men in France this year, Secretary Baker replied that this was his general opinion of a broad situation rather than the exact statement of experts dealing in details.

FRANCE TO EQUIP MANY U. S. TROOPS

(Continued from page 1)

April, 1917, you had 9524 officers and 202,510 men. You have now 110,000 officers and 1,500,000 men, and the number of your men in France at the present moment is notably in excess of the establishment of your army nine months ago.

Entente Needs Are Huge.
France, he said, has taken "every necessary measure" so that America can complete, in France, the training begun here. Regarding aviation American developments had been "beyond all expectation," he declared. He outlined how America had helped the entente also financially and with shipping, food and fuel and which he described as "immense and conclusive."

"Wherever, on special points," he added, alluding to his association with officials at Washington, "I believe that mistakes have been made. I say it frankly; the heads of the cabinet or the heads of your departments know it from their own experience."

"I have the optimism of the satisfied," Mr. Tardieu said, discussing the situation generally, "and as long as I shall be here as the representative of my country I will ask from you, every day, a still greater effort. After forty-three months of war, our needs are huge indeed and in order to supply them enormous sacrifices are required of you."

PLENTY OF FISH ON MARKET HERE

No Smelt Is Obtainable at Kelso, Wash.—Halibut Forecast Made

It was reported a few days ago that the Great Northern Express company was advising its patrons by circular letter that the smelt season is now on at Kelso, Wash., and that the price is 5 cents a pound with the prospect of its going lower.

A large dealer in fresh fish in Salem had the agent here wire a dealer in Kelso, and yesterday this reply was received: "No smelt obtainable. Try Clifton or Rainier."

Investigation made yesterday revealed the fact that there is now in Salem plenty of other fish, and even Royal Chinook salmon is 5 cents a pound less than Saturday. Late telegrams from Washington say that the government has commandeered all the Royal Chinook canneries and will use the output of this, the very highest grade of fish on the market, for the army and navy.

Other grades of salmon are in the markets of Salem, just as good for home consumption, including steel heads and silver tip salmon, and in

some halibut is received from the north, as well as clams and oysters in abundance, so that the good people of Salem, when they get fish hungry, will have a variety of fish to choose from, and when the smelt get into the Cowlitz river in big shoals they will be sold on this market at retail for \$1.50 a box of fifty pounds, or six pounds for 25 cents.

ALLIES VIGOROUS DESPITE RUSSIA

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enthusiasm with which all section of my people have responded to every demand made upon them for this purpose, and as they face the final tests which may yet be required to carry our efforts to fruition, I pray that Almighty God may vouchsafe to us his blessing."

1500 NOMADS QUIETLY LEAVE

Action Is Due to Failure of Slab of Marble to Arrive on Time

OAKLAND, Feb. 7.—Because a slab of marble needed to complete the mausoleum of the late King Alexander Adams, ruler of the gypsies of the country, failed to arrive here recently, approximately 1500 of these nomads who had reached here from all parts of the country to vote on a successor, silently stole away again. They will be recalled when the slab arrives.

The normal population of gypsies in California is estimated at 300 persons. The other twelve hundred came from all parts of the Pacific coast, the eastern and middle western states. Many of them came in the gaudy but ramshackle covered vehicles drawn by horses familiar to those who have seen the fortune telling gypsies on the roadside. It was noticeable, however, that a large proportion of them arrived in automobiles, many of these being of the latest model and far from being inexpensive cars.

The election was postponed. The gypsies learned the tomb of King Alexander could not be completed until a single missing slab of marble arrived from Italy. Until the tomb is finished the old king may not be buried; and until he is buried Romanians must do without a king.

The son of Mark Adams, brother of the late king, is the latest choice of Mrs. Alexander Adams for the succession. He is 19 and he knows an automobile as his gypsy ancestors knew a horse. His bride to be is the pride of Romania. Her name is Amelia Mitchell.

Miss Mitchell is several years older than the son Mark. It is the law of Romania; a wife must be her husband's senior, so that any inclinations toward work that he may have may be curbed properly. It is a disgrace when a man of a gypsy house work.

Once the late king, who weighed 250 pounds, and was 6 feet 6 inches tall, looked forward to old age and decided to put some of his \$1,000,000 into a business venture. His plans involved building a fine bung-

along on his property in Berkeley and starting there a fortune telling center which the queen should lead. An agent asked Mrs. Adams about it. "If he goes into business," she said, "I will leave him. I will not live in a bungalow. My home is in the world. The men of Romania shall not work. It is for the women to tell fortunes; the men must stay home and take care of the babies. Work is degrading."

SHIP MENTIONED; OFFICER IS HELD

Information Given Concerning Troop Movement Under Investigation

WASHINGTON, Feb. 6.—A young army officer who confided to a relative the name of the ship on which he was going overseas and the date of the sailing is under arrest pending determination of whether his superiors properly instructed him concerning the requirements of secrecy.

In announcing the arrest tonight the war department did not disclose the officer's name. The purpose in giving publicity to the incident is to emphasize the department's determination to prevent the spread of information concerning the movement of troops.

"This statement was issued: "The war department authorizes the announcement that a young officer is held in arrest because he divulged to a relative the name of the vessel upon which he was about to start overseas and the scheduled date of its departure. As a result of this prohibited information the relative of the young officer, a first lieutenant, sent a telegram to him at the port of embarkation. This telegram which was not in cipher furnished information which in the hands of the enemy might have endangered the vessel and all aboard."

"The disclosure of such information by officers and men about to sail is strictly forbidden in General Order No. 94, war department, 1917, and warning is again issued that officers and men must not acquaint relatives or friends with details of arrangements for departure. Disciplinary action faces offenders."

"The case of the young officer under arrest in this instance is before the war department for action, following an investigation."

De Oro Fights Hard for Billiard Championship

CHICAGO, Feb. 6.—Alfredo De Oro overcame a twelve-point lead and defeated Augie Kleckhefer of Chicago, 50 to 42, tonight in the first block of their match for the world's three-cushion billiard championship. De Oro, apparently hopelessly beaten for more than half of the game, played in wonderful form at the end, scoring twenty-three points in twenty innings. The game went sixty-five innings, De Oro getting a high run of eight and Kleckhefer one of six.