

WEATHER.
Fair east, rain west portion;
increasing southeasterly winds.

The Oregon Statesman

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PRICE FIVE CENTS

BODIES OF 44 COME TO SHORE

Mutilated Beyond Recognition, Corpses of American Soldiers Are Washed to Irish Rocks 15 Miles From Scene of Disaster

ALL UNIDENTIFIED TO REST IN SINGLE GRAVE

Many Are Killed by Explosion; Heavy Listing of Ship Causes Fatal Launching of Lifeboats in Darkness

AN IRISH PORT, Feb. 7.—The bodies of forty-four of the missing 101 victims of the Tuscania disaster were washed up today on the rocks 15 miles from the scene of the torpedoing. All were Americans and their bodies were mutilated beyond recognition.

A pathetic feature is that, although all the victims wore tags, no identification numbers had been put on them because these Americans had not yet been assigned to definite army units. Therefore, there is no way to identify them and they will be buried in one grave.

AN IRISH PORT, Feb. 7.—A mass of swirling wreckage on the calm sea along the Irish coast marks the grave of the Tuscania, the first American troop ship sunk by a German submarine. Forty-four bodies of the 100 men who perished have been washed ashore and some of the injured now in hospitals are expected to succumb. The survivors numbering 2296, are quartered in hotels, homes and hospitals along the North Irish coast.

Two groups left today clad in military clothing for Belfast by rail, and thence by boat to England. The survivors are agreed that no one saw the wake of the foam as the torpedo came towards the vessel.

Night Is Black.
It was a black night and no alarm came from any one of the 15 lookouts. The torpedo struck the Tuscania a vital blow amidships, in the boiler room and there was a muffled crash, which told every one what had happened.

The possibility of being torpedoed was discussed almost daily since the vessel left American shores. Several hundred young lumberjacks from the southwest and Pacific

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JENKS IS MADE FEDERAL BUYER FOR MILITARY

Oregon Now Has Chance to Sell Dried Fruits to Army and Navy

WILL SEE COURT TODAY

Committee of Orchardists and Dealers to Take up Van Trump Affair

By W. C. COWGILL.

Salem has been recognized by the government and may now lead instead of follow in marketing of dried fruits to the United States government.

W. T. Jenks of H. S. Gile & Co. yesterday was surprised when he received a telegram from E. O. Heyl of the food administration in Washington, appointing him representative of the federal government in the northwest for the purpose of buying dried fruits for the army and navy.

"Shipments are going forward now all the time," said Mr. Jenks, "and I can only say the prices of dried fruits, particularly the prunes, which we sold some time ago through Mr. Kuhn of Los Angeles, are satisfactory to us.

Dissatisfied With Inspector.
"What are you going to do about a fruit inspector this season?" Mr. Jenks was asked.

"You can say for me, and I think I can speak for all the other packers in the city, that I am unalterably opposed to the confirmation of Van Trump, who has openly admitted that he knows nothing about prunes from an inspection point of view.

"I have just arranged, however, for a meeting with the full county court Friday afternoon at 3 o'clock, as Judge Bishop has asked a committee of us over to discuss the matter, and has intimated that he is ready to receive suggestions, as he now understands that about 75 per cent of the farmers and growers are opposed to Van Trump on purely technical grounds.

"Our choice was Andrew Vercler, the deputy under Mr. Constable, the retiring inspector. He had about 181 endorsers, while Van Trump had forty, but our man could have obtained two or three times as many endorsers if there had been time or necessity.

May Combine Positions.
"What we are going to try to accomplish now is to follow the lead of Douglas county, and pick out a man who can act both as fruit inspector and county agent. To that end I have just wired O. M. Plummer, one of the federal food representatives in Portland, to get down here and aid us by his advice. Outside of Pomona grange, I know personally that the farmers of Marion want a county agent here again.

"We lost a most competent man in F. R. Brown, but there may be others and probably are, just as good who can fill with credit the combined position of fruit inspector and county agent."

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GRIM HAVOC OF WAR NOW BEFORE U. S.

Sinking of Tuscania Brings Nation Face to Face With Losses of Struggle in Most Relentless Form

ENGLAND IS STIRRED BY GREAT DISASTER

Belfast Cares for Survivors Quickly; Lieutenant Tells of Rescue

WASHINGTON, Feb. 7.—Secretary Baker has issued the following statement:

"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 stealth 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 to 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 possible to those whose sons and brothers have been added to the nation's heroic dead."

English People Stirred.

LONDON, Feb. 7.—Few events of the war in the past few months have stirred the English people more deeply than the disaster to American troops approaching a British harbor on a British transport. Such an eventuality had been feared.

The first news before the landing of the survivors at different ports became known caused the belief that there was a heavy toll in lives, running into hundreds and perhaps more than 1000. All the known circumstances impressed the public with the feeling that the greatest sea tragedy in Atlantic waters since the sinking of the Lusitania and possibly greater loss of life had occurred. The latest bulletins tonight, however, indicating that the casualties may be 100 or even less, has caused a distinct relief from the tension.

Of those lost a large proportion are members of the crew. It is not yet known how many of the ship's officers survive.

Incident Not Surprising.

There is no surprise over this incident; the only cause for wonder is that of the hundreds of troop laden transports which have crossed the Atlantic in the past three years and more, the same fate has not befallen others.

The record as a whole is considered by seamen most creditable to the British mercantile and naval services.

If the attack had occurred in daylight the whole ship's company might have escaped. But in the darkness of a moonlight night, with the ship rapidly listing, so that some of the boats could not be launched, while

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SINGLE U-BOAT SUNK TUSCANIA OFFICIALS SAY

Concentrated Attack on U. S. Forces by Submarines Not Indicated

NAVY TO STRIKE BACK

High Officers Do Not Change Opinion Sea Menace Is Being Overcome

WASHINGTON, Feb. 7.—Much satisfaction is found by officials here in the unofficial accounts of the destruction of the British liner Tuscania by a German submarine which showed that a destroyer, presumably British, gave chase to the raider and possibly sank her with a depth bomb.

No details of the attack had come tonight from official sources. They were awaited eagerly. Sorrow over the first loss of a transport laden with American troops is tempered by the growing total of survivors, and the dominant emotion among army and navy men now is the desire to strike back.

Navy officials see no reason to change their opinion that the submarine menace is being overcome. The Tuscania incident is regarded as an isolated case, which may serve to develop additional methods for repelling the undersea craft and improving the convoy system. No details of the action will be passed over when full reports from the British admiralty are available.

Many devices enter into the battle against the U-boats, some of which have been evolved by American inventors. Others have been greatly improved since the United States entered the war and the detection of apparatus now installed on American craft are being similarly equipped.

Single Submarine Did Work.

There have been indications that the U-boats have learned to fear this ability of American craft to locate them as a distance and maneuver to bring the submerged vessel within range of a depth bomb. With a destroyer in the vicinity, the under water craft moves carefully far below the surface of the water, depending on mechanical cars which bring to her the propeller beats of the surface vessel. When a destroyer stops to "listen," unhampered by the beat of her own engines, the lurking foe also stops, to lie silently below until the destroyer moves on again.

Such details as have come from Europe indicate that the Tuscania was torpedoed by a single submarine which slipped under the advance screen of destroyers leading the convoy fleet. There is no evidence of an attack in force, and the U-boat probably got into the path of the liner largely by chance. Some times as many as 40 vessels make up a convoy fleet.

War department officials would say nothing today as to the destination of the Tuscania. It was admitted that American troops had been on mechanical cars which bring to Atlantic liners on several occasions. There are reports that the great White Star liner Olympic, largest of the British fleet and second only to the new American Leviathan, formerly the German Vaterland, has been employed in that work.

Concentrated Attack Unlikely.

There is no indication in the loss of the Tuscania that a concentration of submarines against American troop ship lines has been 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 slight loss of life. The nearness of rescue craft, the fact that the vessel was afloat for two 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. 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.

Navy To Strike Back.

These soldiers were woodsmen 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 there was renewed talk tonight of "botting up" the submarines. Many officers believed that a way can be found to hold the U-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

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FIGHT HUNS, NOT SELVES, IS WARNING

Representative Mason Tells House Mistakes Are Admitted and Efforts Must be Pitted Against Kaiser

REPUBLICANS WILL FIGHT WAR CABINET

Bitter Opposition Expressed to Measure Giving Wilson New Power

WASHINGTON, Feb. 7.—A move toward concentration of Republican opposition toward the new administration bill proposing to give the president blank authority to reorganize and coordinate government agencies, a speech in the house of representatives by Representative Glass of Virginia, denouncing critics of the government and temporary suspension of senate debate, were today's developments in the controversy over war machinery reorganization.

A conference Saturday morning of Republican senators, the first held since the United States entered the war, was called late today by Republican Leader Gallinger, to consider the new bill President Wilson sent to the senate yesterday. Bitter opposition to the measure is expressed openly by Republicans and privately by several Democratic leaders. There were 25 signatures on the call for the Republican conference.

The Republicans also expect to consider joint action on the administration measure to create a war finance corporation, which is being urged by Secretary McAdoo and upon other administration legislation.

With the Overman bill injecting a new and unexpected element into the controversy, several senators, planning addresses on the military committee's war cabinet and munitions director bills, postponed them, and the senate held but a brief session without renewal of the debate. Tomorrow Senator Thomas of Colorado, Democrat, expects to speak against the committee bills.

In the house, Representative Glass praised the administration's war record and denied Senator Chamberlain's declaration that the war department had broken down. He detailed army achievements and declared ten times more troops had been sent to France than had been expected.

Representative Mason, Republican of Illinois, who followed Representative Glass, told the house he admired Secretary Baker as a man who could admit mistakes, and added:

"For God's sake let's quit fighting each other and fight the Kaiser."

While waiting for Secretary Baker's information regarding tonnage available for transportation of troops to Europe, the senate military committee today resumed its war inquiry, examining Major General Wheeler, acting chief of ordnance, and his aides, behind closed doors regarding explosive production. Tomorrow the committee will consider general army legislation, possibly bringing up the war cabinet bill. The committee now is said to be evenly divided on the bill and Chairman Chamberlain admitted tonight that, when the vote is taken, because of the administration influence thrown against the measure, enough votes may be mustered to prevent its being reported to the senate.

When Secretary Baker will reappear before the committee has not been decided. Another public hearing however, is probable.

Consideration of the new bill authorized.

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CURT WILLSON OF SALEM WAS ON TUSCANIA

Whether Young Soldier Was Saved Is Not Known by His Mother

GOVERNOR'S SON SAFE

Earl Withycombe in Washington Hospital—Craig Did Not Sail

Curt Willson, son of Mrs. Ada Willson, who lives on Kansas street, was aboard the transport Tuscania which was torpedoed off the coast of Ireland Wednesday. Whether he was saved is not known. Willson is a brother of Miss Bessie Willson, a local telephone operator, and a nephew of W. F. Proctor who lives at Seventeenth and Kansas streets.

Archie D. Roberts, another Salem man, was on the Tuscania, it was learned authoritatively last night. After an exchange of messages with Washington several times yesterday, Governor Withycombe was gratified to find that his son, Earl Withycombe, was not aboard the ship.

Young Withycombe was a member of Company D, Sixth battalion, Twentieth engineers, but it is believed he has been transferred. He is now in a hospital at Washington, D. C., though not seriously ill.

Craig's Plans Changed.

Charles W. Craig, son of F. S. Craig, South Commercial and Bellevue streets, was not aboard the Tuscania as was reported, though he missed sailing only by a change of plan whereby he sailed January 20.

Craig is a former employee of the state industrial accident commission and is now a corporal in Company C, Fifth Battalion, Twentieth forester engineers. A post card received from him yesterday by his parents indicates that this company boarded ship and left Hoboken, N. J., about January 29 for France. The card says: "Am on the water."

It is believed the card was mailed from the New Jersey city shortly after the transport had departed from there.

Corporal Craig expected to have left on January 19, but a change in plan held the company in camp and also at the American university camp near Washington, D. C., until January 28. Had the company sailed as first arranged it probably have been on one of the boats composing the squadron in which the torpedoed Tuscania was numbered.

Dallas Man on Ship.

That Harris Edde of Dallas was on the Tuscania is the belief of his mother, Mrs. Mildred Edde of that place. Edde was a member of Company F, Twentieth engineers, one of the units aboard. Terry Tuttle and Joseph Hallgarth of Albany, members of the same company, were on the ship. Whether the Dallas man of the two Albany men were saved is not known.

Haig Reports Successful Raid on German Posts

LONDON, Feb. 7.—The official report from Field Marshal Haig's headquarters in France reads:

"Early this morning our troops raided a German post southeast of Quant, killing or taking prisoner several of the garrison. A hostile raiding party that attempted to approach our lines west of Labasse was successfully repulsed. The enemy's artillery was active this afternoon in the neighborhood of Leverguler, northwest of St. Quentin and east of Monchy le Preux."

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101 U.S. LOSS ON TUSCANIA

Ninety-Seven of Crew and Passengers Still Are Missing and Late Cables to America Indicate Complete Toll of U-Boat Is 198

LIFEBOATS LAUNCHED; NATIONAL AIRS SUNG

No Panic Occurs on Board; Names of Missing Are Not Available; Disaster Is at Dusk Tuesday Evening

WASHINGTON, Feb. 7.—Latest official advices to the war department tonight accounted for all except 113 of the 2156 American soldiers who were on board the British liner Tuscania when a submarine sent her down Tuesday night off the Irish coast.

This figure was not final and high hopes that the loss of life would prove much smaller were built up on cabled reports saying just 101 men, most of them members of the crew, were missing among the entire force.

No attempt was made tonight to prepare a list of the lost or missing. Only a few names of survivors had been received and the indications were that it would be impossible to announce them all before tomorrow at the earliest. The rescued were landed at widely separated Irish and Scotch ports and, while all reports tell of elaborate arrangements for their care and comfort, urgent instructions to representatives of the war, state and navy departments, that full details of the disaster and a complete record of the saved be sent at the earliest possible moment tonight had brought but meager responses.

According to the war department's official report tonight the total missing from the 2397 persons aboard the liner was 210. The latest dispatch gave this capitulation:

Survivors: United States troops, 243; crew and passengers, 141; total, 2184.

On board, United States troops, 2156; crew and passengers, 241; total, 2397.

113 U. S. Troops Missing.

Missing, United States troops, 113; crew and passengers, 97; total, 210. Officials assumed that an error in transmission accounted for the discrepancy in this dispatch's figures on crew and passengers. The total number of missing among all persons on board, 210, accords with a statement of the British admiralty issued early in the day, so the number of passengers and crew survivors probably should have been 144 instead of 141.

Virtually no story of the sinking of the Tuscania has reached the government through official channels. Dispatches from the embassy at London and other sources so far have been confined to terse statements and announcements of the number saved.

Boys Sing National Airs.

Press accounts consequently have been read with more than ordinary interest by everyone. Army officers are proud of the way the troops behaved, and point to the story of how the partially trained boys lined up on deck, singing national airs to await their turns in the boats, as evidence of what may be expected of American soldiers.

To this absence of confusion and the fact that the vessel remained afloat for about two hours in a calm sea is attributed the small loss of life. The Tuscania was a part of a large convoy and immediate relief was at hand.

There had been no mention in official messages tonight of reports that a convoying destroyer, sighted and pursued the submarine that made the attack. The destroyer probably was British and British admiralty reports on the incident will be awaited with the keenest interest. On board the liner were engineers, military police and replacement detachments composed of former Michigan and Wisconsin national guardsmen and three aero squadrons, one of which was recruited almost entirely in and around New York city. Members of the other two squadrons came from nearly every section of the country.

(By The Associated Press.)
A story of disaster, affecting the hearts and hopes of Americans, although they have been schooled to

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OPPORTUNITY



Favors Those Who Grasp Her Firmly By the Hand

Our Present Offers In Piece Goods Presents to You AN OPPORTUNITY To Secure Needed Merchandise THAT YOU CANNOT AFFORD TO MISS

We scored a direct hit by taking advantage of the earlier markets, and purchasing liberal quantities of all lines of goods. This enables us to maintain a large supply of quality merchandise at reasonable prices.

Silks-Woolens-Cottons

A very large assortment of Dress Silks for Separate Skirts, Waists, Dresses, etc., 25 to 36 inches wide. Plain Shades, Plaids, and Stripes at from \$1.00 to \$1.75 a yard.

Wool Dress Goods in Plain Shades, Plaids, Stripes, and Mixtures, 38 to 54 inches wide. Many of these pieces cannot be replaced. Prices from \$1.00 to \$1.85 a yard.

Most all kinds of wanted Cotton Wash Fabrics in white and colors, both plain and fancy. Width 27 to 40 inches. Priced at from 15c to 50c a yard.

CASH VALUE FOR CASH

Barnes Cash Store
77 BARNES BUILDING

MATCHLESS MERCHANDISE

DELINQUENT PROPERTY HOLDERS MEETS WITH COMMITTEE TODAY

South High Street Residents Again to Plead Why They Should Not Pay—No Action by City Until Three Aldermen Make Report at Meeting of Council—Penalty May Be Applied

To hear objections of property owners to paying their reassessments for the improvement of South High street, declared just by the voters of Salem at a special election last July, a special committee of the city council will meet representatives of the objecting residents of that street at the city hall this afternoon at 2 o'clock.

The special committee is Alderman G. E. Unruh, chairman; Walter Buchner and O. J. Wilson. Among those who are objecting to the reassessment are Mrs. W. P. Lord and the Montague-O'Reilly company. One of the legal representatives before the committee will be John McCourt of Portland. It is believed he will represent the Montague-O'Reilly company.

By a resolution recently passed by the city council the time for paying up on reassessments by the city expires February 10. So far a very few of the delinquent property holders have paid.

Chairman Unruh of the special committee said yesterday that probably no action against the property holders would be taken, however, until the committee has reported, which will doubtless be a week from next Monday night. The nature of the report, Mr. Unruh said, will depend on the number of objections that are made.

The recent resolution calls for application of the penalty to all who remain delinquent. The penalty is foreclosure of liens.

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