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# The Daily Capital Journal

TODAY'S WEATHER  
Oregon: Tonight and Friday fair, colder tonight; east portion; moderate westerly winds.  
DON'T FORGET THE THRIFT BOND

FORTY-FIRST YEAR—NO. 33 SALEM, OREGON, THURSDAY, FEBRUARY 7, 1918 PRICE TWO CENTS ON TRAINS AND NEWS STANDS—FIVE CENTS

## TWO HUNDRED AND TEN PROBABLE DEATH TOLL TAKEN BY SUBMARINE

By Robert J. Bender, (United Press Staff Correspondent)  
Washington, Feb. 7.—Germany's sub-sea attack on the transport liner Tuscania has netted a probable toll of 145 United States officers and soldiers and 65 others.

According to official and unofficial reports compiled here, the total missing from the U-boat thrust Tuesday is 210, with 2,187 saved.

As the casualty list dwindled during the morning hours, hope was held out that later reports from isolated points on the Irish and Scottish coast will show even more rescued.

The shock of the tragedy left its mark on official Washington today. Secretary of War Baker issued a statement to comfort "those whose sons and brothers have been added to the nation's heroic dead."

Meantime the purpose of the war government and members of congress relentlessly to repay Germany for her stealthy thrust at America's men was strongly avowed.

Leading senators called upon the citizens of the United States for redoubled efforts to defeat the Germans.

"Although it comes as a terrific blow, it was a calamity which might be expected during the course of war," said Senator Chamberlain, chairman of the senate military affairs committee. "My sympathy goes out to the parents of the splendid American boys who were on their way to France to fight for the liberty of the world."

"We must take this as a part of the grim business of war," declared Senator Penrose of the senate naval affairs committee. "It should impress upon us the necessity for speeding up our airplane program and other means of fighting U-boats. That they have struck this blow is no reason why we should lose hope. It should only strengthen us."

But there was a sharp rebound from the shock when naval officers declared that revenge is certain. In the past three months British and American patrols, they said, have sunk U-boats faster than they have been built. New anti-submarine work by the Americans, they added, "is proving hopelessly successful."

they will wire names immediately. American Consul at Belfast reports six hundred survivors at Larnac. As soon as they are properly outfitted they will be brought to Winchester.

**LAND IN IRISH TOWNS.**  
American survivors of the transport Tuscania were landed in picturesque Irish towns. Ruins of an old castle add interest to the watering place of Booterinn, only eleven miles from Londonderry. Larnac is a typical Irish seaport on Lough Larnac, an inlet of the north channel, 17 miles from Belfast. It offers a sheltered harbor from storm-swept wintry seas.

Washington, Feb. 7.—Six hundred of the transport Tuscania have been landed at Larnac, Ireland, war department dispatches this afternoon announced. Names of twenty eight survivors, landed at Islay also were forwarded. The six hundred are believed to be a part of the 1,100 reported landed at Buncrana and Larnac in last night's war department dispatches. These dispatches, however, carried no mention of survivors having been landed at Islay.

The dispatch, the first received since late last night, told briefly that British hospital ships were being rushed to the scene of the disaster and every means of succor was being used.

Following are the thirty reported at Port Ellen, Islay, Scotland, to which the British are sending doctors, rations and clothing.

Second Lieutenant Frank L. Maker, engineer reserves and the following, belonging to company E, Sixth battalion, Twentieth engineers forestry.

First Lieutenant Schweinsinger, Sergeant Harry A. Kelly, Corporal Howard E. Bullock, Corporal William A. Cherry, Privates Oliver Bowman, Dale Haack, William Hickling, Charles Ince, Harry A. Keeler, Lloyd Leadbetter, James T. Moss, Walter Macneek, David Poe, Edward Peterson, J. W. Redd, O. M. Roberts, Lee Terzia, Ralph Uppus, A. Van Oudenriessche, Colman White, John S. Williams, Edward L. Anderson, Tom A. Ashby, Frank F. Biez, James Bayne, Alexander N. Bush.

Of the 107th supply train Private H. Klicet, 158th aero squadron; Privates John B. Leming and Edward Klingman. British authorities have wired instructions to their commands in Scotland and Ireland to afford our troops from the Tuscania every possible assistance and to furnish them with clothing requirements, the war department said. "Officers have been dispatched from Liverpool, Glasgow and London to points in Ireland where survivors now are and

**ALIENS ARE FEARED**  
Portland, Or., Feb. 7.—Convinced that enemy aliens plan a reign of frightfulness in and around Portland, officials today redoubled their frustration efforts, following discovery near the steel bridge, one of the city's most important spans of sufficient explosives to completely wreck it. The cache consisted of 91 sticks of dynamite, heavily charged with nitro-glycerine.

**DUKE ALBRECHT IS IN COMMAND OF TROOPS WHICH FACE SAMMIES**  
Famous German General of Royal Blood Will Guard Road to Metz

By J. W. T. Mason (Written for the United Press)  
New York, Feb. 7.—Duke Albrecht of Wurtemberg is in command of the German forces facing the American troops who have taken over a sector of the French front near St. Mihiel.

Albrecht is one of the two German generals of royal blood who have made reputations during the war. The other is the Crown Prince Rupprecht of Bavaria. Albrecht was inspector general of the Sixth German inspection district, when the war broke out. He commanded the 13th army corps at St. Mihiel and was one of the leaders of the German drive through Belgium.

He commanded the German army that subdued the great French fortress at Maubeuge on the Belgian border. It was the fall of Maubeuge under the unprecedented pounding of the new type of German siege guns that led to the abandonment of fortress warfare in the present struggle and the substitution of trench fighting.

After the battle of the Marne, in which Albrecht is now known to have participated, he was reported to have been given command of the German armies in Belgium. This post he did not hold for long. One year later he received the honor of the coveted order pour le merite, on the anniversary of the fall of Maubeuge.

Albrecht's selection to command the Germans opposite the American trenches means that he is to guard the road to Metz, the great fortress in Lorraine. Under American hammering, Metz may prove to be Germany's Maubeuge and Albrecht may suffer the same fate he inflicted upon the French and British which gained him his reputation as the destroyer of modern fortifications.

Albrecht is 53 years old and is a widower. His wife and his mother were born Austrian princesses. Albrecht does not belong to the ruling line of the Wurtemberg dukes, but is the son of the head of the Wurtemberg dual catholics.

**FIFTY-SIX AIRPLANES DOWNED BY ITALIANS**  
Artillery Active Along West Front But No Infantry Fighting of Consequence

Downed Fifty-Six Planes  
Rome, Feb. 7.—"Fifty six hostile airplanes have been downed since January 26," the Italian war office announced today.

Paris, Feb. 7.—Artillery was active over a wide section of the French front today, the war office announced. Cannonading was reported north of the Aisne, in the Chavignon, Paranus and Siltain regions, along the right bank of the Meuse, and near Samogneux, Hill 344 and Hartmanns-Wieskopf.

The French conducted a raid in the Champagne region. Germans bombarded Panholz, in Alsace, and later attacked French positions there, but were thrown back.

**British Troops Raid**  
London, Feb. 7.—Liverpool troops successfully raided enemy positions east of Arras last night, taking several prisoners and machine guns, Field Marshal Haig announced today. "Our casualties were light," he said. "Southwest of Cambrai and south Lens, he reported German artillery.

**Artillery Duel**  
Berlin, via London, Feb. 7.—General artillery on the western front was reported by the war office today. "Prisoners were taken in an attack west of Zandvoorde," it was asserted. "In the Champagne region a French attack broke down."

## AMERICAN GUNS ACTIVE ALONG WIDE FRONT AND GERMAN GUNS RETURN FIRE

By J. W. Pegler (United Press staff correspondent)  
Machine gun units, lying prone at advanced, isolated strong positions, were simply wallowing in the mud. It was impossible in any way to avoid becoming mud-caked from head to foot. Now and then an enemy shell threw up showers of mud along the road over which troops driving sweating mules hauled groaning wagons laden with shells, bread, bullets and beans for others in the trenches and gun pits.

A few aeroplane fights in the thick weather enlivened the dreary afternoon German planes attempting an invasion of the sector held by the Americans were driven back with deadly shrapnel puffs which specked the sky like hunks of whipped cream.

## EYE WITNESS TELLS OF TORPEDOING OF TRANSPORT TUSCANIA

Vessel Was Warned of Diver's Attack But Too Late to Swing Clear of Torpedo

London, Feb. 7.—The Tuscania, 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—declared the captain of his ship saw the wake of the torpedo and diverted the course of his own steamer successfully.

The Tuscania was signalled: "Torpedo coming! Dodge!" The transport started to turn, but was caught broadside, not having had time to swerve into the clear.

The Tuscania was hit a little astern of midships. Most of the passengers on board the other vessel were not aware of what had happened. They spent a merry evening and continued their customary entertainments.

Another eye witness stated that the Tuscania sank within 48 minutes after she was struck. He said the destroyers and other vessels had surrounded her, picking up the survivors from the sea and from the lifeboats.

He said that it was Tuesday when the Tuscania was struck. He heard two explosions, the latter apparently caused by the bursting of the boiler. He said he saw the Tuscania's lights which previously had been darkened, suddenly flashed on, that the Tuscania sent up rockets, burned red flares and that her lights then went out.

Survivors arriving at a Scottish port said that trouble in lowering the lifeboats, owing to the list of the damaged transport, caused a number of casualties.

**Destroyers Were Prompt**  
Glasgow, Scotland, Feb. 7.—American officers among the Tuscania survivors landed here today declared that there was no panic aboard the torpedoed transport.

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.

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## BIG DISASTER MAY BRING SENATORS TO THEIR SENSES

They May Stop Talking and Get to Work On Necessary Measures

**PRESIDENT DEMANDS AUTHORITY TO CONTROL**

**Chamberlain - Hitchcock Dis-senters Still Against Government**

Washington, Feb. 7.—Shocked by Germany's dramatic stroke at America's transport lines, the American government today gathered itself for the greatest effort it has thrown into the war.

Congress had before it President Wilson's request for unprecedented legislation giving him unparalleled powers for re-organizing and co-ordinating the entire government war work.

The shipping board announced formation of an inter-allied transportation committee to allocate tonnage and speed up shipment of troops and supplies to France.

Secretary McAdoo offered an issue of \$500,000,000 in debentured certificates bearing four per cent interest—the second issue heralding the launching of the third liberty loan, which will be soon. Additional issues of \$500,000,000 will be issued every two weeks until the next loan.

The war and shipping boards were considering a plan to restrict imports and increase service of neutral ships in trans-Atlantic trade. The shipping board put it squarely up to labor to make the shipbuilding program a success.

Administration influence was thrown behind the housing bill before congress in the belief that the fate of the shipping program now depends largely upon homes for the workers.

President Wilson apparently is determined to slash red tape mercilessly. In his request for legislation which virtually would empower him to break the fetters of peace time laws, reorganize the government and create or disband bureaus and commissions as he sees fit, is seen in a move to stop competitive buying between the army and navy, empower the war industries board to enforce its rulings, now merely advisory, and coordinate various departments now working at cross-purposes or duplicating efforts.

And behind the scenes of tremendous war activity the senate military committee went into executive session with Secretary Baker and army officers to satisfy their craving for knowledge of the scope of the work under way.

Critics of the war department, who have crystallized their remedies into the munitions director and war cabinet bills, declared that the president's action was at least a partial vindication.

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## RUSSIAN ARMY WOULD HAVE PEACE AND AT ANY PRICE

Bolsheviki Faction, However, Are Determined to Hold Out to Last

**THEY COUNT STRONGLY ON GERMAN REVOLT**

**Leader of Cossacks Has Ordered Former Premier Kerensky Exiled**

By Joseph Shapiro (United Press Staff Correspondent)  
Petrograd, Feb. 2.—(Delayed).—The greater portion of the Russian armies want peace—regardless of terms.

But the Bolsheviki, adopting a "win or bust" policy, are determined to surrender to Germany only as a last resort.

They are hoping that a revolution in Rumania, or possibly in the central empires, will save the situation for them. The Bolsheviki are counting so strongly on an Austro-German revolution in fact, that they are already planning to delegate to leaders of the socialists in the central empires the task of representing Russia in Berlin and Vienna at the war. They have picked Liebknecht, the German radical, as the Russian representative at Berlin and Otto Bauer, at Vienna.

No news has been received at the Smolny Institute from Brest-Litovsk in the last 36 hours. The Germans have cut the wires to prevent the Russians receiving news of the general strike in the central powers.

Under Foreign Secretary Teliherin demanded of Mirbach, one of the German delegates, an explanation of the cutting of the wires.

Mirbach denied the Germans were responsible, declaring their own wires were cut.

Teliherin replied that the explanation was "raw" and that the severance of communications was "unquestionably deliberate."

Smolny Institute does not know positively whether the peace negotiations have been resumed.

The Znaniamirada, organ of the social revolutionaries on the left has received an indirect wire from Brest-Litovsk stating the Russian delegation regards as "preposterous" the signing of any peace agreement at this time.

The delegates are awaiting developments of the German strike, it was said, and may demand another recess toward the end.

**Kerensky To Be 'Exiled.'**  
Petrograd, Feb. 6.—(Delayed).—Former Premier Kerensky has been ordered "exiled" by General Kaledine, headman of the Don Cossacks, according to reports received here today.

Further breaks in the ranks of the factions opposing the Bolsheviki were reported.

Generals Kaledine and Alexioff and former Minister Savinkoff, although apparently uniting in organizing an army to oppose the Bolsheviki government are said to be on the verge of a split.

The old and young Cossacks are drifting apart and are reported to be facing an armed clash. The Bolsheviki are gaining the support of the young Cossacks.



Who remembers th' ole time juggler that used t' balance a buggy whip on his nose? You just have t' be naturally lively t' git anywhere at a near beer dance," said Miss Tawney Apple, today.

## Abe Martin

Washington, Feb. 7.—The government will guarantee the railroads \$500,000,000 returns annually under the railroad control bill drawn by the senate interstate commission.

This estimate is made in a report of the committee's sub-committee to the senate along with the re-drawn measure.

"The average of the past three years," says the report, "reflects neither poverty nor riches."

"After most careful consideration the committee are of the opinion that the owners of these properties would not be unlikely to receive an award from a court at least equal to the proposed offer. It is therefore the duty of congress to authorize the president to make such offers as will prevent patriotic and fair minded citizens from resorting to litigations in time of war, in order to determine their rights against the government."

The report points out that carriers accepting these terms will be able to make all their usual disbursements to their security holders.

## GUARANTEE TO RAILROADS OF NEARLY BILLION DOLLARS ANNUALLY IN REPORT FILED

Whether a denial of any return upon surplus earnings invested in additional facilities will result in throwing an unnecessary burden of financing upon the federal government and in the accumulation of a dead surplus will require careful consideration by the senate," the report says.

Commenting upon the government ownership question, which entered into committee's deliberations, the report says:

"Your committee is of the opinion that this is the time for emergency war legislation and not the time to settle the many controversial and vexed questions concerning our future transportation policy."

Discussing the last provision in the bill, which limits federal control to 18 months after the close of the war, the committee says:

"It may be that the nation will be unwilling to return to conditions obtaining on the assumption of federal control. Legislation may be demanded radically changing the relation of the government to the railroads from that now existing."

The commission explains that the \$500,000,000 revolving fund carried in the bill is to pay expenses of federal control, supply any deficit in just compensation to any carrier and to provide rolling stock and terminals, etc.

"This rolling stock will be used wherever war and nation needs demand—precisely as the Pullman and other private car lines are now used on the lines of the various carriers as the needs of the season require," the report says.

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