

To Stop a Persistent, Hacking Cough

The best remedy is one you can easily make at home. Cheap but very effective.

Thousands of people normally healthy in every other respect, are annoyed with a persistent hacking-on bronchial cough year after year, disturbing their sleep and making life disagreeable. It's so needless—there's an old home-made remedy that will end such a cough easily and quickly.

Get from any drugstore "2 1/2 ounces of Pinex" (90 cents worth), pour it into a pint bottle and fill the bottle with plain granulated sugar syrup. Begin taking it at once. Gradually but surely you will notice the phlegm thin out and then disappear altogether, thus ending a cough that you never thought would end. It also promptly loosens a dry or tight cough, stops the troublesome throat tickle, soothes the irritated membranes that line the throat and bronchial tubes, and relief comes almost immediately. A day's use will usually break up an ordinary throat or chest cold, and for bronchitis, croup, whooping cough and bronchial asthma there is nothing better. It tastes pleasant and keeps perfectly.

Pinex is a most valuable concentrated compound of genuine Norway pine extract, and is used by millions of people every year for throat and chest colds with splendid results. To avoid disappointment, ask your druggist for "2 1/2 ounces of Pinex" with full directions and don't accept anything else. A guarantee of absolute satisfaction or money promptly refunded goes with this preparation. The Pinex Co., Ft. Wayne, Ind.

Playing Schedule Ready.

Chicago, Feb. 7.—President Ban Johnson of the American league today had completed the playing schedule for the season with few changes from the original draft. It will be announced following a league meeting to be held in New York in the near future.

What are we going to do for ice next summer?

D.D.D.

The Liquid Wash for Skin Disease. We have witnessed such remarkable cures with this soothing wash of oils that we offer you a bottle on the guarantee that unless it does the same for you, it costs you not a cent.

J. C. Perry.

Major W. H. Allen, of the Sixty-fifth infantry, who has a recruiting office in Chicago, has sent out a call for 50 adventurous young men to operate "tanks". Not the kind of "tanks" however, that have a habit of rolling in about 4 a. m.

Use Black Silk
Black Silk Shoe Polish
"A Shine in Every Drop"
Get a can today from your hardware or grocery dealer.

IF TY COMES BACK TIGERS WILL BE STRONG

Veteran Bill Donovan May Become Pitching Coach of Old Team

Following is the ninth of a series comparing the clubs of the two big leagues. The tenth will appear in an early issue.

By H. C. Hamilton
(United Press staff correspondent)

New York, Feb. 7.—There will be no weakening of the Tigers next season, if Ty Cobb returns to the team instead of taking part in the war on Germany.

Some departures appear to have struck the club in the midriff, but, as a matter of fact, the Tigers actually will be stronger in some parts than when they gave up the battle for a pennant last fall. For instance, the infield will have some added strength in the person of Leo Dessen, a first class first baseman, and in the hurling corps Hughie Jennings really should get some American league material out of his youngsters.

Ray Kallio is the most promising of the youths who will wear the Tiger spangles next season. He comes from the Pacific Coast league with a long record of effectiveness. His acquisition is fully expected to offset the loss in the enlistment of Howard Ehmke, another coast graduate who had proved a real find.

The heavy Detroit attack will remain. Ty Cobb, Bob Veatch and Harry Heilmann, as doughy a trio of sluggers as baseball can boast will be back—provided, of course, the army or navy doesn't appeal too strongly to them. The infield will be intact, with the probable exception of George Burns, and if Dessen is capable of putting the skids under Burns and taking over the defense of first base himself the Tigers are certain to be stronger in the inner works.

The Tiger infield never has been as heavy a gang of artillery as could be desired. Fielding has been a heavy point with the club, however, and a little punch shot in there will work wonders. In Vitti the Tigers have a third baseman who is generally rated on a par with Bunch Weaver. Donie Bush is one of the very best shortstops in the big leagues. Pop Young is a passing fair second baseman. If Burns can keep his health and play regular baseball, or if Dessen proves up to advance notice, the Tigers will be well set.

Pitchers always have been a soft spot in Detroit since the days of Wild Bill Donovan. Hints that Bill might at last pitch for the Tigers for coaching purposes, therefore, sounds mighty fine in the Michigan metropolis. Bill might be able to put something in that pitching staff. With a fine crop of youngsters to work on, it may be that the Tiger machine yet will get started toward the point it has hoped for so long. The punch is certainly there. Whenever the Tigers get to cutting down the opposition to slightly fewer runs the American league is going to recognize an upstart.

Defended His Title.

Chicago, Feb. 7.—Alfred D'Oro,

TWO HUNDRED AND TEN PROBABLE DEATH TOLL

(Continued from page one)

Has Carried Thousands.

New York, Feb. 7.—Thousands of American troops have been carried across the sea by the British steamer Tuscunia, just fallen victim to a German submarine, off the Irish coast. She took the old 40th New York to France.

The Tuscunia was of 14,248 tons gross. She was the crack vessel of the Anchor line, under charter to the Cunard line. Her capacity was 2,500 passengers, but with alterations in her accommodations she could carry many troops.

Captain Peter McLean was chief officer of the Tuscunia. She has had several encounters with submarines and on one occasion rescued 45 American survivors of a U-boat attack.

Figures Are Lacking.

Washington, Feb. 7.—At 1:30 o'clock this afternoon the statistical division of the army stated that the only official reports it has thus far received on the torpedoing of the Tuscunia showed 2,179 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 figures.

The names of nearly thirty survivors had been received up to this hour.

Admiralty Statement.

London, Feb. 7.—The admiralty officially announced today that 210 persons were lost and 2,187 saved in the torpedoing of the transport Tuscunia, Tuesday.

Forty-five Tuscunia survivors, landed Wednesday night, were picked up from open boats in a rough sea, it was announced today.

Other survivors were landed at ports in Ulster it was stated.

Earlier Reports Received.

Washington, Feb. 7.—A troop ship—the Tuscunia—with 2,179 American soldiers aboard, has been torpedoed and sunk with the probable loss of 210 lives. From out of the war zone 3,000 miles away this news today brought sharply before America the grim realization that Germany at last has struck successfully at this country's transport service.

It marked the opening of the long expected U-boat drive against the increasing lines of United States troops being sent to the French front—and Germany's greatest stroke of the war against this country.

The Tuscunia, British Cunard pressed into transport service for the American war department, carried scattered units of headquarters and companies D and F of the Twentieth engineers; 107th military police; 107th supply train; 100th, 158th and 213th aero squadrons, and replacement detachments and 51 unassigned officers, 32nd division. The last included Michigan and Wisconsin national guardsmen and regular army engineers.

First Reports Worst.

The first dispatches received at the war department stated that of 2,179 troops on the vessel, the survivors numbered 1,100 so far as could be learned. These were landed at Buncrana and Larne, on the north coast of Ireland.

Later dispatches from the American embassy at London, however, stated that of 2,172 troops aboard, 1,912 were saved.

Throughout the night the great government wireless stations and cables were pressing for details of the disaster.

Until early this morning Secretaries Baker and Daniels remained at their desks directing the work of inquiry. Early today a long cable came through which is now being decoded and which is expected to picture details of the attack.

Pioneer Workers.

The Twentieth engineers are foresters recruited for pioneer work behind the lines. The regiment is the largest in the service and its members are drawn from every national guard and national army division as well as from the regular army and general recruiting channels. The troops have been in training for their support work at the American University at Washington. A large number of college men, including experts in forestry, are in the regiment.

The aero squadrons were drawn from various divisions.

Scattered Units.

The remaining troops, comprising more than two thirds of those on board were Michigan and Wisconsin guardsmen. The 107th engineers train was composed of the former First battalion of Michigan engineers and the 107th military police was drawn from the

world's champion three-cushion billiard player, successfully defended his title against Augie Kieckhefer last night in the opening play of a 150 point match. D'Oro won, 50 to 42 in 65 innings.

May Purchase Seals.

San Francisco, Feb. 7.—Belief that Jack Atkin, former Sacramento club owner may purchase the Seals tomorrow was expressed by fans today following reports that the option on the club given to Danny Long and Tip O'Neill will expire tomorrow without being exercised. It is understood that Owner Ben Berry asked \$200,000 for the franchise and property and that O'Neill and Long or rather C. A. Comiskey, their backer, considered it too much. It is understood that Atkin is prepared to talk business as soon as the O'Neill-Long option has expired.

Portland Bawled Beaten.

Seattle, Wash., Feb. 7.—Outskated, outplayed, the Portland ice hockey team went down to a 9 to 3 defeat here last night when they tangled with the Metropolitans.

The locals jumped into the lead with a tally six minutes after play got under way and had things all their own way until the end called a halt to the most one-sided contest seen here for many months.

A photographer took a flashlight and filled the arena with dense smoke. Pete McInoon, Portland manager, declared Seattle's first score was a direct result of the smoke.

Fourth and Sixth Wisconsin infantry.

The 107th supply train was drawn from the Fourth, Fifth and Sixth Wisconsin infantry.

The report from the war department pointed out that the Tuscunia was a British steamship and not an American transport. This was taken to mean that the recent agreement of the British to put all shipping facilities possible at disposal of the United States for carrying soldiers, munitions and supplies already had been put into effect.

Rough Seas Probable.

Reports that survivors were being taken to Belfast led to the supposition that the Tuscunia was bound for Liverpool by way of the north coast. It was suggested by officials that rough seas may have separated the vessel from its convoy. Fear that survivors may be suffering acutely from exposure is thought to have prompted the American embassy at London and Belfast officials to hasten plans for the immediate relief of the troops on their arrival at the Irish port.

The ambassador sent an assistant military attaché and another army officer to Belfast, Ireland, the American embassy at London cabled the state department at 11 o'clock last night.

"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 authorization from the British Red Cross to use their equipment at Belfast. The Lord Mayor of Belfast is giving all the aid possible. The latest information was that 1,912 officers and men on the Tuscunia were accounted for out of 2,173."

Official Statement.

The initial communication of the disaster by the war department was: "The department has been officially advised that the steamship Tuscunia was torpedoed and sunk and that survivors numbering 1,100 as far as could be ascertained at that time were landed at Buncrana and Larne in Ireland. There was a total of 2,179 United States troops on this vessel. Names of persons lost have been reported to the war department and no names of survivors were reported."

The fact that the Tuscunia was the first large troop ship to be torpedoed on the Atlantic eastbound led officials here to conclude that the expected thrust of the Germans against the United States transports is on.

The names of survivors of the disaster began to reach the war department by cable from Belfast early this morning. It was announced that the names will be given out in their entirety in order to prevent undue anxiety of relatives. The initial list included twenty national guard and regular army officers.

National army troops transports transferred to the guard to bring the division to war strength when the names of the troops were given out. They will be the first soldiers called to the colors by conscription to die overseas.

It was grim coincidence that the news of the Tuscunia disaster should follow rapidly on the heels of a statement by Secretary of the Navy Daniels that "the war against U-boat is being won" and announcement in London that the United States is "waging a successful campaign against the U-boat" with new devices. Owing to the fact that the Tuscunia is a British ship, it is believed the United States did not have vessels in her convoy.

The first word of the attack, indicating a thousand Americans had been lost, reached here last night. Secretary of War Baker and Secretary Daniels were both in their offices when the news came in. It was held up for some time in the hope that later advices would show a greater number of survivors.

President Gets News.

President Wilson was at the theatre when the news broke over the city. Shouted extras announcing the heavy toll in American lives greeted him as he emerged from the foyer with Mrs. Wilson.

Reaching the White House, he called both Baker and Daniels for a full account of the disaster.

The shock of early bad reports was modified later by more encouraging messages indicating the loss of life was not so heavy as first believed.

It is now clear that the convoys and patrol boats were near at hand for survivors have been landed at widely separated points on the Irish coast. This fact also held out hope today that of the 210 or more men yet to be accounted for, some may have been safely landed at an obscure place on the coast. No mention has been made thus far of the vessel's crew.

May Have Had Fight.

The fact that the transport was under convoy, leads to the belief here that a sharp fight with the enemy may have occurred before or after the Tuscunia received her death blow.

Great preparations had been made for the German assault on transports for some time. Lord Northcliffe through the United Press, warned of the German preparations several months ago. Early last week army officials here anticipated the concerted U-boat effort when the Germans withdrew their submarines for re-fitting. Last Monday Secretary of War Baker in his weekly review declared that the drive against Pershing's transports was impending.

Was British Liner.

The Tuscunia was a British passenger and freight ship of 14,250 tons—massive mark for the U-boat. She has been under charter to the Cunard line and is the fifth great vessel operated by the company to be lost. Although several hundred thousand troops have been transported across the sea to France from the United States, the Tuscunia is the first to be torpedoed en route to the battle lines. Several American transports have been torpedoed on their way back to this country.

Buncrana, where the first survivors landed from the Tuscunia is located on the Northern coast of Ireland on a long, narrow bay running in from the Atlantic. Larne, where other survivors landed, is nearly 100 miles from Buncrana on the northeast coast of Ireland 23 miles from Belfast.

Message From Admiral Sims
Washington, Feb. 7.—A brief message from London over Admiral Sims

When Itching Stops

There is one safe, dependable treatment that relieves itching torture and skin irritation almost instantly and that cleanses and soothes the skin.

Ask any druggist for a 35c or \$1 bottle of zemo and apply it as directed. Soon you will find that irritations, pimples, blackheads, eczema, blotches, ringworm and similar skin troubles will disappear. A little zemo, the penetrating, satisfying liquid, is all that is needed, for it banishes most skin eruptions and makes the skin soft, smooth and healthy.

The E. W. Ross Co., Cleveland, O.

name, early today said "it was believed" the Tuscunia was still afloat. He mentioned nothing of a convoy, but navy officials said either American or British destroyers had convoyed her.

It was stated at the navy department that the message signed "Sims" might have been from another officer, it not being known that Sims himself is in London now.

A further message signed "Sims" repeated state department dispatches of last night that 267 persons are reported missing from the Tuscunia.

Anything coming from American naval headquarters in London would be signed "Sims," it was stated.

Californians Were on Board.

San Francisco, Feb. 7.—Although 400 Californians are members of the Twentieth engineers, companies D, E, and F of which were aboard the torpedoed transport Tuscunia, indications early today were that the Californians are in other companies of the regiment and already safer in France. While some Californians are known to be members of companies of similar designation to those aboard the Tuscunia the fact that letters written in France have been received by several parties from these men caused the belief that the engineers on the ship were of a different battalion.

The news of the torpedoing of the transport stirred military circles here and aroused the desire of both officers and men to "get a crack at the boches" to a fever heat.

The Twentieth engineers regiment is largely composed of Pacific coast men having been recruited in California, Washington and Oregon, chiefly for work as foresters in France. Its personnel is, for a large part, men with experience in the western logging woods and camps. Colonel William A. Mitchell commanded the regiment.

Tuscunia Floated for Hours.

London, Feb. 7.—The transport Tuscunia 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 torpedoing."

The fact that the Tuscunia remained afloat for a considerable period after the attack is believed to account for the large number of lives saved.

Reference to Americans "aboard other vessels" witnessing the torpedoing might indicate that the Tuscunia either was convoyed by American warships or was one of an armada of transports carrying American troops.

All Soldiers Insured.

Washington, Feb. 7.—All American soldiers lost on the torpedoed transport Tuscunia were protected by government insurance, Secretary McAdoo announced today. How many of these men on the transport had applied for the insurance is not yet known. However, those who have not applied for insurance are protected by the automatic provision of the war risk law, which aggregates for each man about \$4300 or \$25 a month for 240 months. Those who have applied for insurance will be covered by the amount named in their applications.

Last of Anchor Line.

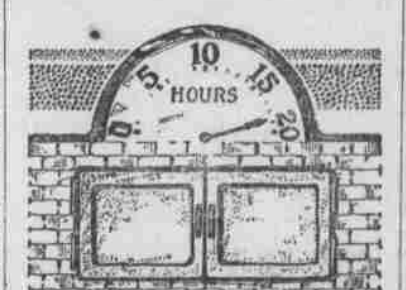
New York, Feb. 7.—The Tuscunia was the last of the Anchor line's famous fleet of trans-Atlantic passenger steamers. All have been subordinated.

The Transylvania, sister ship of the Tuscunia, was torpedoed while carrying allied troops in the Mediterranean last winter.

The Cameronian, California and Caledonia, previously had fallen victim to the U-boats.

The Tuscunia, which was chartered

for the transport of American troops.



A Baked Cereal Food

Different from the usual run of toasted or steam-cooked cereals,

Grape-Nuts

is baked in giant ovens—baked for nearly twenty hours under accurate conditions of heat, so that the whole wheat and malted barley flours may develop their full, rich sweetness.

You don't need sugar on Grape-Nuts.

"There's a Reason"

There's a reason why Grape-Nuts are so popular. They're baked in giant ovens—baked for nearly twenty hours under accurate conditions of heat, so that the whole wheat and malted barley flours may develop their full, rich sweetness.

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Your last Chance...

TO BUY SWEATERS AND JERSEYS AT BIG REDUCTIONS

We have Sweaters and Jerseys suitable for sport and Outing that we are closing out at big reductions—-you couldn't buy the yarn at the price of these garments.

Come early while stock is complete.

See show window.

Hauser Bros.

We sell Trojan Powder for Blasting.

by the Cunard line in 1915, had several narrow escapes from submarines. On one occasion a submarine passed within twenty feet of her.

Caring for Survivors.

London, Feb. 7.—The mayor of Belfast, Ireland, wired Ambassador Page today that every facility has been provided for the conduct of the Tuscunia survivors and that Red Cross units have gone to their aid, backed by "unlimited funds."

Berkeley Boy Aboard.

Berkeley, Cal., Feb. 7.—W. Douglas Pine, son of Mr. and Mrs. S. P. Pine of Berkeley, was believed today to have been aboard the torpedoed transport Tuscunia. He enlisted in company D, Sixth battalion, Twentieth engineers while attending the Oregon Agricultural college.

Martinez Officer Aboard.

Martinez, Cal., Feb. 7.—First Lieutenant Rex Arnold, of Martinez, an officer of the engineers corps, is believed to have been one of the "casual officers" mentioned as having been on board the transport Tuscunia when it was torpedoed off the coast of Ireland. He recently advised his brother here that he expected to sail soon.

Two From Tacoma.

Tacoma, Wash., Feb. 7.—At least two soldiers from Tacoma were aboard the troop ship Tuscunia when she was sunk off the Irish coast, it was learned today. There is also a possibility that

many other men from Camp Lewis were passengers on the ill-fated transport.

George S. Long, Jr., son of George S. Long, manager of the Weyerhaeuser Timber company and H. G. Root, son of Rev. L. T. Root of Tacoma, were members of units reported aboard the Tuscunia. Long is a member of F. 25th engineers and Root of number 100 aero squadron. Edward B. Gibson, former

(Continued on page four)

NOSE CLOGGED FROM A COLD OR CATARRH

Apply Cream in Nostrils To Open Up Air Passages.

Ah! What relief! Your clogged nostrils open right up, the air passages of your head are clear and you can breathe freely. No more hacking, snuffling, mucous discharge, headache, dryness—no struggling for breath at night, your cold or catarrh is gone.

Don't stay stuffed up! Get a small bottle of Ely's Cream Balm from your druggist now. Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every air passage of the head; soothe and heal the swollen, inflamed mucous membrane, giving you instant relief. Ely's Cream Balm is just what every cold and catarrh sufferer has been seeking. It's just splendid.

LIBERTY Theatre

3 Matinees--Nights

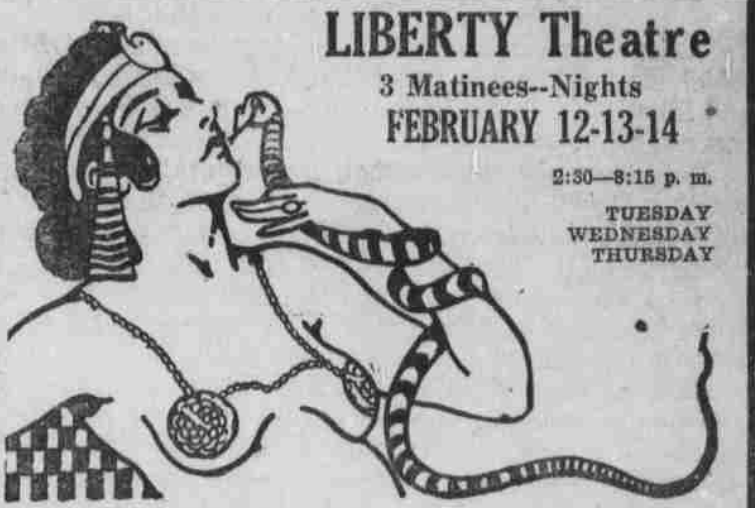
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Playing everywhere to the largest and most discriminating audiences in motion picture history. Direct from its 6 months run at the Lyric Theatre, New York, at \$2.00 a seat.

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Depicting the love adventures of Egypt's Vampire Queen, who overturned the world with her beauty and her wiles and conquered the two greatest men of her time.

In it's Gorgeous Settings

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Children 25c.

Children 25c.

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Children 25c.

FRIDAY SATURDAY THE WONDER BOY GET READY NOW



Thas H. Ince presents
CHARLES RAY
in
Paramount Pictures