

WEATHER:
North and South Car-
olina—Partly cloudy;
colder tonight and Fri-
day

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LOSS OF LIFE ON TUSCANIA IS ONLY 101 Troop Transport Torpedoed Tuesday Night

CUNARD BEARING AMERICAN TROOPS LOST OFF IRELAND

There Were 2,397 Persons
Aboard, 2,189 Being Amer-
ican Soldiers

SUBMARINE BELIEVED
TO HAVE BEEN SUNK

British Ship Carrying Ameri-
can Troops to Europe Sunk.
Most of Victims Were
of the Crew

LIST OF MISSING GROWS
SMALLER.

London, Feb. 7.—The loss of life on the Tuscania is now estimated at only 101. This total is given in a dispatch from a correspondent of the Associated Press in Ireland and subsequently was confirmed by the American embassy.

At one point there are 550 survivors, eight of whom are in a hospital. At another point there are 1,350 survivors, 80 of them in hospitals.

A number of survivors, including the second officer of the Tuscania, were landed at a Scottish port.

The majority of the missing were members of the crew. The Admiralty announced late this afternoon that 10 more survivors had reached a Scottish port.

Proof of the order which prevailed on the Tuscania is given by the landing of two typhoid and two pneumonia cases without bad effect.

Forty of the survivors were taken to hospitals. In the majority of cases they are suffering from injuries as a result of accidents in the lowering of lifeboats and in consequence of sliding down ropes.

The survivors are proud of the behavior of the only two women on the Tuscania. They went down a rope in fine style, laughing.

can Consul at Belfast reports 600 survivors at Larne. As soon as they are properly outfitted they will be brought to Winchester."

Secretary Baker 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."

First news of the sinking came in a report to the War Department early last night, announcing that 1,400 survivors had been landed at Buncrana and Larne, two widely separated Irish ports. This was made public about 10 o'clock and until the arrival of the State Department dispatch two hours later it was feared that more than 1,400, including the Cunarder's crew, had perished.

No mention of the fate of the crew was made in the State Department advices, nor was the landing points of the rescued American troops indicated, but the War Department's message saying that "1,100 survivors" had been put ashore at Buncrana and Larne indicated that the convoy vessels got alongside the sinking transport quickly and relief ships made the scene of the disaster within a few hours.

Buncrana is on Lough Swilly on the north coast of Donegal, not far from Londonderry, while Larne is a north channel port on the east coast of Antrim, near Belfast. The landing points indicate that the Tuscania was taking the northern route around Ireland to England and the distance between Buncrana and Larne leads officials to believe the number of rescue ships searching the vicinity is large.

No mention of the time of the sinking was made in either of the official messages, but the news was received in London at 3 p. m. yesterday.

A coded list of survivors was coming into the War Department early today, but officials declined to give out the names already received. The troops aboard the Tuscania were mainly former Michigan and Wisconsin National Guardsmen, now attached to the 32nd Division, trained at Camp MacArthur, Texas. Several aero squadrons and several companies of the 20th Engineers, a forestry regiment, were aboard. The list of units as made public by the Adjutant General's office last night is as follows:

possible and eagerly awaited official advices.

Conflicting information as to whether the First Michigan Engineers were aboard the Tuscania, as part of the 107th Engineer train, developed this information at the War Department.

While the official statement of the composition of the 107th Engineer train gives the First Battalion of Michigan Engineers and the First Battalion of Wisconsin Engineers, the First Michigan recently was reorganized. Those Michigan Engineers left over after the reorganization went with the 107th train on the Tuscania. The others remained in this country, where they are in training. Which men went aboard can only be shown by the Tuscania's list.

550 including 40 members of the crew.

Mate's Story.

London, Feb. 7.—The Tuscania remained afloat for two hours after being torpedoed.

The condition of some of the survivors of the Tuscania was pitiable. Many had cast aside all their clothes and had been swimming about for two hours before being rescued.

Three men from the Tuscania died from exposure in one boat.

Thomas Smith of Glasgow, a boat's mate on the Tuscania, said the ship was proceeding to an English port under convoy. "At 5:43 o'clock on Tuesday evening," he continued, "I was in No. 1 room talking with a fellow boatswain when I heard a terrific explosion and felt the ship heeling over."

"We commenced lowering boats on the starboard side. The soldiers were lined up on the deck waiting for the boats. Unfortunately many jumped overboard.

"I found the boat at No. 9 station to which I proceeded had been blown to pieces. I then helped to get boats 9-A, 9-B and 9-C away with full complements and the second officer got boats 1 and 7 safely away. After seeing these launched I proceeded to the other deck where I launched a raft.

"I picked up 14 soldiers and two of the ship's company who were swimming about. We had no oars and had to paddle along with our hands. We were picked up at 9 o'clock in the evening and landed Wednesday morning."

Another Liner Torpedoed

New York, Feb. 7.—The Cunard liner Aurania, 13,400 tons was torpedoed by a German submarine within the last 48 hours while bound for the United States it was learned from officials of the Cunard line today.

Although badly damaged by the explosion, the ship was not sunk, and is believed to be making her way back to port with the assistance of government vessels, it was said. The ship carried but little cargo.

The Aurania is a sister ship of the Anchor liner Andania, sunk by a submarine last month. She was built in 1915 at Newcastle-On-Tyne, in the same yard where the Mauretania was constructed. The ship was 530 feet long, 65 beam and had accommodations for 550 passengers in the cabin and 2,000 in the steerage.

The Aurania made her first voyage to this port in April, 1917. She had not figured in the records of this port since that time.

NUMBER LOST ON TUSCANIA GIVEN AT 101

"DAMAGED WIRES" CUT OFF BREST-LITOVSK

No News Comes Through
From the Scene of Peace
Negotiations

London, Feb. 7.—The resumption of the peace negotiation at Brest-Litovsk today, if it occurs, will take place in a fog of vague reports and contradictions as far as the outside world is concerned.

Statements in many German newspapers indicate a probable breach between the Germans and the Bolsheviks and the conclusion of a separate arrangement between the Central Powers and the Ukraine. No light on the situation comes from Russian sources.

A dispatch from the Petrograd correspondent of the Daily News under Tuesday's date says there has been no direct telegraphic news received there from Brest-Litovsk for four days. The Germans alleged that the wires were damaged, whereas the Russians similarly "damaged" the direct wire between Petrograd and Berlin used by the Austro-German delegation.

Foreign Minister Trotzkij is reported to be at Brest-Litovsk but nothing has been heard from him. The Bolshevik government, according to a Petrograd dispatch to the Times, is proposing to revolutionize China by supporting the movements in the Southern provinces against the Central Chinese government. A Russian delegate will be sent to Southern China to work no this plan. The object is to produce a Socialistic revolutionary agitation with a view to helping to break down China's refusal to let Russia have Chinese produce.

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Chairman Smith explained that in case of controversy over compensation the bill permits an appeal to the court of claims. The committee recommends, the report says, that improvements made by the government while the carriers are under government control should go to the railroads when they are returned to the security holders. This should be arranged through an agreement between the carriers and the President. Discussion of the provisions inserted by the committee providing for the termination of government control 18 months after the peace proclamation has been issued, the report says:

"It is possible that certain conditions may arise from Federal control which will need adjustment before the properties are returned to their owners and a reasonable period should intervene in which these conditions may be met and adjusted. It may be that the nation will be unwilling to return to the conditions obtaining before the assumption of Federal control. Legislation may be demanded radically changing the relation of the government to the railroads from that now existing in the Interstate Commerce Act as amended. Your committee has suggested a period of 18 months, and they believe it will be found adequate for that purpose.

GLASS COMES TO DEFENSE OF THE ADMINISTRATION

Virginia Congressman An-
swers Chamberlain's Speech
Point by Point

HE DENIES THAT WAR MACHINE FELL DOWN

Declares War Department Set
a Record for the World
in Preparations for the
Struggle

Washington, Feb. 7.—Representative Glass, in a speech delivered in the House today, came to defense of the administration, answered the charges contained in Senator Chamberlain's indictment of the War Indictment, and denied that the American war machine has "fallen down."

Mr. Glass followed Senator Chamberlain's speech, point by point, and praised the work of the administration in each instance. He said that it was General Joffre who suggested supplying American troops with ammunition from French factories, "since it would save the unavoidable delays, the pressingly needed cargo space, the tremendous cost of shipment."

Regarding the machine gun controversy, Mr. Glass asserted that the Browning gun was selected because experts pronounce it "the best machine gun in the world."

"The only prop on which the critics now rest their case," he said, "is the plea that the Lewis gun was immediately available while deliveries of the Browning gun will be delayed."

"The American army in France has thousands of machine guns to go up against the enemy," he said. "It is as well equipped with machine guns as any army in Europe—perhaps better equipped than the German army. And no set of malcontents should be permitted to deceive the people of this country into the disturbing supposition that our fighting forces in France are suffering in equipment of any kind."

FAVORABLE REPORT ON RAILROAD BILL FILED IN SENATE

Chairman Smith Says the
Measure is Fair to All
Parties

ANNUAL GUARANTEE OF \$945,000,000

Railroads Receive a Return of
5.32 Percent—Chairman
Discusses Various Sec-
tions of Bill

Washington, Feb. 7.—Chairman Smith of the Senate Interstate Commerce Committee, in reporting favorably to the Senate today, the administration Railroad bill, estimated that under the measure's provisions the government will guarantee annually to the railroads of the country \$945,000,000, which will represent a return of 5.32 per cent. This, he says, "reflects neither poverty nor riches," but the committee believes a majority of the railroads will accept "these terms as a just and fair measure of their constitutional rights."

An agreement on the bill was reached by the committee last Saturday, but minority reports are to be submitted by Senators Cummins and LaFollette. Administration leaders plan to call the bill up for consideration next Monday.

"Your committee is of the opinion that this is the time for war emergency legislation and not the time to settle the many controversial and vexed questions concerning our future transportation policy," Chairman Smith says in preface to his report. He then takes up the compensation section and adds:

"About 75 great operating railroads do over 90 per cent. of the railroad business. The committee believes that most of these great railroad carriers will accept these terms as a just and fair measure of their consti-

TUSCANIA LEASED TO CUNARD LINE

New York, Feb. 7.—According to the record of the Anchor Line here, the Tuscania carried a crew of 220, under command of Captain Peter McLean, the majority of the crew being subjects of Great Britain. The loss of the Tuscania, which was under charter to the Cunard Line, completes the destruction by submarines of a fleet of fifty passenger ships aggregating 57,818 tons gross owned by the Anchor Line at the beginning of the war. The other ships were: Caledonia, sunk in 1916; Cameronia, April 15, 1917; Transylvania, May 4, 1917; California, February, 1917.

Number of Victims of U-Boat
Grows Less With Pass-
ing Hours

AMERICAN FREIGHTER ALSO SUBMARINED

Alamance Went Down With
Loss of Six Lives—Arti-
lery Active Along the
American Sector

American soldiers, probably less than 100, are believed to have been lost in the sinking of the British liner Tuscania, torpedoed off the Irish coast by a German submarine. At noon today the number of missing from the Tuscania was 101, according to semi-official reports. A majority of these were members of the crew.

Early reports led to fears that 1,000 men might have been lost but official dispatches to Washington raised the number of saved among the troops to more than 1,300 and the later British advices still further increased the total. All told it appears from the official reports there were 2,397 persons on board the Tuscania, including the crew. Of these the total rescued is given as 2,187, including 144 of the crew, three passengers and 92 persons not specified in the reports, making the total loss of life so far as is known, 210. The Tuscania was convoyed by British warships and undoubtedly their aid was prompt.

Survivors have been landed at two points on the northern coast of Ireland. The troops on board the Tuscania were largely former National Guardsmen from Michigan and Wisconsin. Three aero squadrons and engineers and replacement detachments also were on board. The Tuscania, of 14,348 tons, was the first ship carrying American troops to be sunk by submarines, although the transport Antilles was torpedoed with the loss of 170 persons last October while returning to the United States. A German submarine also has sunk the American freighter Alamance of 3,000 tons. The freighter went down off the English coast with the loss of six men. All the Americans on board, including the gun crew, were saved.

British losses in merchantmen due to submarines or mines, aggregated 13 vessels, including 10 of more than 1,500 tons, for the first week of February. The total equals that of the previous week, but in that period nine of the 15 ships were of more than 1,500 tons. Italy lost one large steamer during the week ending February 2 and two large and one small French merchantmen were sunk in the same period.

On the battle front in France, the German artillery continues active in Flanders, the Arras-Cambrai sector and in the Champagne. There also have been small raids at widely scattered points. On the American sector the artillery action is lively. Only the artillery has been active on the Italian front.

Entente aviators are still busy dropping bombs on German military establishments and in downing enemy airplanes. One of two American flyers in a French bombing squadron brought down an enemy machine and American gunners drove off 20 German airplanes that attempted to cross the American lines. French, British and Italian aviators during the last few days have brought down 31 German airplanes and have dropped many tons of bombs on hostile targets. Berlin claims the destruction of seven British machines on the Western front.

Negotiations at Brest-Litovsk between the Central Powers and Russia and the Ukraine are expected to be resumed today.

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 their clothing requirements. Officers and men were landed from Liverpool and Glasgow and London to points in Ireland, where survivors are and they will wire names immediately. Ameri-

French and English military mis-

There is also a provision to the effect that the President may, prior to July 1 next, relinquish control of such transportation systems as he may deem not needful or desirable and may thereafter, on agreement, relinquish all or any part of any system of transportation.