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TRANSPORT TUSCANIA CARRYING U. S. SOLDIERS IS TORPEDOED

A story of disaster at sea, affecting the hearts and hopes of Americans, although they have been schooled to expect it ever since the first contingent of their fighting men left an Atlantic port to become brothers-in-arms to valiant warriors who are engaged against the German hordes, fortunately has dwindled in the telling. One hundred and one lives were lost in the torpedoing of the British troop ship Tuscania off the Irish coast at dusk Tuesday evening, according to the latest report.

She carried 2,397 souls, including 2,170 United States army frontiers, engineers, supply train men, military police and aero units, and the first meager details Wednesday night indicated that the death list due to the steamer's sinking might be approximately 1,000. A later estimate that night, however, gave 207 as the number of men missing. Thursday morning the figure was reduced to 210 and this in turn was lowered to 101 thru information obtained by a correspondent of the Associated Press in Ireland, confirmed by the American embassy in London. The rescued, therefore, number 2,296. Among the American survivors are 76 American officers.

The Tuscania, a liner of 14,348 gross tons, was one of a strongly guarded convoy and proceeding eastward off the north coast of Ireland, when disaster overtook her. The shore line was visible from the starboard side through the dusk of oncoming night, and it was from this direction that the lurking German submarine discharged a torpedo that found its mark in the boiler room of the steamer. A second torpedo was seen to pass harmlessly astern.

Apparently retribution at once befell the enemy underwater boat. According to the testimony of an American officer, who was one of the last men to leave the Tuscania, a British destroyer dashed toward the evident location of the attacker and dropped depth bombs that resulted, in the expressive phrase of the submarine hunters, in the enemy being 'done in.'

The explosion of the torpedo had immediately caused a tremendous list and made launching of lifeboats and rafts extremely hazardous in the heavy sea and darkness. Almost all the loss of life and the sustaining of injuries occurred because of this condition as there was no panic among the Americans or the crew, and the stricken liner remained afloat for fully an hour. Many patrol boats assisted the destroyers in the work of rescue and the survivors were landed at various Irish and Scotch ports, where prompt medical attention was given the injured and the others were made comfortable.

Washington, Feb. 7.—Official advices to the war department tonight accounted for all except 112 of the 2,156 American soldiers who were on board the British liner Tuscania when a submarine sent her down Tuesday evening off the Irish coast.

This was, not final, and high hopes that the loss of life would prove much smaller were built upon cabled press dispatches saying just 101 men, most of them members of the crew, were missing among the entire force of soldiers, sailors and passengers.

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 com-

EXTENSION OF 4 DAYS GRANTED

Washington, Feb. 9.—Four days' extension of the time in which the German aliens must register thruout the country was announced today by Attorney General Gregory. The extension changes, the closing of the registers from today to Wednesday, February 13. The attorney general said he desired to give those required sufficient time in which to comply with the President's proclamation.

The time for registration of German enemy aliens was extended, department officials explained today, to permit enrollment of many western farmers who could not reach town this week on account of bad roads and of thousands of Germans who had taken out first naturalization papers and were in doubt whether they were required to comply with such a request.

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 2,397 persons aboard the liner is 210.

The latest dispatch to the war department gave this recapitulation:

Survivors United States troops 2,043; crew and passengers, 141; total, 2,184.

On board United States troops, 2,156; crew and passengers, 241; total, 2,397.

Missing United States troops, 113; crew and passengers, 97; total, 210.

Officials assumed that no error in transcription accounted for the discrepancy in this dispatch's figures of 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 passenger 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 in London and other resources so far have been confined to terse statements and announcements of the number saved.

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 turn 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 2 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 a report that a convoying destroyer sighted and pursued the submarine that made the attack. The destroyer probably was British, and the 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 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.

London, Feb. 7.—The sergeants say that the Tuscania took a tremendous list to starboard almost as soon as she was hit. Almost all the lifeboats on that side were either blown into the air or otherwise rendered useless.

The soldiers were immediately lined up and while standing at attention as one man began to sing "My Country 'Tis of Thee," and "The Star Spangled Banner" the crew, which lined up on the opposite side, sang "God Save the King."

DOGS INFORM TEUTONS OF PATROL'S APPROACH

With the American Army in France, Feb. 8.—The Germans are using dogs in their front lines to warn them of the approach of patrols opposite the American sector. A German dog "listener" early this morning prevented one of our patrols from executing a daring stroke. Two corporals who were concerned in it have been mentioned in official reports for their spirit and coolness.

Accompanied by two privates, the corporals left a large patrol in a certain place in an abandoned trench in No Man's land last midnight and went on to the German lines. They first found a smooth wire barrier which had been shot to pieces by the American fire. Fifteen yards further on they came upon the German wire entanglement. The men were inspecting an opening in the wire when a dog apparently chained on the other side began to bark. A dugout door opened quickly in a trench and a gruff voice was heard to say "Fertig," meaning ready. Suddenly a brilliant rocket went up and the Americans threw themselves flat on the ground just as a machine began to spit bullets in their direction. A few feet away a heavy object struck the ground. This was found later to be a bomb which had been hurled from the German trench.

The corporals stayed where they were for sometime and listened to the German soldiers talk among themselves. One of the corporals knows German and speaks it so that what the Germans said was understood. After the Germans retired again to their dugout, the smaller patrol rejoined the large one, which soon after was the target for 15 or 20 German shells, but no one was hit.

DUTCH YOUTH DIES AFTER GERMAN PRISON ORDEAL

Geddingen, Netherlands, Jan. 26.—A Dutch youth of 17, who was released from a German jail after undergoing a year's imprisonment for smuggling, returned to his relatives here the other day a complete physical wreck. He died of exhaustion two days later. He declared that during the whole term of his imprisonment he had been given no other food but cabbage and root turnips.

RALEIGH LETTER.

(By Maxwell Gorman.)

Raleigh, Feb. 12.—The public schools of a number of counties are likely to have an enforced vacation because of the scarcity of teachers, unless steps are taken at once to provide better salaries for them. This is especially true of the country district schools where the teachers are paid such low salaries that they have to draw on their private means (when they have any to draw on) to meet the bare necessities—with everything from 50 to 100 per cent higher than when the "salaries" were fixed—and in most cases not a cent added yet to meet the increased cost of living.

Negro barbers here in Raleigh get more money in wages (\$18 a week) than many public school teachers in the graded schools draw in so-called "salaries," and 50 per cent more than is paid the average teachers in the country districts.

Girls who wait on the tables in hotels and cafes command more pay than the teacher gets on the average and all the trades pay at least double the amount paid the school teacher.

Stenographers (more slips of girls who have had no experience) are in demand at \$75 to \$100 per month and the country school teacher is expected to live on half that sum. No wonder they are planning to quit and take up better paying work.

ONE PERSON KILLED IN ACCIDENT NEAR HAMLET.

Hamlet, Feb. 10.—One person was killed and three seriously injured when an automobile, owned and operated by Manie Shapiro, of Marlboro county, South Carolina, ran off the bridge crossing the Seaboard railroad three miles east of Hamlet, about 2 o'clock this afternoon. The bridge is approached on a heavy curve and the driver evidently lost control, going off the side of the bridge and the car and occupants falling 35 feet to the railroad track below. G. R. Robertson, R. F. D. No. 3, Mallory, S. C., was instantly killed, his wife seriously injured, Manie Shapiro is paralyzed from his waist down, and is not expected to live. The young sister of Mrs. Robertson was seriously injured, but is expected to recover. Mrs. Robertson's two children, age about three years and three months, were injured.

During the brief time the car hung over the edge of the bridge before taking the fatal plunge, Maurice Pleshman, of Baltimore, nephew of Shapiro who was on the front seat with the driver, jumped out on the bridge and escaped injury. Tought the relatives of the parties had not been located, and no disposition had been made of the body of Mr. Robertson. All of the injured were taken to the Hamlet hospital immediately after the accident.

Columbia, S. C., Feb. 11.—Rear Admiral Samuel McGowan, paymaster general of the navy, a South Carolinian, in addressing the general assembly of South Carolina tonight, declared that the success of the war department in meeting difficult tasks has been remarkable. The few mistakes made, he said, are far overbalanced in the record breaking accomplishments.

Admiral McGowan said that the navy is ready for its work in the war.

RECORDS MADE BY U. S. TROOPS

Washington, Feb. 9.—War in praise of the state of efficiency reached by American gunners in their training with the famous French 75-centimeter guns was received today from a French artillery officer who has just arrived in Washington to join an official mission. He said many of the American batteries have exceeded the best records made by French gunners who have been using the "seventy-fives" since that weapon was adopted.

The officer declared the work of one squad which several times fired thirty rounds per minute, as being the subject of admiring comment through the French armies. Four men composed this squad, one working the breech, and one the lanyard, while the other two were occupied in passing ammunition and loading. So perfect were the movements of each member, the French officer declared, that it was impossible to distinguish the slightest variation in the intervals between each shot over a stretch of several minutes.

GERMAN PAPERS COMMENT ON THE SINKING OF TUSCANIA

Amsterdam, Feb. 10.—In their comment on the sinking of the Tuscania, the Berlin newspapers Germania and Deutsche Tages Zeitung affect surprise that the big transport only carried approximately 2,400 men. Thus, as "according to reports," 16 transports have arrived in France they calculate that only about 40,000 American troops now are there. This, they assert, agrees with independent information at hand on this subject.

Germania adds to this the assertion that the sinking of the Tuscania gave the United States a hard blow which for a moment "threatened to unbalance" Secretary of War Baker.

"Even so," it concludes, "we do not underestimate the importance of America's assistance, but we shall nevertheless look for further U-boat successes."

Better Farming in the South



THREE HUSKY FELLOWS READY TO HELP OUT IN THE LABOR SHORTAGE

Common labor is today the most sought after commodity in America. It is very scarce throughout the entire country. Farmers of the South are especially worried over the situation. During war times the farmer should be doubly economical of so valuable a commodity as labor. It must not be wasted. Now is not the time to employ labor to clean out fence corners, and to do other kinds of the less productive work. There must be no lost motion. Every lick must be made to count in answering the call of our nation and her allies, who are calling out to the farmer "Give us bread! Give us clothing!"

The best way to economize labor on the farm today is to produce more per acre. The southern farmer will not act most wisely if he tries to cultivate too much land with the present supply of labor. A better plan would be not to increase the acreage devoted to cultivated crops, but to produce more per acre, by the use of fertilizer, manure, good seed and improved machinery, all of which will save labor.

One ton of good fertilizer will do more work in growing crops than will six times the amount of money expended in labor. For example, one ton of good fertilizer will now cost about \$46.00. The plant food in this quantity when applied to three acres of land will give an increase of about 750 pounds of lint cotton and 1,500 pounds of seed. The lint at 30c per pound amounts to \$225.00, and the seed at \$50.00 per ton amounts to \$60.00, making a total of \$285.00.

Few business concerns net 50 per cent increase on money invested in labor, but granting that the farmer will net 100 per cent on his investment in labor, and supposing that he pays \$1.00 per day for labor, the \$46.00 invested in fertilizer, when invested in labor, would net him \$46.00; whereas, when invested in fertilizer, it gives him a net increase of \$239.00. This can be seen the tremendous advantage of supplementing labor with liberal applications of plant food.

Likewise an improved piece of machinery that makes it possible to cultivate an acre of cotton or corn with perhaps half the labor ordinarily employed, and cultivate it better, should be looked to at this time as a source of help in facing the labor shortage.

Good seed of a strain known to do well in a community will do much toward increasing yields, without an increase of acreage. Is this not a time when the farmer should be sure to use these three crop helpers, to the fullest extent, to set the labor shortage?

ITALIAN PRISONERS ARE DYING OF STARVATION

London, Feb. 10.—Renter's, limited, has received copies of carefully verified sworn statements from British soldiers who have returned from German prison camps and hospitals regarding systematic brutality practiced by the Germans upon Italian prisoners. These reports emanate not from one particular center only, but come from more than a dozen different parts of Germany. They have been confirmed by independent testimony. The reports all are of recent origin, as the soldiers who gave the testimony left Germany only recently, a majority of them having been released from prison camps about a month ago.

Regarding the camp at Langensalza, Saxony, testimony has been received from more than a dozen independent sources. In November about 2,000 Italian prisoners were brought in and placed in a separate part of the camp behind barbed wire. According to the reports they were unnecessarily knocked about by underofficials and guards who struck them with rifle butts and scabbards.

The Italians appeared famished and used to rush for their soup. The Germans, however, stabbed them with swords and bayonets, killing or wounding many of them. Seven or eight Italians were dying from starvation in the camp every day. One Italian testified that he had been 15 days on the journey to the camp and had had only three meals during all that time.

There is a strong feeling among the English prisoners that something should be done for Italians who are dying at the rate of six or seven a day through starvation or dysentery.

From the Dmlnen, Westphalia, camp there are reports from many independent witnesses that the prisoners were marched all the way from Italy with no other food than bread. They also were knocked about and starved and otherwise treated with inhumanity. English prisoners gave them their German rations.

One witness said that three or four weeks before he left Dulmen 200 or 300 Italian prisoners arrived there. All of them were virtually starved. "I saw a German sentry draw his bayonet against these men and beat them," said this witness. In Cassel it is reported that the Italians are treated worse than the British, being pushed about or struck by German corporals. At Manheim the same brutality is regularly practiced. One witness said the Italians rushed madly for the food and some of them were bayoneted. The Germans, this report said, were giving them only half rations.

NEGRO HELD AT WILSON FOR SHOOTING OFFICER.

Wilson, Feb. 9.—Jim Reed, the Baltimore negro who shot Police Officer J. H. Herndon last Thursday night, is behind Wilson jail bars, badly wounded, having been shot by Officer Herndon after he was seriously wounded by the desperate blick.

When asked by Mayor Killeto why he shot Mr. Herndon, Reed is said to have replied: "There has been a bunch of blind tigers hanging out at the Green street crossing for some time and when parties arriving from Baltimore got off there one of the bunch would command them to halt. It being dark at that crossing and parties transporting liquor rather than being arrested with the goods in their possession would drop their grips and take leg ball. When I went to Baltimore I took my gun along with me and made up my mind that I would not be robbed of the stuff so hard to get. When Mr. Herndon asked me what I had in my grip I thought he was one of the whiskey thieves and I shot him."

To what extent Mr. Herndon is wounded is problematical. Some are of the opinion that his leg may have to be amputated at the hip.

TO MAKE TRANSPORTS UNSINKABLE IS CLAIM

New York, Feb. 9.—Means have been found to make transports unsinkable by submarine, according to a statement made tonight by William L. Saunders, vice-chairman of the naval consulting board, in an address at a dinner of the University of Pennsylvania alumni in this city.

Mr. Saunders said that one of the ships recently commandeered by the government "now lies at an Atlantic port and in such shape that she cannot be sunk by an exploding torpedo."

"I can conceive of no reason why this information should be withheld," he added. "On the contrary, I believe it is well that the enemy may come to realize that the time has been reached when American transports are ready for the transportation of our troops which that enemy cannot sink. This ship may have a hole 30 or 40 feet in diameter blown in her side, and she will remain afloat. Such a hole would waterlog but one-tenth of the honey-combed airtight cells."

Mr. Saunders described in detail the plan to keep ships afloat after they had been torpedoed and the manner in which it had been developed by William F. Donnelly, a New York marine engineer, working under authorization of the naval consulting board.

"Of course it will take some time to equip similarly the large number of transports we have," continued Mr. Saunders. "It is my belief, however, that nothing will be left undone by the administration to safe-guard the lives of the large contingents to be moved across the Atlantic."

Mr. Saunders, in a statement credited to him last May, asserted that a solution of the submarine problem had been probably found by the board and in the opinion of the board members, the scheme as approved, would put an end to the submarine menace. He did not enter into details. Other members of the board, including Thomas Robins, its secretary, and Frank J. Sprague, a member of the committee on submarine, took issue with Mr. Saunders that the solution of the U-boat menace had been reached.

TO STOP LOSS OF 150,000,000 EGGS

Washington, D. C., Feb. 11.—Over 150,000,000 eggs will be lost to the food supply of the United States if the old practice of sending hens to market at this season is continued. Figures compiled by the poultry specialists of the United States Department of Agriculture show that more than 5,000,000 laying hens, each capable of producing 30 eggs, are sent to market from the Southern States in the winter and early spring.

Every effort, therefore, is being made to encourage farmers to keep their hens until after the spring laying season, thereby getting a dividend for keeping the hen through the winter. The specialists point out that when a hen is sold for meat early in the spring, the farmer gets no egg return for feeding and keeping her through the worst months of the year.

Moreover, the hen is marketable as poultry after she has produced her spring eggs. Poultry in May may bring 2 cents a pound less than it does in February, but they point out, the 30 eggs produced by the hen, largely from waste, more than offset any reduction in the price offered for live poultry.

An energetic egg-saving campaign to prevent early slaughter of the hen that "lays the golden egg" is now being conducted throughout the Southern States. North of the Ohio river, farmers have long appreciated the advantage of getting the spring crop of eggs and marketing their hens after the laying season or in the fall. They believe that adoption of this plan by southern chicken raisers will be profitable and will materially add to the food supply of the nation.