

DEATH LIST NOW IS 101 MEN

GERMAN U-BOAT SINKS U. S. TRANSPORT CARRYING AMERICAN SOLDIERS; GOES DOWN OFF IRISH COAST

DESTROYER PROBABLY SANK SUBMARINE THAT TORPEDOED TRANSPORT

No Reason to Believe German U-boats Are Engaged in Definite Offensive Against American Troop Ships; Chance Attack Probably Sent Liner Tuscania to Bottom.

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 it with a depth bomb.

No details of the attack had come tonight from official sources. They are 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.

AN ISOLATED CASE.

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.

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 apparatus now installed on American craft is so successful that British craft are being similarly equipped.

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.

War department officials would say nothing today as to the destination of the Tuscania. It was admitted that American troops had been sent forward by British trans-Atlantic liners on several occasions.

There is no indication in the loss of the Tuscania that a concentration of submarines against American

DESTROYERS DROP BOMBS ON U-BOAT WHICH FIRED SHOT

Eye Witnesses Tell of the Sinking of the Tuscania With 2,000 Sammies Aboard.

Londonderry, Ireland, Feb. 7.—The submarine that torpedoed the Tuscania was attacked by a destroyer.

An American officer gave an intimation that the submarine was destroyed.

Second Torpedo Misses Mark. This officer was next to the last to leave the Tuscania. He gave the Associated Press a vivid account of the disaster.

The second torpedo fired by the submarine missed its mark, he said. Thereupon a destroyer which was near the sinking liner dashed off toward the submarine, using a bomb dropping device.

The claim is made that the submarine was "done in" by the bombs thus exploded.

The American officer said: "Everything went well with us during the voyage. Many of our men had never been to sea before and

CONDITION OF ROOSEVELT IS QUITE SERIOUS

New York, Feb. 7.—Colonel Theodore Roosevelt was resting easy tonight in Roosevelt hospital, where he was operated on yesterday for fistula and abscesses in both of his ears.

New York, Feb. 7.—The sudden arrival this afternoon of the three physicians attending Colonel Roosevelt at the hospital where yesterday he underwent an operation for abscesses gave rise to reports that the colonel's condition was not as favorable as had been indicated earlier.

None of the physicians would make a statement, although they admitted they had been summoned hurriedly. They went immediately to Colonel Roosevelt's room.

It was later announced, in explanation of the arrival of the physicians, that the inflammation from the abscess in Colonel Roosevelt's left ear had entered the internal ear.

After a consultation the physicians decided that no further operation at present was necessary, although it was stated that the colonel's condition "is serious."

Chicago Judge to Arbitrate Packers' Fight with Employes

Washington, Feb. 7.—Judge Samuel A. Schuler of Chicago today was appointed arbitrator of the differences on wages and hours between the five big packing companies and their union employes.

Another Cunard Liner Is Hit by a Submarine

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.

German Subs Sink Ships in Irish Sea

Ottawa, Feb. 7.—A dispatch to Reuters' Limited from London dated February 6 says announcement of the sinking by the Germans of a channel passenger ship bound for a French port, was made in the House of Commons by H. J. McNamara, under secretary of the admiralty, who said that of a crew of 20 and 25 military and naval passengers aboard the vessel, 14 and 18 respectively were lost.

The under secretary also said the captain was the only survivor of 25 persons aboard a steamer from Ireland to Liverpool bay, which also carried 400 head of cattle and 200 sheep.

The information was given in response to questions from a member of the house, who further asked whether a steamer had been sunk in Liverpool bay January 26 with a loss of 12 lives, 156 cattle, 361 sheep and 139 pigs. Mr. McNamara admitted that the details of the cargo were as stated. He added that the percentage of losses of vessels making the voyage from Ireland to Britain was extremely small compared with the numbers of voyages.

While it is not unlikely that some of the ships mentioned were sunk by mines the most logical inference is that German submarines again have penetrated into the Irish sea and are now carrying on extensive operations there as well as at other points off the coast of Ireland.

STRICKEN LINER STAYED AFLOAT SEVERAL HOURS

Rumor That Tuscania is Still Afloat Not Confirmed; Officials Believe Chance Shot Hit Ship.

Washington, Feb. 7.—The Tuscania must have remained afloat for a considerable time. Rumors were current today, which could not be traced to any source, that it was still afloat.

It was thought possible here that survivors of the British crew of the vessel, not reported in War department advices, might account for the difference in figures as to the number of missing.

There was some speculation among naval officers on the possibility that the Tuscania might have struck a mine. The indicated location of the disaster is in a region not previously frequented by submarines.

Boat Was Torpedoed. But the text of the official announcements say the ship was torpedoed and until detailed accounts of the incident are available for study, there is nothing to justify going behind the formal announcement.

It is doubtful that the Tuscania was in a route usually followed by American transports. As a British vessel under British convoy the security of the American troops beyond question was entrusted to British handling.

So far as now known, no American naval craft shared in the task. Probably numerous other transports or army supply vessels were in the convoy.

Convoyed by British. The process of conveying has become almost routine through practice in both the British and American navies.

A screen of destroyers or other swift craft travels ahead of a convoy fleet. The destroyers are spread out over a considerable area.

It is known that virtually all of the German U-boats are equipped with listening devices of considerable distance so the approach of the destroyers may have become known to the U-boat commander even before the vessels themselves were sighted.

Fear of depth bombs would drive the U-boat below to lurk motionless at some depth until the sound of the destroyers' propellers had faded out, showing that they had passed.

The U-boat probably would come to the surface then to explore.

Might Have Been Chance Shot. Navy officials say that the one chance against absolute precaution will not guard is that the submarine will come in the path of the approaching transports, obtain a sight that will permit it to train its torpedo tubes by compass and again submerge.

As the listening devices show that

TWO MORE U. S. SHIPS SUNK BY GERMAN U-BOATS

Six Lives Reported Lost in Sinking of American Steamship; Sailing Vessel Missing Since August.

New York, Feb. 6.—Word of the loss of the American steamship Alamance, owned by the Garland Steamship Corporation, and the resultant loss of six lives was received in shipping circles here today.

Alamance, which left New York, January 17, was torpedoed yesterday off the English coast, it was reported. It was a vessel of 3,000 tons. No Americans were lost.

The ship had a crew of 55 and a naval gun complement of 23 men. Its commander was Captain E. E. Johnson.

American Bark Lost. Buenos Aires, Feb. 6.—In shipping circles here it is believed that the American bark Normandy has been lost while on a voyage from the United States.

The boat left an American port last August with coal for Buenos Aires, but has not been reported since.

There is an American bark Normandy of 543 tons, owned at Bangor, Me. A British bark Normandy of 1,208 tons, formerly owned in New York left a Gulf port on August 30 for Buenos Aires.

Tuscania Sinking Wipes Out Anchor Line of Steamships

New York, Feb. 7.—According to the records 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 five passenger ship aggregating 57,818 gross tonnage 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.

Hold Prominent Business Men on Disloyalty Charge

Phoenix, Ariz., Feb. 6.—G. A. Streitz, vice president of the National bank of Arizona, and Richard Partman, wealthy business man of this city, were taken into custody tonight by United States officers on the charge of aiding the escape of an interned enemy alien.

Will Richards, Omaha Boy, Was Aboard Ill-Fated Tuscania

Will H. Richards, Omaha boy, was aboard the ill-fated Tuscania, sunk by a German U-boat.

He was a member of the 158th aero squadron.

His mother, Mrs. Minnie Millray, lives at 2964 Woolworth street. She is a widow.

She received a letter from her son January 21. He expressed the belief at that time that he was soon "going across." The letter was written from Long Island, N. Y.

Richards was 25 years old. He was graduated from the public schools of Omaha and was a draftsman for the Union Pacific for six years.

He is well known at Union Pacific headquarters.

He went to Alaska last year, but returned to the United States in the fall, enlisting in the 158th aero squadron at San Francisco November 24.

UNITS ON SHIP SUNK BY U-BOAT

Washington, Feb. 6.—The War department announced that its records showed the following were on board the Tuscania: Headquarters detachment and Companies D, E, and F of the 20th engineers.

107th engineer train. 107th military police. 107th supply train. 100th aero squadron. 158th aero squadron. 213th aero squadron. Replacement detachments Nos. 1 and 2 of the 32d division. Fifty-one casual officers.

SAMMIES ARE LOST AT SEA WHEN BIG CUNARDER IS TORPEDOED IN NORTH ATLANTIC BY SUBMARINE

Ship Convoys by British Vessels; Survivors Land at Different Ports in Ireland; Soldiers on Transport Were From All Sections of the United States



STEAMER TUSCANIA, TORPEDOED BY GERMAN SUBMARINE.

BULLETIN.

An Irish Port, Feb. 7.—The Tuscania carried a total of 2,397. The saved number 2,296, as follows:

Troops, 2,106; crew, 190. Total lost, 101. Among the American survivors are 76 officers. There are 81 American troops in hospital.

Washington, Feb. 7.—Torpedoed and sunk by a German submarine, the Cunard liner Tuscania, bearing 2,179 officers and men of the 32d National Guard division, lies at the bottom of the north Atlantic ocean today and at least 210 troopers—probably more—are missing.

On the basis of figures reported to the War and State departments here the missing would be 267; the figures of the British admiralty as they stood early today, however, placed the missing American troopers at 210.

LOSS IS MINIMIZED.

There is every hope that the lower number will prove to be correct.

British convoys near to the torpedoed ship closed in quickly and did heroic work, as the comparatively small number of losses show.

The position of the Tuscania off the north coast of Ireland, evidently headed for England, also was such that numbers of British patrol ships and other vessels rushed to its side and in that way the losses were minimized.

STUMBLED ON U-BOAT.

Such reports as were at hand early today gave no details of how the transport, supposedly heavily convoyed, fell in with the submarine, but it was regarded as more probable that the ship stumbled on the submarine, rather than that the disaster was the first shot in the much advertised German offensive against the line of American troops and supplies.

Nineteen hundred and twelve officers and men, according to the State department dispatches from London, have been landed, and officials today anxiously await further details of the first disaster to American soldiers enroute to France. They believe that most of the 267 missing have been saved.

First news of the sinking came in a report to the War department early last night, announcing that 1,100 survivors had been landed at Bunclara 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.

FIRST BIG DISASTER.

The State department said 2,173 troops were aboard the Tuscania.

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 "1,000 survivors" had been put ashore at Bunclara 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.

News of the first great disaster in the war to America's armed forces came in a brief dispatch to the War department from London.

It did not mention the possibility of further survivors, but hope was built here upon the fact that all of the 1,100 were landed at two widely separated Irish ports and indications that relief vessels were at hand quickly.

The soldiers on board the Tuscania were small detachments from every section of the country. Instructions were sent by wireless and cable by the War, Navy and departments to their representatives in England and Ireland, direct every detail be forwarded at the earliest possible moment.

The 32d division is composed of national guard troops from and Wisconsin. The division trained at Camp McArthur, Tex.

PRESIDENT WILSON AT

The president, Secretary Baker and in fact up late waiting for further news. Only the brief and none gave details of the attack on the liner but it was assumed it occurred early this morning, filed at London at 3 o'clock this afternoon, the relief ships reached the Irish coast. When the news was received and he was in the White House. In the meantime the War, sent urgent messages by wireless and cable in England and Ireland to forward every

The State department's dispatch gave as 2,173, six less than the War department's made for caring for the survivors. The president:

"The latest advices received by the War at London regarding the Tuscania is information was that 1,912 officers and for out of 2,173.



WILL H. RICHARDS.

The Weather

For Nebraska—Unsettled; colder; snow west portion.

Temperatures at Omaha Yesterday.

Table with columns for Hour, High, Low, and Wind. Rows include 5 a.m., 6 a.m., 7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 m., 1 p.m., 2 p.m., 3 p.m., 4 p.m., 5 p.m., 6 p.m., 7 p.m., 8 p.m., 9 p.m., 10 p.m., 11 p.m., 12 m.

Comparative Local Record.

Table with columns for Year, High, Low, and Wind. Rows include 1918, 1917, 1916, 1915, Highest yesterday, Lowest yesterday, Mean temperature, Precipitation, and Normal temperature.

Table with columns for Station and State, Temp., High, Rain, and Wind. Rows include Cheyenne, Denver, Des Moines, Dodge City, Grand Island, Lincoln, Omaha, Pueblo, Rapid City, Salt Lake, Santa Fe, Sheridan, Sioux City, and Valentine.