BRITISH TRANSPORT SUNK. 2,179 U.S. TROOPS ABOARD.

Soldiers and Crew Saved With the Possible Exception of 101.

Submarine Made Attack Off Coast of Ireland on Tuesday of Last Week-Transport Was Convoyed by British War Vessels-Troops from Wisconsin and Michigan.

steamship Tuscania, with 2,179 United States soldiers on board, has been torpedoed and sunk-in the war zone.

Nineteen hundred and twelve of the 2,179 American officers and men on board the liner Tuscania were reported accounted for in a dispatch to the State Department to-night from the American embassy at London.

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 Twen-tieth 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 Thirty-second Division; 51 casual officers, The Thirty-second Division is com-

posed of National Guard troops from Michigan and Wisconsin. The divis-ion trained at Camp McArthur, Texas. The 107th Engineers was com-posed of the first battalions of Michigan Engineers; the 107th Military Police was made up from the Fourth and Sixth Wisconsin, and the 107th Supply Train from the Fourth, Fifth and Sixth Wisconsin Infantry.

Estimated at 101.

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, eighty 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 Tuscania was torpedoed on Tuesday night and remained afloat for two hours after being hit.

Two Torpedoes Fired.

Survivors report that two torpe-The first passed does were fired. astern of the vessel. The second struck in the vicinity of No. 1 boiler.

The behavior of the greater part of the soldiers and members of the crew was splendid. A few of them became excited, hindering the lowering of the boats. In some cases the entire crews were thrown out while the boats were being lowered. Other boats were let down hurriedly on men who were swimming around the liner. Many casualties were occasioned in this way.

Victims' Condition Was Pitiable. The condition of some of the surivors of the Tuscania was pitiable. Many had cast aside their clothes and had been swimming about for two hours before being rescued.

Three men from the Tuscania died from exposure in one boat. The following official communica-

Washington, Feb. 6.—The British eamship Tuscania, with 2,179 Uni-d States soldiers on board, has been fast, asking that money and supplies

for immediate needs be supplied. The British Red Cross, which has depots in Ireland, immediately placed all its resources at the disposal of the Americans and instructed its rep resentatives to do anything possible to help.

Loss Probably 210 Lives.

Washington, D. C., Feb. 7.-The latest official dispatch received here on the loss of the Tuscania places the number of American troops missing at 113; others, 97. Total 210.

Cable messages here to-day in shipping circles from London report the captain, purser and chief steward of the Tuscania saved. Such reports as were at hand early

to-day gave no details of how the transport, supposedly heavily con-yoyed, fell in with the submarine, but it was regarded as more probable that the ship stumbled on the submersible, rather than that the disaster was the first shot in the muchadvertised German offensive against the line of American troops and supplies.

Twentieth Engineers Aboard.

At first there was some confusion at the War Department as to whether the Twentleth Engineers or the 107th Engineers were aboard the Tuscania. It finally was established that the

107th Engineer regiment was not on board. (This is a separate organiza-tion from the 107th Engineer train, which was on board.)

A headquarters company and Cc: .-panies D, E and F, of the Twentleth Engineers, were on board. These units comprise the Sixth battalion of the Twentieth, which is a forestry regiment, not attached to the Thirtysecond division. It is one of the forestry regiments especially organized

for work in France. The Twentieth Engineers (foresters) is the largest regiment in the world, although only one battalion was on the Tuscania. The aggregate strength of the regiment is 17,000 officers and men. Some of the units are still in training. Col. W. A. Mitchell, of the regular army, com-mands the regiment, and Henry S. Graves, chief forester of the United States Department of Agriculture, is lieutenant colonel. Neither, however, was with the battalion on the Tuscania.

The work of the Twentieth regiment, which was raised with the active co-operation of the American Forestry Association, is to cut timber in French forests for military uses at the fighting front, for hospi-tals, Y.M.C.A. buildings and other purposes

Possibility of Mine.

There was some speculation among naval officers on the possibility that the Tuscania might have struck a tion was given out early this after- mine. The indicated location of the noon before subsequent reports de-creased the death list: ased the death list: "The Cunard liner Tuscania, Capt. frequented by submarines, but the text of the official announcement says J. L. Henderson, was torpedoed on the ship was torpedoed, and until de-the night of the fifth of February off tailed accounts of the incident are available for study, there is nothing to justify going, behind the formal statement.

SURVIVORS TELL THE STORY. some Victims Died of Injuries—Some

Killed by Rafts.

London, Feb. 7 .- Thomas Smith, of Glasgow, a boatswain's mate on the Tuscania, said the steamer was proceeding to an English port under convoy. "At 5.45 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 vessel heeling over. "We commenced lowering boats on

the starboard side. The soldiers were lined up on deck waiting for the boats. Unfortunately, many jumped overboard.

full complements and the second officer got boats one to seven safely away. After seeing these launched 1 away. proceeded to the other deck, where launched a raft. I picked up 14 soldiers and two of the ship's com-pany 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."

Survivors Picked Up.

The first survivors were landed at 1.30 o'clock Wednesday morning. From then until 7 a. m. many patrol complement of survivore, the num-ber of whom by that time had reached 550, including 40 members of the crew.

All the medical men at Larne, on the eastern coast of Ireland, where some of the survivors were landed, were requisitioned.

There was sufficient time for removal of all those on board the Tuscania, as she remained afloat for about two hours after being torpedoed

The Tuscania was one of a convoy of troop and provision ships which was entering what until recently were considered comparatively safe waters. The ships were within sight of land, which was just distinguishable in the dark of evening, when a torpedo bit the Tuscania amidship. This was at about 7 o'clock.

The steamer took a heavy list, which made proper lowering of the boats impracticable. Some men Some men Others jumped into the sea. were thrown into the water when the boats were lowered. The survivors are receiving every

attention.

Rafts Thrown Over Killed Many. Sergt. F. C. Dubuque and Sergt. Muller, both of Brooklyn, were res-cued from a raft by a coasting hooner.

Sergt. Dubuque said the boat to which he had been assigned was shattered by the explosion. He clam-bered over to the port side and was placed in a beat with ton or traches placed in a boat with ten or twelve

other men. When they had been lowered half way down the ropes became disarranged. All were thrown into the ranged. All were thrown into the water. There was a rather heavy sea, but the sergeant was able to swim to the stern of the liner and climbed on a raft. There he found Sergt. Muller.

Sergt. Dubuque said he saw many men in the sea. Collapsible rafts were thrown overboard to enable those who were struggling in the water to save themselves. Some these rafts struck loaded boats. Some of boats. The

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We use the same grade of Tankage and Blood in our GOLD BOND BRANDS which insures their high quality and continuous service.



SUBMARINES SINK FIFTEEN.

Destruction Stands the Same for Two Successive Weeks,

London, Feb. 6.—The admiralty reports 15 British merchantmen sunk by mine or submarine in the past week. Of these ten were of 1,600, tons or over and five were under 1,-600 tons. Four fishing vessels were also sunk.

(The British losses by mine or submarine during the week were approximately the same as the previous week, when nine merchantmen of more than 1,600 tons and six of lesser tonnage were destroyed.)

French Lose Three. Paris, Feb. 6.—Two French steamers of more than 1,600 tons and one under that tonnage were sunk during the week ending February 2 by mine or submarine.

One Italian Sunk. Rome; Feb. 6.—The Italian shipping losses by mine or submarine in the week ending February 2 were very light, only one steamer under 1,600 tons being sunk.

. Food Will Win the War!

Eat more corn, oats and barley *

products, fish and poultry. Bake, boil and broil foods. Eat less meat, wheat, sugar *

Food Will Win the War!

Are Your Business Affairs Secure?

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Have you provided for the members of your own household-not their present needs only, but for their needs in the future, when they may not have you to depend on? Have you things so fixed that in your absence there would be without question a certain and sufficient income to provide them with the comforts of life?

If you have not, you will find on investigation that among the numers policy forms of

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there is at least one within your reach that will exactly suit your case. You can make no mistake in allowing us to explain these liberal policies in detail.

J. W. DICKSON, State Agent, - - Anderson, S. C.

"I found the boat at No. 9 station, to which 1 proceeded, had been blown to pieces. I then helped to get boats 9-A, 9-B and 9-C away with

the Irish coast while carrying United States troops,

'Following are the approximate numbers saved: "United States military officers, 76; men, 1,935. "Crew, officers, 16; men, 125.

"Passengers, 3. "Not specified, 32.

"The total number aboard, 2,397. "Total saved, 2,187.

"The foregoing are approximate figures, but as correct as can be given

at present."

At present. Women volunteer nurses at Larne attended to slightly injured men. Wards were improvised in hotels. Thirty seriously injured men were dispatched to local hospitals, where they are receiving careful treatment. The resources of Larne were taxed to the utmost to provide food and clothing for the survivors. The American Red Cross headquar-

ters here dispatched Capt. Edgar H. Wells and Capt. Smith to Belfast immediately after news of the torpedoing of the Tuscania was received. They were instructed to spend all

CALOMEL SALIVATES

AND MAKES YOU SICK

Acts Like Dynamite on a Sluggish Liver and You Lose a Day's Work.

There's no reason why a person should take sickening, salivating calomel when a few cents bays a large bottle of Dodson's Liver Tone-a perfect substitute for calomel.

It is a pleasant, vegetable liquid which will start your liver just as surely as calomel, but it doesn't appreciated by o make you sick and cannot salivate.

Children and grown folks can take Dodson's Liver Tone, because it is perfectly harmless, Calomel is a dangerous drug. It

is mercury and attacks your bones. sour stomach. Your druggist says if you don't find Dodson's Liver Tone acts better than horrible calomel your money is waiting for you.—Ad. The troops aboard the Tuscania ral's office is the same as that pu-the exception that 155th Aero Squ ron is substituted for the 155th.

1.8

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.

The process of convoying has be-come almost routine through practice in both the British and American navies,

A screen of destroyers or other swift craft travels ahead of a con-voyed 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 range, so the approach of the stroyers become known to the U-boat commander even before the vessels themselves were sighted. Fear of depth bombs would drive the Uboat below to lurk motionless at some depth until the sound of the destroyer's propellers had faded out, showing that they had passed. The U-boat probably will come to the surface then to explore.

Navy officials say that the one chance against which absolute pre-caution will not guard is that the submarine will come up in the path of the approaching transports, obtain a sight that will permit her to train her torpedo tubes by compass and

While the loss indicated was fully appreciated by officials here, there was a general air of relief about the War and Navy Departments that the loss of life was not larger.

Off North of Ireland.

Bunerana is on Lough Swilly on Take a dose of nasty calomel to-day the north coast of Donegal, not far and you will feel weak, sick and from Londonderry, while Larne is a the north coast of Donegal, not far and you will teel weak, sick and north channel port on the east coast day's work. Take a spoonful of Dodson's Liver Tone instead and you ing points indicate that the Tuscania billousness, constipation, sluggish-ness, headache, coated tongue or sour stomach. Your druggist says

sergeant said he believed quite number must have been killed in this

way. The sergeant and the others on the raft were at the point of collapse when picked up, but they soon recovered

Fifth Ship Lost to Line. New York, Feb. 7.-According to the records of the Anchor Line here, the Tuscania carried a crew of 220 under command of Capt. Peter Mc-Lean, 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 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.

All Soldier Victims Insured,

Washington, Feb. 7 .- Every American soldier lost on the Tuscania, having dependents, was protected by government insurance. Many had applied for voluntary insurance which is issued in amounts up to $\xi 10,000$, and all are covered by government compensation, payable to, a widow, child, or widowed mother. This automatic insurance aggregates about \$4,300 and is paid at the rate of about \$25 a month for 20 years.



were mainly from Michigan and Wisconsin National Guardsmen now attached to the Thirty-second division, and were trained at Camp MacAr-thur, Texas. Several aero squadrons and several companies of the Twentleth engineers, a forestry regiment, were aboard. The list of units as made public by the Adjutant General's office is the same as that pub-lished at the first of this article, with the exception that 155th Aero Squad-

Ohio, City of Toledo,) Lucas County.

and fats.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of One Hundred Dollars for each and every case of catarrh that cannot be cured by the use of Hall's

Catarrh Medicine, FRANK J. CHENEY. Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

A. W. GLEASON, (Seal.)

A. W. GLEASON, (Seal.) Notary Public. Hall's Catarrh Medicine is taken internally and acts through the blood on the mucous surfaces of the system. Send for testimonials, free. F. J. CHENEY & CO.

Toledo, Obio. Sold by all druggists, 75c Hall's Family Pills for constipa-

ion.---Adv. * * * * * * * *

NEW FOOD PROGRAM.

Monday is Wheatless. Tuesday is Meatless. Wednesday is Wheatless. Saturday is Porkless. One Wheatless meal every day One Meatless meal every day. Save Sugar every day. Save Fats every day.

The Constipation Evil

There is no ailment to which the body is subject that is so far reaching in its injurious effects as constipation. It means a congestion of the bowels It means a congestion of the bowels and usually causes sick headache, pains in the back, sour stomach, sal-low complexion, offensive breath or loss of appetite. When you suffer from any of these ills, take a few doses of Granger Liver Regulator. You will be surprised how quickly it restores your normal health. Granger Liver Regulator contains no calomet Liver Regulator contains no calomel and produces none of its distressing effects. It has, however, all the cor-rective value of calomel, and may be freely given to children as well as to adults. Granger Liver Regulator is also free from alcohol. A box of it lasts long, and a few doses relieve ordinary cases of biliousness. Granger Liver Regulator is sold by druppists everywhere at 25c a box. Refuse all substitutes as there is no other mediB. H. DEASON, District Agent, - - Greenville, S. C.

REFERENCES:

The Bank of Walhalla,	-		-	- Walhalla,	S. C.
Mr. O. C. Lyles,	-	-	-	West Union,	S. C.

Catarrh is a Real Enemy and Requires Vigorous Treatment

BRIDGE OCEAN WITH SHIPS. Build, Build and Continue to Build Ships'' is the Call.

Washington, Feb. 6 .--- "Make oridge of ships to France" was the message from Gen. Pershing and every man of his command, delivered to the American people to-night by Major Gen. Frederick Palmer, chief censor of Gen. Pershing's staff, in an address at the National Press Club. Build ships and let every woman prices. and child in the land think ships," said he. "We ought to be wearing little metal ships in our buttonholes. Children ought to play with toy ships.

"Would you have the men fighting in France think that you had forgotten them-you in your comfort' at home? Would you have the lives of such men sacrificed because you have not concentrated your efforts on the thing that meant most to them?

"Toward our ship yards for the power they fear during and after the Liver Regulator is sold by druggists everywhere at 25c i box. Refuse all substitutes as there is no other modi-cine justlike Granger Liver Regulator. Build, build and continue to build ships. Make a bridge of ships to Pershing."

Do Not Neglect It. When you use medicated sprays, atomizers and douches for your Ca-tarrh, you may succeed in unstopping the choked-up air passages for the time being, but this annoying condi-tion returns, and you have to do the same thing over and over again. tion returns, and you have to up the germs which cause the upstand over again. Catarrh has never yet been cured by these local applications. Have regarding your own case without you ever experienced any real benefit charge by writing to Medical Director, 22 Swift Laboratory, Atlanta, Ga.

Half Your Living Without Money Cost

We are all at a danger point. On the use of good common sense in our 1918 farm and garden operations depends prosperity or our "going broke."

Even at present high prices no one can plant all or nearly all cotton, buy food and grain at present prices from supply merchant on credit and make money. Food and grain is higher in proportion than are present cotton

It's a time above all others to play safe; to produce all possible food, grain and forage supplies on your own acres; to cut down the store bill.

A good piece of garden ground, rightly planted, rightly tended and kept planted the year round, can be made to pay nearly half your living. It will save you more money than you made on the best three acres of cotton you ever grew!

Hastings' 1918 Seed Book tells all about the right kind of a money sav-ing garden and the vegetables to put in it. It tells about the farm crops as well and shows you the clear road to real and regular farm prosperity. It's Free. Send for it today to H. G. HASTINGS CO., Atlanta, Ga.—Advt.

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