

FRANCE WILL HELP

FRENCH CANNON READY FOR ARMY OF HALF MILLION

U. S. PROGRESS SURPRISES

High Commissioner Andre Tardieu Explains How His Republic Can Help America Gain Time in the War—Says American Government Has Accomplished Wonders.

Announcement that France will be able before July 1 to manufacture enough artillery to supply twenty American divisions, or approximately 500,000 troops, if the United States meanwhile adheres to an understanding by which France would receive the necessary raw materials from America, was made by Andre Tardieu, French high commissioner to this country.

Mr. Tardieu declared also that there are in France more American troops than comprised the American army at the time the United States entered the war. At that time, he said, the American army contained about 212,000 officers and men.

The French official spoke at a dinner which was part of New York celebration of the Jour De L'Alliance Francaise, which was observed throughout the United States and Canada, the anniversary of the treaty between France and the American colonies in 1778. Jules J. Jusserand, the French ambassador, also was a guest of honor.

Asserting that "secrecy ought to be a thing of the past, because our democracies want to know in order to win," Mr. Tardieu said that "just as appreciation of the results achieved" by America in its war preparation "is a stimulant for effort, and nobody has the right to refuse to the American people this stimulant." The commissioner reviewed the nation's accomplishments and outlined what France had done in manufacturing ordnance both for the United States and for France's other allies.

"We have in the line," he said, "about 15,000 guns of every caliber and every day more than 300,000 shells are turned out by our factories."

"Without speaking of what we manufacture for you, and that in several hundred guns a month, we have during the past three years given to our allies in Europe 1,350,000 rifles, 15,000 automatic rifles, 1,000 machine guns, 800,000,000 cartridges, 2,500 guns and 4,750 airplanes."

"The adoption without any modification of our various types of guns would certainly have saved more time to the benefit of American production and some delays may be the consequence of the improvements you are looking for, always, and rightly at that, aiming at better results."

"But as we have agreed, it is that you should supply and transport to France the necessary raw materials, we will, under such conditions, be able, in France, to deliver to you before July 1 enough guns thoroughly to equip twenty of your divisions. The situation, therefore, is completely safe in that respect."

Mr. Tardieu described America's military effort as "wonderful and splendid," and asserted "it had been a surprise to the enemy."

"I have cooperated for nearly ten months, hour by hour, with every part of your war organization," he said, "What you have done is magnificent, worthy of your allies, worthy of yourselves."

Alluding to the raising of the national army, Mr. Tardieu declared "that no event of wider import has ever taken place since the beginning of the war." He continued:

"Thus your government will a clear and courageous view, have given you the strength of numbers, the first condition of military power. In April, 1917, you had 9,524 officers and 202,510 men. You now have 110,000 officers and 1,500,000 men, and the number of your men in France at the present moment is notably in excess of the number of your army nine months ago."

France, he said, has taken every necessary measure so that America can complete in France, the training begun here. Regarding aviation, American development has been "beyond all expectation," he declared. He outlined how America had helped the Entente also financially and with shipping food and fuel—aid which he described as immense and conclusive. "Wherever, on special points," he added, alluding to his association with officials at Washington, "I believe, that mistakes have been made, say, frankly, the heads of the Cabinet or the heads of your departments know it from their own experience."

"I have the optimism of the satisfied," Mr. Tardieu said, discussing the situation generally, "but as long as I shall be here as the representative of my country I will ask from you, every day, a still greater effort. After forty-three months of war our needs are huge indeed, and in order to supply them enormous sacrifices are required of you."

The speaker recalled that America, in order to equip its army with guns and airplanes, called upon the Allies for its immediate needs, at the same time inaugurating a program of American manufacturing.

"Some people in Europe as well

KRUPPS CONTROL NEWS NOW

Said to Have Acquired the Semi-Official Wolff Bureau

The Krupps have acquired control of the Wolff Bureau, the semi-official German news agency, an Exchange dispatch from Zurich says. They are also reported to have organized a subsidiary advertising agency with the purpose of obtaining control of all large advertising contracts, which will be allotted, the dispatch says, "in accordance with German interests."

Another development in the move by the big iron and steel and munition interests of Germany to obtain control of the leading newspapers of the Empire which has been occasionally referred to in recent cablegrams is the acquisition of the Weser Zeitung, the principal paper of Bremen, and the leading journal of Dusseldorf, according to reports recently received in London. When it was announced last July that the Weser Zeitung was for sale, the owners said they would never sell to the Krupp and Pan German interests. Evidently they changed their minds.

The new owners announce that the paper's policy, which was formerly semi-liberal and wholeheartedly devoted to advancing the overseas interests of Bremen, will be unchanged. But the Frankfurter Zeitung, lamenting the change of proprietorship, says this is camouflage.

BEATING THE U-BOAT

Secretary of Navy Declares Allies Are Winning the Fight

Secretary Daniels said Wednesday the United States and the Allies were winning the fight against Germany's submarines. "We are having our ups and downs," he said, "but the fight is being won."

The results of the anti-submarine campaign might be described as pendulum-like, Mr. Daniels said, with the return swing becoming shorter and shorter, as the allies gradually perfected their operations.

The Secretary expressed optimism regarding the condition at the ports of debarkation in France. The congestion there at first had been "awful," he said, but the conditions have been wonderfully improved.

KILLED ON TROLLEY

Negro Loses Life in Peculiar Accident Near Greenville

George Suber, negro, was instantly killed at Greenville Monday morning when he laid his hand on the controller of a trolley car charged with 2,300 volts, the trolley having jumped the wire and come into contact with a heavy voltage wire carrying current to operate the cotton mills in the suburbs. The negro was sitting in the car when the trolley jumped, but, going to the rear platform, touched the controller. Richard Hill, a white man, was severely shocked in the same manner. He has a good chance of recovery. The motor man saved himself by throwing his controller in neutral.

as here," he said, "have been wondering why you should say in that respect have done everything by yourselves. This critic shows that those people know, firstly, what time means in war, and secondly, how infinitely complicated is the industrial organization."

"I have drawn roughly the results of the military effort of the United States for a period less than ten months. I do not believe that an impartial man would say that this effort is now completed, but I declare that any impartial man must admit its wonderful extension and splendid accomplishments."

Money was the first aid needed by the Allies, Mr. Tardieu went on, saying:

"But it was not sufficient. Indeed, for lack of a general organization of production the United States and the Allies would have competed with each other in every factory and sterility would have resulted from this anarchy. But in this respect I may state that the centralized organization realized for the Allies by the war industrial board and the war purchasing commission is excellent in every way."

"During the month of December last the high commission declared the attention of the shipping board to a crisis affecting virtually seriously our supply in gasoline and oil for the first two months of 1918."

"Last January 17, when arriving in New York, I found thirty-seven ships unable to sail for France on account of lack of coal; on January 18 the restriction orders for coal were issued by the fuel administration, and when I left New York on the 22d, all our ships had coal."

"More recently I have found myself obliged together with my allied colleagues, to draw the attention of Mr. McAdoo and Mr. Hoover to the insufficient arrival of cereals in the American ports. I am convinced that the measures which were immediately studied and decided upon unanimously, will bring for the next month a decisive improvement."

Mr. Tardieu reviewed what France is doing today. "Officers and soldiers mobilized on January 1, 1918, not including the native troops from the colonies, and the workmen in the factories," he said, "amount to 4,725,000 men of whom nearly 3,000,000 are in the army zone."

The extent of the western front is 755 kilometers. Belgians hold 25 English 165, French 565. We hold, therefore, three-quarters of it. We have in front of us eighty German divisions; that means two-thirds of the German first line troops, and more than half of the German reserve divisions.

ONLY 113 DROWNED

MORE THAN TWO THOUSAND SOLDIERS WERE SAVED

LOST OF LIFE IS SLIGHT

Officials Agreeably Surprised at Small Number of Men Lost in Disaster—Army and Navy Men Anxious to Strike Back at U-Boats and German Army.

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, 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 latest reports. She carried 2,397 souls, including 2,179 States army foresters, engineers, supply train men, military police and aero units, and the first meagre 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 267 as the number of men missing. Thursday morning the figure was reduced to 210 and this in turn lowered to 101 through information obtained by correspondent of the Associated Press in Ireland confirmed by the American embassy.

The Tuscania, a liner of 14,348 gross tons, was one of a strongly guarded convoy and proceeding off the northeast 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 submarine discharged a torpedo that found its mark in the boiler room of the steamer.

Apparently retribution at once befell the enemy under water boat. According to the testimony of American officers, a British destroyer dashed toward the evident location of the attacker and dropped depth bombs that resulted, in the expressive phrase of the submarine hunter, "in the enemy being 'done in.'"

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.

Much satisfaction is found by officials 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 sunk her with a depth bomb.

No details of the attack had come 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.

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, however, serve to develop additional methods for repelling the undersea craft. No detail of the action will be passed over when full reports from the British admiralty are available.

Around the navy department there was renewed hope of "bottling up" the submarines. Many officers believe that a way can be found to hold the u-boats within narrow limits and keep the rest of the sea free except for occasional raiders which might slip through. There is no doubt that plans to this end have been given great study both here and abroad.

The weight of American anti-submarine efforts is yet to be brought to bear. What has been accomplished already by American naval forces has been through makeshift devices and concerted craft in a great measure. Every week now, however, sees the near approach of the day when all the plans and efforts of the navy will bear full force and wide extension of the campaign will be possible.

Many devices entered into the battle against the u-boats, some of which have been evolved by American inventors. The detection apparatus now installed on American craft is so successful that British craft are being similarly equipped. There have been indications that the u-boats have learned to fear this ability of American craft to locate them at a distance and maneuver to bring the submarine within range of a depth bomb. With a destroyer in the vicinity the underwater craft moves carefully far below the surface, depending on mechanical ears which bring to her the propeller beats of the surface vessel.

When a destroyer stops to "listen," unhampered by the beat of her own engines, the lurking foe also stops, to lie silent below until the destroyer moves on again. 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. There is no evidence of an attack in force.

War department officials would

say nothing as to the destination of the Tuscania. It was admitted that the Americans had been sent forward by British trans-Atlantic liners on several occasions. There are reports that the great White Star Liner Olympia one of the largest of the merchant ships, is also being used in transport service with other British ships.

There is no indication in the loss of the Tuscania that a concentration of submarines against American troop ships lines has been made. On the contrary the efforts of the German high command still appear to be directed primarily against the cargo craft bound for British ports.

As the roll of missing from the Tuscania dwindled, expressions of amazement were heard frequently that a crowded transport could be torpedoed with such comparatively small loss of life. Army officers say it must be remembered that the troops aboard were not seasoned veterans, not even line soldiers, men into whom every effort has been made to instill discipline which would have stood them in good stead in such an emergency. The fact that most of them were brought safely to land is accepted as evidence, however, that there was no panic. Some jumped overboard, but nearly all bravely stood fast to await their fate.

These soldiers were woodsmen of the forestry battalion, men of the supply train, of the engineer train. The most disciplined unit aboard undoubtedly would be the military police.

Latest official advices to the war department have accounted for all except 113 of the 2,156 American soldiers who were on board the British liner Tuscania when a submarine sent her down Tuesday night off the Irish coast.

This figure 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 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 Friday at the earliest. The rescued were landed at widely separate Irish and Scotch ports. And while urgent instructions to representatives of the war, State and navy departments that full details of the disaster and a complete record of the saved be sent at the earliest possible moment Friday night had brought only meagre responses.

According to the war department's official report the total missing from the 2,397 persons aboard the liner was 219. The latest dispatch 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 87; total 220.

Officials assumed that an error in transmission accounted for the discrepancy in this dispatch's figures on crew and passengers. The total number of missing among all persons on board 219, according to a statement of the British admiralty issued early in the day so the number of passengers 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 at London and other sources 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 every one. Army officers are proud of the way the troops behaved. The Tuscania was a part of a large convoy and immediate relief was at hand. There has been no mention in official messages of reports that a convoying destroyer sighted and pursued the submarine that made the attack. The destroyer probably was British and British admiralty reports on the incident will be awaited with 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 of 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.

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."

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 \$10,000, and all are covered by government compensation payable to a widow, child or widowed mother. This automatic insurance aggregates about \$4,760 and is paid at the rate of about \$25 a month for 20 years.

DANIELS DENIES CLEMENCY

Nashville's Commander Reduced for Firing on Italian Submarine

Lieut. Commander Ernest Freidrick, who when in command of the gunboat Nashville fired by mistake late last summer on an Italian submarine in the Mediterranean, was ordered reduced 30 numbers by the Naval Court which tried him. It was learned today, and the sentence was approved by Secretary Daniels, despite the fact that the Italian Government officially interceded in behalf of the officer and the Naval Court made a unanimous recommendation for clemency. One member of the sub crew was killed. The Government immediately expressed its regrets to Italy.

It was shown at the trial that when the Italian submarine emerged the Nashville broke out a signal which should have brought instant recognition from a friendly warship. No reply being made the Nashville opened fire, killing 1 man. The submarine commander then signaled his identity. Commander Frederick explained at the trial that he acted under explicit instructions from the Navy Department.

The Naval Court spread on the records an unusual request for clemency on the grounds that the offense was largely due to the fault of others and, moreover, that Commander Frederick's action indicated uncommon zeal and initiative.

The Italian Government took the same stand. An attaché of the embassy in Washington called on Secretary Daniels and expressed the hope of his Government that no punishment would be meted out. Instances of the kind were not unusual in modern warfare, the attaché said, and, in fact, both British and French war vessels had fired on vessels of their allies under similar circumstances. Mr. Daniels declined to interfere with the sentence of the court.

FIGHT THE SLAVS

Rumanians Engage Greater Part of Army Against Russia

Official telegram dispatches from Jassy Saturday, say that the greater part of the Rumanian army now is engaged in fighting Russian troops, who are overrunning Moldavia and Bessarabia while Bolshevik troops are concentrating in Bukovina. After 24 hours fighting the Rumanians disarmed the Ninth Russian division, which attacked Galatz, taking more than 50 guns and surrounded and disarmed the Eighth Russian division which attacked the center of the Moldavian front. This division was sent under convoy to Russia.

In response to an appeal from the Bessarabian republic it is officially declared Rumania sent troops there to prevent the devastation of the country by bands of Russians, and also occupied Kishinev, the Ungheni-Jassy Railway and depots from which Rumania draws supplies.

Fighting is in progress between the Rumanians and the Bolsheviks over all Bessarabia, as far as the Danester River.

CALLS FOR BOATS

Pershing and Troops Ask for a "Bridge of Ships"

"Make a bridge of ships to France," was the message from General Pershing and every man of his command, delivered to the American people by Maj. Frederick Palmer, chief censor of General Pershing's staff, in an address at the National Press Club. "Build ships and let every woman 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 if 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 war the German staff strains its vision. Build, build and continue to build ships. Make a bridge of ships to Pershing."

WILSON ASKS POWER

Wants to Reconstruct War Machine to His Notion

Almost coincident with Secretary Baker's reappearance before the senate military committee for cross examination upon his recent statement of what America is doing in the war, the administration answer to congressional agitation for a war cabinet and munitions director was given by introduction in the senate of a bill transmitted by President Wilson, which would give the president blanket authority to reorganize and coordinate all federal departments, bureaus, agencies, officials and persons.

THE AURANIA TORPEDOED

Submarine Attacks Cunard Liner Bound for America

The Cunard liner Aurania, 13,400 tons, was torpedoed by a German submarine within the last forty-eight 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.

TRANSPORT IS SUNK

UNITED STATES SOLDIERS ARE LOST IN ATTACK AT SEA

TORPEDOED NEAR IRELAND

Cunard Liner Tuscania, With Over 2,000 Guardsmen From Wisconsin and Michigan Goes Down While Under a Heavy British Convoy of Destroyers.

The Cunard liner Tuscania, carrying 2,179 American soldiers, has been torpedoed and sunk off the Irish coast, but official reports late Wednesday night said 1,912 of the officers and men have been saved and indicated that the list of rescued might prove even larger. The troops, composed chiefly of detachments of Michigan and Wisconsin National Guardsmen, were traveling on the Tuscania, a British vessel, under convoy of British warships.

A brief dispatch to the War Department from London early Wednesday evening announced the disaster and reported the landing of only 1,100 survivors. This was made public shortly after 10 o'clock, and for more than two hours it was feared that probably 1,100 men, including members of the liner's crew, had gone down.

"When a message came to the State Department from the embassy at London saying at 11 o'clock, 1,912 of the Americans had been accounted for the joy of the officials almost swept away the distress occasioned by the earlier news. The first 1,100 survivors were landed at Larne and Buncrana, two widely separated Irish ports, and this, coupled with the evident facts that rescue ships were at hand quickly, gave rise to hopes that nearly everybody on board the Tuscania except those injured by the explosion might have been saved."

The President, Secretary Baker, and in fact all official Washington were up late awaiting for additional news. Only the briefest dispatches were received, and none gave details of the attack on the liner. Even the time was missing, but it was assumed, as the first message was filed at London at 3 o'clock this afternoon, probably within an hour after the relief ships reached the Irish coast. The President was at the theater when the news was received and he was not told of it until he returned to the White House.

Because of the nature of the military organizations carried by the ship the War Department announced it would be impossible to say definitely what troops were aboard until the list of survivors was received. Later, however, the adjutant general made the list public. It follows:

Headquarters detachment and Companies D, E and F, of the Twentieth Engineers, 107th Engineer Train, 107th Military Police, 107th Supply Train, 100th Aero Squadron, and 213th Aero Squadron; replacement detachments Nos. 1 and 2 of the Thirty-second Division; fifty-one casual officers.

The Thirty-second Division is composed of National Guard troops from Michigan and Wisconsin. The division trained at Camp McArthur, Texas.

The 107th Engineers was composed of the first battalions of Michigan Engineers; the 107th Military Police was made up from the 107th Supply Train from the Fourth and Sixth Wisconsin Infantry.

Thus all the soldiers are former Wisconsin and Michigan guardsmen except those in the Aero squadrons, who probably were recruited from all parts of the country. Neither the dispatch to the War Department or to the State Department referred to the fate of the members of the Tuscania's crew. Undoubtedly many of them were saved, and when all reports are in officials hope that the loss of life will be remarkably small. The liner, which is not a regular transport, was under convoy and the warships apparently were quickly alongside for rescue when the torpedo struck.

The State Department's dispatch gave the number of soldiers on board as 2,173, six less than the War Department's report. It told of plans promptly made for caring for the survivors. The State Department issued this statement:

"The latest advices received by the State Department from the embassy at London regarding the Tuscania is that at 11 p. m., February 6, the latest information was that 1,912 officers and men on the Tuscania were accounted for out of 2,173."

The ambassador has sent an assistant military attaché and another army officer to Belfast, Ireland. Representatives of the American Red Cross and the Y. M. C. A. also have gone with full power to spend all the money needed. The ambassador further reports that the lord (Continued on last page)

CANADA TO SAVE FUEL

Garfield's Closing Down Is Limited All Over Canada

An order in council was adopted by the cabinet upon recommendation of C. A. Magrath, Dominion fuel controller, suspending the operation of manufacturing plants February 9, 10 and 11 as a conservative measure. The order includes all munitions plants.