

168 U. S. SOLDIERS PROBABLY DROWNED

Two Thousand and Eleven Reported Saved From Total on Board

HEROIC WORK OF BRITISH CONVOYS

Prevented Misfortune From Being Much Worse Than It Was

Washington.—Torpedoed and sunk by a German submarine, the Cunard liner Tuscania, bearing 2,179 officers and men of the 32nd National Guard division, lies at the bottom of the North Atlantic ocean today, and at least 168 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 at 168.

There is every hope that the lower number will prove to be correct, British convoys close to the torpedoed ship closed in quickly and did heroic work, as the comparatively small number of losses shows. 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 her 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.

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 but the texts of 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 statement.

In British Hands.

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, an American naval craft shared in the task. Probably numerous other transports or army supply vessels were in the convoy.

The Tuscania must have remained afloat for a considerable time. Rumors were current today which could not be traced to any source that she was still afloat.

How It May Have Happened.

The process of convoying 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 convoyed 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 destroyers became known to the U-boat commander ever 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 fire a torpedo.

Naval officials say that the one chance against which absolute precaution will not regard 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 again submerge.

Might Have Been Worse.

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.

Baker's Statement.

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 of the civilized world by an adversary who has refined, but made more deadly, the stealth of the sea 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 determine 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."

The war department issued the following statement: "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 them with clothing requirements. Officers have been dispatched from Liverpool and Glasgow and London to points in Ireland where survivors now are and they will wire names immediately. American consul at Belfast reported 600 survivors at Larne. As soon as they are properly outfitted they will be brought to Winchelsea."

First News.

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 Cunard's crew had perished.

President Stays Up Late.

President Wilson, who was attending the theater when the news of the sinking was received; Secretary Baker and many other officials remained up late for more details, but only the terse War and State Department messages came through until the list of survivors began to arrive from the American army headquarters in London early today.

The State Department dispatch said Ambassador Page had sent two army officers to Belfast and representatives of the American Red Cross and the Y. M. C. A. had gone with full power to spend all the money needed in the relief.

The Troops Aboard.

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:

- Headquarters detachment and Companies D, E and F of the 20th engineers.
- 107th engineer train.
- 107th military police.
- 107th supply train.
- Number 100 aero squadrons.
- 158th aero squadron.
- 213 aero squadron.
- Replacement detachments numbers one and two of the 32nd division.
- Fifty-one casual officers.
- The 107th military police was made up from the Fourth and Sixth Wisconsin infantry and the 107th supply train from the Fourth, Fifth and Sixth Wisconsin infantry.

But 101 Missing.

London, Feb. 7.—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.

Citation Notice.

STATE OF SOUTH CAROLINA, County of Horry.

By J. S. VAUGHT, ESQUIRE, Probate Judge.

WHEREAS, W. H. Stone made suit to me, to grant him Letters of Administration of the Estate of and effects of Nelson Thomas.

THESE ARE THEREFORE to cite and admonish all and singular the kindred and creditors of the said Nelson Thomas, deceased, that they be and appear, before me, in the Court of Probate, to be held at Conway, S. C., on 22nd day of February 1918 next, after publication hereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

GIVEN under my Hand, this 8th day of February Anno Domini, 1918. Published on the 14th and 21st days of February 1918 in the Horry Herald.

J. S. VAUGHT, Probate Judge.

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Somewhere in France.—The anti-aircraft barrage is today the most dreaded enemy weapon which the man has to face in his flights over the lines. In the midst of a sea of bursting shells, the airplane bobs up and down like a ship in a violent storm. The concussion which the shells make in bursting produces a swift succession of air pockets and air lumps, and it is absolutely impossible to keep a machine steady through them. Meanwhile, there is the strain of knowing always that the next instant one of the thousands of flying shell splinters may reach a vital spot in a vital machine of pilot.

LAND NEAR TOWN OFFERED FOR SALE

We offer for sale at a very low figure the fifteen acre tract of land near the corporate limits, the property of Mrs. Katherine G. Rollinson. This tract lies on the north side of the road leading from Conway to Willow Spring, immediate opposite the old Nelson residence, and is bounded by lands of Col. D. A. Spivey (Sander's Place) and others. Call or write us for our lowest price to-day. —Harry Land Agency—adv

Wood's Seeds For 1918

The patriotic duty of farmers and gardeners everywhere is to increase crop and food production. Intensive farming and gardening, and the liberal use of fertilizers, together with proper rotation of crops, so as to increase and improve the fertility and productiveness of the land, are all vital and necessary considerations at the present time.

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STILL A MARKET FOR SOFT CORN

Notwithstanding the Closing of Large Distillery Plants by President

The attention of the United States Department of Agriculture has been called to rumors which have been circulated in some sections to the effect that on account of the closing of many distilleries in accordance with the President's proclamation under the food-control act there will be no market for soft corn this year, with resultant losses to the growers. These statements have received more than usual attention by reason of there being an unusually large percentage of soft corn this year, due to early frosts and unseasonably cool, wet weather in many portions of the corn belt during September and October.

May Be Sold on Grade, or Dried. This subject is fully treated in Department Bulletin No. 374, entitled "The Intrinsic Value of Grain, Contained, Flour and Similar Products Based on the Dry-Matter Content," and in Bureau of Plant Industry Circular No. 32, entitled "Moisture Content and Shrinkage in Grain."

A rough survey of the available grain driers and distilleries in operation in the United States, made by the Offices of Federal Grain Supervision, located driers with a combined capacity of approximately 3,000,000 bushels every 24 hours.

It is probable that the total capacity of the driers and distilleries in the United States is somewhat larger than the survey figures show, as there is a chance that some plants have been overlooked in this hurried survey. In addition to these plants, there are starch and corn-products factories which use considerable quantities of soft corn when it can be obtained. There are no driers or distilleries west of the Rocky Mountains.

It appears from the survey that there is a sufficient capacity to take care of all of the soft corn which will move this crop year.

Feed as Much as Possible.

Owing to congestion of shipments at many of the large markets, railroads are frequently unable to deliver soft corn promptly to driers and other industries where it can be handled. It is recommended that farmers and country shippers delay the movement of soft corn from the field and farms, unless conditions at the point to which the corn is shipped are such that the corn can be given quick attention. If corn is standing up well in the field, it should be left on the stalks long as possible, as it will dry better there than anywhere else. After harvesting, soft corn should be stored in well-ventilated cribs until conditions for spoiling during shipment are reduced to a minimum. As much of it as possible should be fed on the farm, as the greatest return for it can usually be obtained that way.

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Charles Duschbury, of Lake City, was in Conway the first of the week spending some time with his daughter, Mrs. V. F. Platt.

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T. B. LEWIS, Atty. and Counsellor at Law CONWAY, S. C.

J. M. JOHNSON, CIVIL ENGINEER, MARION, S. C. My Engineering and Surveying office will be open during my absence, and prepared to take care of any work as usual. Address all communications as heretofore.

WILLIAM EUGENE KING, M.D. Physician and Surgeon, Office in Platt Drug Co. AYNOR, S. C.

DR. J. D. THOMAS, Physician and Surgeon, LORIS, S. C.

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