

The Watchman and Southerner.

THE SUMTER WATCHMAN, Established April, 1850.

"Be Just and Fear not—Let all the ends Thou Aims't at be thy Country's, Thy God's and Truth's"

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AMERICAN TRANSPORT SUNK.

CUNARD LINER TORPEDOED OFF IRISH COAST.

Ship Carried Nearly 2,200 American Troops, of Whom 1,912 Are Reported Saved—Transport Was Convoysed by British Warships.

Washington, Feb. 6.—The Cunard liner Tuscania, carrying 2,179 American soldiers, has been torpedoed and sunk off the Irish coast, but official reports late tonight said 1,912 of the officers and men had 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 this 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 1,400 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 tonight 1,912 of the Americans had been accounted for the joy of 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 fact that rescue ships were at hand quickly gave rise to hope 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 dispatch gave details of the attack on the liner. Even the time was missing, but it was assumed that it occurred early this morning 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 until he returned to the White House.

Because of the nature of the military organization 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's office made the list public. It follows:

Headquarters detachment and companies D, E and F of the Twentieth Engineers.

One Hundred and Seventh Engineer Train.

One Hundred and Seventh Military Police.

One Hundred and Seventh Supply Train.

One Hundred and Fifty-eighth Aero Squadron.

Two Hundred and Thirteenth 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.

Thus all the soldiers are former Wisconsin and Michigan guardsmen except those in the aero squadron who probably were recruited from all parts of the country.

Neither the dispatch to the war department nor that to the state department referred to the fate of 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 war ships apparently were quickly alongside for rescue work when the torpedo struck. The first news was given out here in this terse announcement from the war department.

"The war department has been officially advised that the steamship Tuscania was torpedoed and sunk and that survivors numbering 1,100, as far as could be ascertained, were landed at Buncrana and Larne, in Ireland. There was a total of 2,179 United States troops on this vessel. No name of persons lost has been reported to the war department. Additional particulars are promised as soon as received."

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 sur-

TWO HUNDRED AND TEN LOST

OFFICIAL REPORTS OF TUSCANIA DISASTER ACCOUNT FOR ALL SAVE 210, OF WHOM 168 WERE SOLDIERS.

Survivors Will Be Cared for and Furnished With Clothing and All Other Requirements by the British Authorities.

London, Feb. 7.—The loss of life on the Tuscania so far as known is 210, the admiralty announces. Figures obtainable shortly before noon show that there were 2,397 persons aboard, of whom 2,187 are known to have been saved.

OFFICIAL FIGURES GIVEN.

Men on Board, 2,397, Saved 2,187.

London, Feb. 7.—The official communication this afternoon confirmed the earlier statement that there was a total of 2,397 aboard the Tuscania, and that the total saved was 2,187. The report says the foregoing are approximate figures, but as nearly correct as can be given at present.

LOSS ONLY 101.

Latest Reliable Report From Tuscania Disaster.

(By Associated Press.)

London, Feb. 7.—The loss of life on the Tuscania is now estimated at only one hundred and one. This figure is given in a dispatch from the Associated Press correspondent in Ireland and was later confirmed by the American embassy.

Paris, Feb. 7.—Heavy artillery fighting on the Aisne and Verdun fronts, and in Alsace is reported in today's official communication.

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, 1,912 officers and men on the Tuscania were accounted for out of 2,173. The ambassador has sent an assistant military attache 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 mayor of Belfast is giving all the aid possible."

The Tuscania was the first ship carrying American troops to Europe to be sunk by German submarine but the American transport Antilles was torpedoed and sunk while returning to the United States and 14 soldiers were lost with 156 other persons.

American warships convoying transports to France last June twice fought off submarine attacks.

The position of the Tuscania when she was sunk is taken to indicate that she was bound to England.

Her sinking definitely discloses that British ships are being used to carry American troops abroad supplementing American transport tonnage.

Navy officials have insisted that despite the most careful plans there was always a chance that a troop ship would stumble upon a lurking submarine and the general belief tonight was that this was what happened.

The Tuscania was a British passenger and freight steamship of 14,348 tons gross register. She was built at Glasgow in 1914 and was owned by Anchor Line.

The last report of the Tuscania was her arrival at an Atlantic port, January 17, last.

The Tuscania, during her days as a passenger liner, was one of the best equipped vessels in the trans-Atlantic service. She made her maiden voyage in February, 1915.

She was 567 feet long with a 66 foot beam and was equipped to carry 2,500 passengers in cabin and steerage accommodations.

For some time the Tuscania has been under charter of the Cunard Line and she is the fifth big vessel of the Cunard Company lost since the war began.

Although prior to January 1 of the present year, there were more than 200,000 American troops in France, according to the statement by Secretary Baker, the Tuscania was the first transport to be torpedoed on the voyage from an American port to France. Several American transports have been torpedoed on the return journey after having demarked troops.

MORE SHIPS NEEDED.

ARMY READY TO GO WHEN SHIPS REPORT.

War Department Wants Assurance That Soldiers Will be Furnished With Material With Which to Fight When They Arrive in France.

Washington, Feb. 5.—President Wilson took up personally the shipping problem tonight and at a conference with Chairman Hurley of the shipping board, went into the great problem of procuring tonnage for the movement of American troops and supplies overseas.

Every phase of the question was discussed, including the progress of the government building program, plans for obtaining allied ships for transporting soldiers, and negotiations with the European neutrals for tonnage to release American vessels for trans-Atlantic service. The president was particularly interested in proposal to obtain additional ships by reducing imports.

A full realization of the extent to which America's troops movement to France depends on tonnage has come not only to this government but to the allies as well, and it was indicated today that one of the chief topics at the recent session of the supreme war council at Versailles was that of finding ships for that purpose. A big American army is substantially ready to go, but before it is sent the war department wants to be assured it can be supplied. Ships are available to transport the men; the problem is keeping them furnished with materials with which to fight.

A million men on the fighting front will require, according to the best estimates available, from 4,000,000 to 7,000,000 tons of shipping in continuous service across the 3,000 miles of water between America and Europe. The United States can lay its hands on about 4,000,000 tons now and expects to build during the year anywhere from 3,000,000 to 6,000,000 tons more.

While Chairman Hurley was preparing for the president today a complete report on the shipping situation Frederick R. Harris, a civil engineer of the naval bureau of yards and docks, who for three weeks was general manager of the Emergency Fleet Corporation, was giving a senate investigating committee an optimistic view of shipbuilding progress. It is possible, Mr. Harris said, for the government to complete this year its original program of 6,000,000 tons.

The president was told by Mr. Hurley that bad weather in January cut construction of commandeered ships fully 60 per cent. The shipping board's plans for building up a great shipyard workers' reserve were outlined. Recruiting for the reserve is progressing.

The plan to reduce imports from South America and the Orient to release ships for transporting troops and supplies has been worked out a the shipping board. The class of imports to be affected will be left largely to the war trade board.

The shipping board will advise the board as to the number of neutral ships possible to put in the trade and the trade board will determine what they shall carry.

There has been no announcement as to the amount of tonnage the allies are ready to spare for moving the American forces and their supplies. Already the British have turned over some ships for the purpose and are preparing to release others.

The Versailles war council took up the subject of what shall be the balance maintained as between the shipment of troops and their supplies and the transportation of goods needed by the allied armies and the European civilian populations. Reports to Washington indicate that the policy will be to employ as much tonnage in the movement of the American forces and materials for their use as can be spared from its previous runs without endangering the allied food supply.

In his testimony before the senate committee Mr. Harris said the estimate of a maximum of 3,000,000 tons of American ship production this year made last week by J. W. Powell, vice president of Bethlehem Ship Building Corporation, was pessimistic and that he believed the fabricated ship program would be entirely successful.

Mr. Harris asked to be relieved of duty with the fleet corporation because of a lack of authority in carrying on his work. He said today Chairman Hurley allowed subordinates in the corporation to report over his head.

Some of what he called the shortcomings of the board were excused by

CHARLESTON IN LUCK.

GOVERNMENT TO SPEND MILLIONS AT CHARLESTON.

Urgent Deficiency Bill Carries Between \$22,000,000 and \$32,000,000 to Make Charleston Great War Port.

Washington, Feb. 6.—Between \$22,000,000 and \$32,000,000 will be spent by the government in the development of Charleston as a war port, according to plans now being completed. The money is carried in the great urgent deficiency bill soon to be considered in congress.

This is the fact behind the dispatch sent to The News and Courier by its Washington correspondent last Saturday night. Because of being bound in confidence as to the details the correspondent could not then go into details or definitely describe the developments in progress.

Congressman Richard S. Whaley, however, was in a position today to make a statement for publication, and in doing so he tells the readers of The News and Courier what the government program contemplates and gives the stupendous total of expenditures which show that this is to be the greatest single project ever undertaken at Charleston or at any other point in that part of the country. When asked today if he could not say something for publication Mr. Whaley replied:

"There have been under way for several months examinations of Southern ports by the war department for the purpose of using one of them as a port for storage and embarkation. Owing to the deep water of thirty feet from the ocean to the Navy Yard the accessibility to the sea, the large harbor and splendid fortifications, Charleston has been selected. It is proposed to erect permanent buildings of the most modern type for storage of supplies, ammunition, embarkation, etc.

"In all the government will take between three and four thousand acres of land at Charleston and will expend between \$22,000,000 and \$32,000,000. In the bill to be reported by the committee on appropriations, I have assurance this amount will be included and I am confident it will be passed by the house and senate. The designation of the port of Charleston is a recognition of its availability to be made one of the great ports on the Atlantic.

"The allies' shipping will also doubtless be sent through our port in great part. The plans have all been made and it is only a question of a short time before the government will actually commence work.

"Although I have been working on this matter for many months, it had not assumed such a definite shape that I felt I could make an announcement. However, I feel it is now practically assured and that Charleston will be one of the biggest ports of the country in the storage and handling of supplies for transshipment to the troops on the other side.

"The structures to be erected are not temporary, but of a permanent nature, and therefore, after the war is over, the port will still be one of the big bases for the government. The tremendous benefit to the city and State can be readily appreciated and I am glad to have contributed my share to its accomplishment."

ROOSEVELT UNDER KNIFE.

Operation in New York Hospital Reported Successful.

New York, Feb. 6.—An operation performed late today on Col. Theodore Roosevelt in a hospital here, the second within a week for the removal of an abscess, was successful, according to a bulletin issued tonight by his physician, Dr. Walton Martin. The bulletin said:

"The operation proved successful. There were no unpleasant results. Col. Roosevelt is resting comfortably. Respiration normal."

Roosevelt's Condition Satisfactory.

New York, Feb. 7.—Col. Theodore Roosevelt, who was operated on yesterday for the removal of an abscess passed a comfortable night, it was announced at the hospital today.

the witness on the ground that organization was evolved "over night" and that its lack of business methods was partially due to the fact that it had no business standing such as private corporations have.

The committee has about concluded its investigation of the shipping board but will meet again at the call of Chairman Fletcher to take up some minor matters.

RICHARDSON PROBE BEGINS.

GOV. MANNING, ON STAND, PRESENTS CHARGES AGAINST FORMER CHIEF GAME WARDEN.

Summary of the Case and Famous Veto Message Which Caused Probe by Senate.

Columbia, Feb. 5.—In a statement read before the senate committee investigating his charges against the administration of A. A. Richardson, former chief game warden of the State, Gov. Manning alleged that V. F. Funderburk, assistant chief game warden, acting on authority from Mr. Richardson, settled for \$100 with a newly married couple, who had been hunting in Beaufort county, without going through a trial; that Alfred Aiken, a negro, paid twenty dollars to a Mr. Mixon, a game warden; that F. W. Little, game warden of Laurens, tried to collect a bond of fifteen dollars from Dr. J. W. Jervey, of Greenville; that Mr. Funderburk attempted to collect from one hundred dollars to four hundred dollars from two winter visitors in Aiken, who put the matter in the hands of Mr. Henderson, of the Aiken bar, with whom Mr. Richardson offered to settle for \$200; that Mr. H. J. Bomar, of Manning, wrote that \$60 was paid to Mr. Richardson's associates without any law being violated; that two game wardens induced a young man of Virginia, who did not know the game laws of this State, to shoot birds out of season, and then took him before a magistrate and "scared him into paying \$300," and that Mr. Funderburk and others invited two young men to hunt foxes with them, which invitation they accepted, and when they could not show their licenses the case was compromised for \$10 each.

The senate investigation commenced this afternoon, but only took the evidence Gov. Manning offered to substantiate the charges contained in his veto message of last year, when he returned the bill putting the office of chief game warden in the general election, without his signature. The committee adjourned until 3:30 o'clock tomorrow afternoon, when Mr. Richardson will be heard in reply to the evidence introduced by the governor.

In substantiation of his charge that Mr. Richardson and his friends had conducted a lobby in the former chief warden's behalf, Gov. Manning read a telegram from Capt. M. C. Lumpkin, former member of the house from Richland county, to Congressman A. F. Lever, requesting Mr. Lever to bring the matter of the game warden bill to the attention of Senator Tillman, that the senior senator might urge Gov. Manning to sign the measure.

In connection with this alleged lobby Mr. Richardson asked the governor if the chief game warden did not have the same right to lobby as did Gov. Manning and the former executive secretary, Col. Oscar K. LaRouge. The governor denied that he had "lobbied," but contended that the governor should have frequent consultations with the members of the general assembly on the pending laws affecting the State, which right he thought subordinate State officers did not have.

Senator Proctor A. Bonham, attorney for Mr. Richardson, contested the right of the governor to introduce documentary evidence to substantiate his charges, contending that only witnesses should testify. A majority of the committee overruled his contention. Senator D. R. Williams, of Lancaster, dissenting. Various letters from persons whom Gov. Manning named in his statement were introduced to substantiate the assertions made. An effort by the governor to have Mr. Richardson turn over the books of his office to the committee was overruled, the former chief game warden stating that he was perfectly willing to let the committee have them when some disputed point to be cleared away by them was brought up.

Mr. Richardson, during his cross-examination of Gov. Manning, questioned the governor about a conference they held in the executive office. He wanted to know if the governor had not told him (Richardson) that he could not be reappointed chief game warden because of politics, and followed Mr. Richardson to the door of the executive office, shook hands with him and called him his friend. Gov. Manning said that he could not remember a part of this, particularly about calling Mr. Richardson his friend. The governor asserted, however, that he stated he would be deservedly criticised if he reappointed Mr. Richardson.

Mr. Richardson tried to bring the

BAKER ON THE STAND.

ANTI-ADMINISTRATION SENATORS ASK IMPROPER QUESTIONS IN PUBLIC HEARING.

Secretary Baker Proposes That He Prepare and Submit Written Statement Giving Exact Facts in Detail—Praises Navy's Work in Protecting Transports.

Washington, Feb. 6.—The cross-examination of Secretary Baker on his recent statement before the senate military committee was begun at a public hearing before the committee today.

After a number of questions regarding Secretary Baker's estimates as to the tonnage available this year for transporting troops to France a hitch developed as to whether it would be proper for Secretary Baker to answer such questions in a public session. The secretary proposed that he be permitted to prepare statements showing the exact facts, the details to be prepared by experts and present them to the committee and return for cross examination later.

Secretary Baker said it had not been determined whether troops should be kept in Southern camps next summer. If the summer is as extreme as the winter has been, he said, some would have to be moved.

He stated that American ship tonnage losses have been exceedingly light and that the "service the navy has rendered in the protection of the army has been unexampled."

Secretary Baker gave as his opinion that new legislation will be desirable to give the president general powers to transfer and coordinate the functions of various departments as conditions arise. The possibility that the actual purchasing power for the war department may be largely placed in the hands of Edward R. Stettinius, surveyor general, was indicated by Secretary Baker.

The question of ships to transport troops to France will be presented to the committee in a session tomorrow. Senator Bonham protested against efforts to drag from the secretary information that would be of value to the enemy.

RAILROAD INCOME GUARANTEED

Government Bill Provides for Payment of \$945,000,000.

Washington, Feb. 7.—Chairman Smith, of the senate interstate commerce committee, in reporting favorably to the senate today the administration railroad bill, estimated that under the bill the government will guarantee annually to the railroads \$945,000,000, which will represent a return of 532 per cent. He said it is believed the majority of the roads will accept "these terms as a just and fair measure of their constitutional rights."

Washington, Feb. 7.—Every American soldier lost on the Tuscania, having dependents, was protected by government insurance. This automatic insurance aggregates about \$4,300 and is paid at the rate of \$20 monthly for twenty years.

governor out on an alleged conversation with Congressman Byrnes, in which, according to Mr. Richardson, practically the same words were uttered. Gov. Manning could not bring the substance of this conversation to mind, but was satisfied that he did not say what was imputed to him, positively not as to that part in which he is said to have designated Mr. Richardson as his friend.

A series of telegrams was introduced in evidence by Gov. Manning totalling in cost \$32.74, which were presented, he said, by the Western Union Telegraph Co. to W. H. Gibbs, present chief game warden, for payment. These telegrams, according to the governor, were approved by Mr. Richardson. They related to various matters transacted by Mr. Richardson and his friends, but did not relate to the business of the State of South Carolina, said the governor. Mr. Richardson pointed out the various items, showing that some had check marks against them, while others had cross marks. Those with the check marks, asserted Mr. Richardson, were his personal messages to be paid for by him and not by the State. He had been handling his office in this manner for years, he stated, and always paid for his personal telegrams and those of his friends, if they were transmitted to the telegraph company over his telephone. He said that a few might have escaped his notice.