

# FINGER PRINTS MAY HELP IDENTIFY TUSCANIA DEAD

WAR DEPARTMENT HOPES TO RECOGNIZE SOLDIER VICTIMS OF TORPEDOED TROOPSHIP BY COMPARING IMPRINTS WITH RECORDS.

## NINETY MICHIGAN MEN ON STRICKEN LINER

Ship's Roster Shows Names of Soldiers From All Sections of State—Exact Loss Still in Doubt—Several Wolverines Unaccounted For.

Washington—The war department has ordered finger prints of all the unrecognized soldiers whose dead bodies were recovered from the Tuscania. By comparison with records here, it will be possible to identify them.

The entire list of survivors must be sent this government before an accurate list of the missing can be made.

The gigantic task of compiling over 2,000 names may be realized when it is known that as the names reached here by cable, they were sent to the attitudinal bureau, where they had to be checked up with the ship's roster, and then checked again for address.

Many names as called reached here so badly jumbled up that it was necessary to have them verified by re-calling.

The total of soldiers, passengers and crew lost will probably be about 200, according to latest reports.

Ninety Michigan Men On Ship.

The following list of names of Michigan men who were aboard the Tuscania is taken from the official ship's roster, telegraphed to Adj. Gen. McCain from the port of embarkation after the Tuscania was reported sunk. In addition to the possibility of mistakes in transmission, the lists had been copied at least three times before they were turned over to the newspapermen and sufficient time had not been allowed for thorough checking up and correction. There are undoubtedly mistakes in spelling of names and names probably have been omitted.

Up to the first of this week a number of these men had not yet been accounted for.

107th Engineering Train.

Charles N. Dallenstein, first lieutenant, Port Huron.

Roy Richardson, sergeant, Marquette.

Arthur W. Logan, private, Temperance.

Claude E. Smith, private, Lannon.

William W. Eaton, private, Grand Rapids.

Stephen Dermomster, private, Cadillac.

Eli W. Kitt, private, Oscoda.

Albert A. Bettings, private, Grand Rapids.

Olive T. Knies, cook, Battle Creek.

Glenn P. Denelson, private, Lansing.

William Deacon, private, Negaunee.

Reginald I. Mitchell, private, Tri-mountaine.

Bernard E. Flicker, corporal, Azalia.

Frank E. Krounse, private, Saginaw.

Roscoe Pettingill, private, Ionia.

John L. Linstrom, sergeant, Marquette.

Patrick J. Harrington, sergeant, Hancock.

Frank J. Crowski, private, Detroit.

Sanitary Squad No. 2, 32nd Division.

Roscoe G. Leland, first lieutenant, Kalamazoo.

John E. Stevens, sergeant, Kalamazoo.

Harry I. Richard, sergeant, Rodney.

Marshall J. Smith, mechanic, Bay City.

Robert H. Broyles, private, Kalamazoo.

Otto K. Cady, private, Lansing.

Wesley G. Green, private, St. Johns.

Theodore A. Moushigany, private, Manistique.

Wm. Schrader, private, Myron Center.

Frank Slocum, private, Saginaw.

Friedel Wilkinson, private, Unionville.

Louis Chaltrow, private, Bay City.

Clarence Shegars, private, Edmore.

Harry W. Stewart, private, Aigona.

Howard A. Kriner, private, Durand.

Thomas P. Boland, sergeant, Detroit.

Jake H. Spiller, private, Detroit.

Attached to Scattered Units.

Hugh L. Joseph, first lieutenant, Detroit.

Donald Abram Smith, first lieutenant, Detroit.

Edward Horst, first lieutenant, Hubbell.

Clifford W. Waller, first lieutenant, Fenton.

Frank E. Haubert, private, Detroit.

Adolph B. Zimmerman, private, Nott.

Charley L. Burns, private, Beaver-ton.

Heyerman G. Corra, private, Ontonagon.

Charles C. Stoddard, private, Mt. Clemens.

Walter Mocarash, private, Detroit.

Richard L. Thomas, private, Bay City.

Leon J. Kilgore, private, Marcellus.

Richard McGrath, private, Fowlers.

Frederick S. Roach, private, Reok.

Scante Merrill, private, Republic.

John Fyvie, Jr., private, Newberry.

Cleton Dolph, private, Walkerville.

Ernest Monroe, private, Webberville.

William J. McCartney, corporal, Pontiac.

Archie E. Moore, sergeant, Elsie.

Fred Adolph Krey, private, Harrisburg.

William R. Johnson, corporal, Metamora.

Alpha L. Rice, private, Charlotte.

Herbert C. J. Desner, corporal, Saginaw.

George E. Schwartz, private, Richmond.

Cosmers H. Slater, private, Mounting.

Ralph T. Storey, private, Bay City.

Albert A. Crumley, 1st lieutenant, Detroit.

William E. Doughner, sergeant, Birmingham.

Mark R. Fulcher, cook, Harrisville.

Edmund F. Seymour, cook, Detroit.

Wilbur S. Adair, private, Harrisville.

Arthur J. Siplon, private, Muskegon.

Leigh A. Wright, private, Hillsdale.

Paul Crenshawski, private, Dear.

Wilbur W. Clark, private, Lansing.

Gayland E. Gove, private, Tecumseh.

Robert A. McNeil, private, Detroit.

Conner A. Collins, private, Battle Creek.

Wm. J. Widman, private, Detroit.

Earl Burton, private, Holland.

Merle Howe, first lieutenant, Mt. Pleasant.

George Vanderleer, private, McPhail.

Edgar Winkler, private, Marion.

Ernest H. Bridges, private, Van-cour.

Henry Vrenchke, private, Grand Rapids.

Max C. Rogers, private, Flowerfield.

Ernest H. Ebbels, private, Logville.

Leonard E. Read, private, Hubbardston.

Carle O. Rosignoli, private, Detroit.

Stanley D. Anderson, sergeant, Highland Park.

Edrian Buck, private, Detroit.

Jacob Hamstra, private, Zeeland.

Civilians.

Edward T. Fitzgerald, civilian, Detroit.

Reuben Mayor Oscar B. Marx, Detroit.

Abner E. Larned, civilian, Detroit.

Wreckage strewn on Irish Coast.

A mass of swirling wreckage along the Irish coast marks the grave of the Tuscania, the first American troop transport sunk by a German submarine.

A few bodies of the men who perished have been washed ashore, and some of the injured now in hospitals are expected to succumb.

Survivors were quarantined in hotels, homes and hospitals along the North Irish coast.

The ship was sunk by a torpedo on the night of February 5.

First reports indicated that 210 men were missing. This number included 115 American soldiers. The total number of men on board, troops and crew, was 2470.

The Tuscania was a British vessel of 14,245 tons gross. She was the crack vessel of the Anchor line, under charter to the Cunard line. Her capacity was 2,500 passengers, but with alterations in her accommodations she could carry many more troops.

She had had several encounters with submarines, and one occasion rescued 45 American survivors of a U-boat attack.

Battered Bodies Washed Ashore.

Cable press dispatches saying that a large number of bodies of American soldiers, battered beyond recognition, had been washed ashore 15 miles from the scene of the torpedoed liner, dampened hope that the troop losses would prove very small. According to figures given in earlier press dispatches, only 101 of those aboard, including soldiers, members of the crew and passengers, were missing. This had led officials to believe that with the heavy loss first indicated among the crew, most American soldiers had been saved.

The report from the Irish port, which also said that army identification tags found on the bodies of the soldiers washed ashore bore no names or numbers, making identification impossible, caused considerable speculation. Army regulations require identification tags bearing name, rank, company and regiment of the soldier.

Although there was no official confirmation of this report and officials declined to comment, it was pointed out that the dispatches said that the soldiers had not been assigned to definite units.

Submarine Not Seen.

Survivors are agreed that no one saw the wake of foam as the torpedo came toward the vessel. It was a black night and no alarm came from any one of the 15 lookouts. The tor-

pido struck the Tuscania a vital blow amidships, in the boiler room, and there was a muffled crash, which told every one what had happened.

That a German submarine endeavored to attack the destroyers while the latter were engaged in rescue work is the statement made by an American officer at another Irish port where a large number of men were landed. The officer said to a correspondent:

"The thing that somehow impressed me most in the whole experience was the promptitude and precision with which the British men handled their craft under the trying conditions of rescue work. This work had only just begun when there came the most exciting moments of the night."

"A U-boat from the curtain of blackness behind which she was skulking thought to finish the work by an attack on the destroyers. Three torpedoes were discharged in a few minutes at three destroyers and it was only due to the watchfulness of the lookouts and the splendid seamanship of the British Naval men that they failed to reach their targets."

"This onslaught, however, revealed the approximate location of the enemy, and a pair of destroyers at once attacked with guns and bombs so effectively that even if the U-boat was not sunk it was afraid to show itself again."

Troops Cool in Crisis.

Press articles tell of the cool behavior of the troops, some of them partially trained boys, who lined the rails singing national airs.

To the absence of confusion and the fact that the vessel remained afloat for about two hours in a calm sea is attributed the small loss of life. The Tuscania was a part of a large convoy and immediately relief was at hand.

Sunk By Chance Shot?

Navy officials are inclined to the view that this is an isolated case and have no reason to change their view that the submarine menace has been overcome.

Many devices enter into the battle against the U-boat, 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 scattered on American craft is so successful that British craft are being similarly equipped.

U. S. Craft Feared.

There have been indications that the U-boats have learned to fear the ability of American boats to locate them at a distance and to bring the submerged vessel within range of a depth bomb. With a destroyer in the vicinity, the U-boat is forced to surface, and the destroyers, depending on an attack of cars which leave a trail of smoke, beat the surface vessel. When a destroyer stops to hunt a U-boat, it is forced by the heat of her own engines to burn fuel oil, and the U-boat is forced to surface until the destroyer is within range.

Such details as have come from Europe indicate that the Tuscania was torpedoed by a single submarine which slipped under the protective screen of destroyers leading the convoy fleet. There is no evidence of an attack in force, and the U-boat probably got into the path of the liner largely by chance. Sometimes, as many as 40 vessels make up a convoy fleet.

## ARMY IDENTITY PLAN CHANGED

Each Soldier Will Be Given Number When He Is Enlisted.

Washington—Dispatches from Great Britain that a number of bodies of Tuscania victims had been washed ashore, but could not be identified, because the metal identification tags of the soldiers had not been numbered, have led to a change in the identification system of the American army.

In order to insure prompt identification henceforth of all American soldiers killed in action or who may have their lives in future sinkings, Secretary of War Baker issued the following order, which has been approved by General Pershing:

"In order to insure prompt and accurate identification the department has adopted a system of numbering enlisted men of the army only, which provides for but one series of numbers, without alphabetical prefix, for all enlisted men in, or who may enter the army regardless of origin, arm, corps or department. Numbering begins with one and continues successively without limit."

"Consecutive numbers will not be given men of same surnames."

"The number assigned a soldier will become a part of his official designation, will not be changed and will never be assigned to another soldier. It will be entered on identification tags and will be entered plainly on all individual records of the soldier and will be used in connection with the soldier's name in rolls, reports and returns in which his name appears."

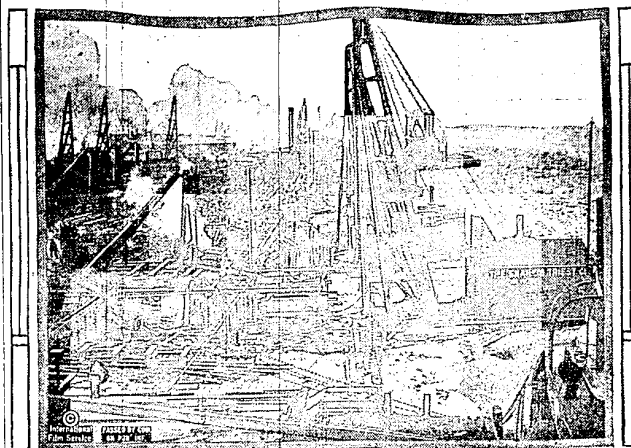
"Blocks of numbers will be allotted by the adjutant general of the army to the commanding general of army expeditionary forces, to depot commanders and commanding generals of divisional camps, ports of embarkation and recruit depots."

"Assignment of numbers to enlisted men of army generally will be made as of February 28, 1918."

Test Seed Corn Is Warning.

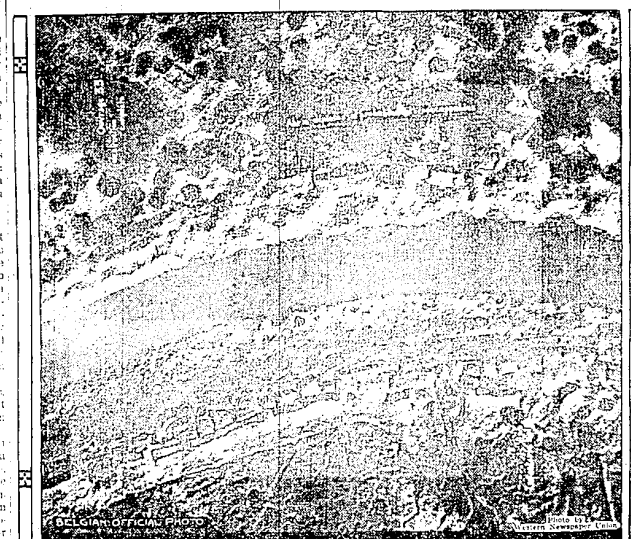
East Lansing—Farmers are advised by the Michigan Agricultural college to test carefully all corn used for planting to prevent use of dead corn.

## GREATEST SHIPYARD IN THE WORLD RISES FROM THE MARSHLAND



The greatest shipyard in the world is in the course of construction at Hog Island, near Philadelphia, a 1,000-acre tract of marsh and brush. The great yard, which is under the supervision of the United States shipping board, will soon be turning out three completed ships a week for Uncle Sam's emergency fleet. Fifty shipways are in the course of construction. They will cover a mile of the Delaware river front. Barracks have been built to house the 30,000 men who will be employed when the plant is in full operation. There are also mess halls, Y. M. C. A. huts, a theater and a post office.

## AERIAL VIEW OF DESTROYED GERMAN COMMUNICATION TRENCHES



This photograph shows a view of destroyed German communication trenches after a successful bombardment by the Belgian infantry and artillery. This picture was made by a Belgian aerial observer from a height of several thousand feet.

## BUST OF ELIHU ROOT



This bust statue of Elihu Root, considered a remarkable likeness of the former senator from New York, has been presented to the Pan-American Union by a group of friends, headed by Charles H. Scribner of New York. It is the work of C. S. Pieper.

That Tough Feeling.

"What makes you feel so tough? Well, there is no way of telling, nowadays. A dentist will say it's your teeth; a stomach specialist will say it's your digestion; a Christian Scientist will say it's a defective mental attitude; an optometrist will find a cure in double lenses, and a nerve specialist will invalidate you for three months. Do you smoke?—Kansas City Star.

A Lovely Life.

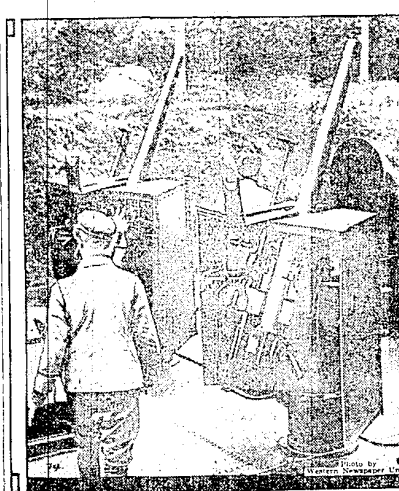
"Why do so many actresses prefer the mores to the speaking stage? It's the money, I s'pose."

"Not altogether. You know how an actress loves to be photographed."

"Yes."

"In the movies it's a continuous round of being photographed."

## FRENCH GUNS OF LATEST TYPE



Nearest type of French cannon mounted on Alene canal boats. They are used both against aircraft and for keeping the enemy patrols from approaching the canal.

The Oil-Burning Lamp.

Great were the struggles of the pioneers in the oil industry—many were the problems to be solved. At first, the most important use to which the oil was put was as an illuminant. The objection to it, however, was that it was too dangerous and had too strong an odor. This necessitated the development of a suitable oil lamp, resulting in the invention of the lamp globe which consumed the smoke and gas, giving a clear, bright, odorless light. This same oil lamp today is serving efficiently the millions of dwellers in the smaller towns and on the farms who have not yet adopted gas or electricity.

She Ought to Know.

"Say, pop," queried Robert, "are all the words in the dictionary?"

"No, not all," replied the father.

"They are making new ones every day."

"Well, what is the newest one?" continued the boy.

"I don't know. Ask your mother."