

President Is Expected to Give Expression of Feelings on Lusitania Disaster In His Speech Tonight—Statements Secured From Passengers

WILSON STUDYING PROBLEMS ALONE

Is Expected He Will Make Known His Decision at Cabinet Meeting.

EXTRA SESSION OF CONGRESS UNLIKELY

One Course Suggested Is That U. S. Make Reprisals Against the Offending Belligerents.

Washington, May 10.—Speculation as to what the United States would probably do as a protest against the torpedoing of the Lusitania with the loss of more than 100 American lives developed among officials and diplomats here today, the general opinion that President Wilson would express in the presidential message to Congress on the Lusitania disaster. The extent of the action—whether the government would go beyond the emphatic phrasing of a note to Germany as to actually sever diplomatic relations with the German government was still undetermined.

It is now certain that the president does not intend to call an extra session of congress. Dispatches, for the present at least do not urge that the German action will cause the United States to be drawn into the war.

Washington, May 10.—The president plans to go to Philadelphia late today to deliver there, in the evening, a speech which observers generally believe will give expression to his own feeling on the situation produced by the sinking of the Lusitania. He is to address a meeting of 4,000 naturalized Americans. Mr. Wilson will return early Tuesday, and a few hours later the regular meeting of the cabinet will take place, when it is generally expected he will lay before his advisers the policy he has in mind and ask their counsel.

President Wilson will deal with the Lusitania case deliberately, but with firmness.

The only insight into the president's mind, which contains the key to the course to be followed by the United States, was given to the public in a statement issued from the white house by the secretary to the president, Joseph P. Tumulty:

"Of course, the president feels the distress and the gravity of the situation to the utmost, and is considering very earnestly, but very calmly, the right course of action to pursue. He knows that the people expect him to act with deliberation as well as firmness."

Washington passed today swirling in a hundred eddies of conflicting opinions, all that while ignorant of the state of mind of Woodrow Wilson and knowing that he alone, and largely unadvised, will make the final decision.

The white house statement is all the more impressive because of the long hours Washington has waited for this intimation of the president's attitude.

Washington, May 9.—Shocked and appalled by tragic aspects of the Lusitania disaster as hourly developments disclose the magnitude and far-reaching possibilities and reveals that probably 137 Americans lost their lives, President Wilson and his advisors are awaiting the whole facts and the crystallization of public opinion to aid in laying out the course the United States will pursue in this latest international complication—the gravest since the war began. No where do administration officials seem disposed to minimize the situation but the president, while seeking the facts before the country will assume an examining attitude and reserve full judgment until all the details are received.

As more details came to hand, at the white house and in the executive departments of the government it was discovered how much the administration officials realize the tenacity of the situation. Secretary Bryan cabled Ambassador Gerard at Berlin to ask the German government for a report on the disaster and to Ambassador Page at London was sent a message urging him to renewed efforts to aid the survivors and to get information.

The president had been devoting his thoughts exclusively to this grave problem from the time the first news came. How he is grappling with the dilemma is strongly suggested by these two circumstances:

When the news of the sinking of the Lusitania reached the president he went out alone from the White House and walked rapidly, aimlessly, looking neither to the right nor to the left, block after block, up the street. Since then he has kept strictly alone.

That is one circumstance. The second is that late in the afternoon Mr. Bryan, Secretary of State, said he had not, either directly or indirectly, been in communication with the president.

Mr. Bryan said: "The public should know that this is no time to rock the boat."

And, having made this observation, Mr. Bryan practically ended active connection with the situation.

So it is with all other advisers. Statements are appearing that this adviser or that of the president presents the situation in this or that light. There is little or no truth in these reports. The president is doing his thinking alone.

It is generally believed that the first step of the president will be to call an extra session of congress. Officials are considering the advisability of talking or preparing to take certain measures of reprisal to meet the German offenses.

One scheme put forward is that the United States should arm itself with all possible powers of reprisal and use this in an aggressive effort to force all belligerents to retract all measures which they have taken as affecting American rights in excess of the law of nations.

Thus it might threaten seizure of the 550,000 tons of German shipping in American harbors and might threaten an embargo against arms shipments for a limited period of time. And these forms of reprisal would be put into effect as the occasion demanded until to the United States was accorded respect for its rights.

The one thing which Washington cannot determine is the state of public opinion upon this situation. It is the gravest situation beyond all question which has confronted the administration in the course of the European war. The United States government has said it will "take any steps it might be necessary to take to safeguard American lives and property," but will public opinion support the United States government in taking such steps?

As extraordinary a question as that may seem "in the home of the free and the land of the brave," it is the question which was heard here on every side today.

How many persons are saying that Americans should stay home? How many are insisting that there be peace at any price? How far has the peace at any price doctrine gone toward destroying the willingness of the nation to do its duty by its citizens? No conscientious report of the situation here could be given without stating that this query is in every mind.

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DOCTOR FISHER BLAMES CUNARD

American Physician Thinks Steamship Company and Administration Did Not Take Precautions.

DISCIPLINE OF CREW NOT UP TO STANDARD

Passengers Not Unconcerned About Possible Danger—Alfred G. Vanderbilt Gave up His Chance.

Queenstown, May 10.—Of the volunteer doctors attending the victims of the Lusitania, none has been busier than Dr. Howard Fisher, of New York, who was rescued, after being in the water three hours.

Dr. Fisher, a brother of Walter L. Fisher, formerly secretary of the interior of the United States, was on his way to Belgium for Red Cross duty. His story follows:

"It is not true that those on board were unconcerned over the possibility of being torpedoed. I took the big liner to save time, and also because in case of a floating mine, I felt she would have more chance of staying up. But like everybody else aboard, I felt sure, in case of being torpedoed, that we would have time to take to the boats.

"I did not know what case is being made out for the Cunard people, but I cannot say that either discipline or precautions were up to the standard.

"When I heard the crash, I rushed to the port side. No officer was in sight. An effort was being made to lower the boat swinging just opposite the grand entrance. Women, children and men made a mad scramble about this boat, which was smashed against the side, throwing all the occupants into the sea.

"Then a sailor and a passenger launched a second boat, which carried chiefly women and children.

ZEPPELINS MAKE ANOTHER ATTACK

German Air Craft Drops Bombs On West-Cliff-on-Sea and South End and Leigh Suffer Serious Property Damage—Some Loss of Life.

London, May 10.—Two Zeppelin airships are reported to have dropped bombs on West-Cliff-on-Sea, near South End but no fatalities have been reported.

Warning of the approach of hostile craft was given South End at 2:52 this morning. Several machines took part in the raid but whether they were Zeppelins or aeroplanes could not be told on account of the cloudy weather. Bombs struck houses in various parts of the city and a man and his wife were badly burned in a fire caused by an incendiary bomb.

It is reported that several shops were burned at Leigh, near South End, where four Zeppelins are said to have dropped between 40 and 50 bombs.

London, May 10.—Incoming passengers on trains from South End, a seaside resort in Essex, report that an air raid resulted in serious damage and some loss of life.

Should Suspend Judgment, Congressman Britt Thinks

President Wilson Must Deal With Lusitania Case, and People Should Leave Problem to Him, Mr. Britt Says—President Should Have Popular Sympathy.

"What action will the administration take in the Lusitania case?" was asked Congressman Britt today.

"I am sorry," said he, "but I cannot discuss that question.

"It is, of course, a dreadful calamity, raising international issues of the very gravest moment, but these questions must all be dealt with by President Wilson, and I feel that we should all give him our sympathy, be patient, and suspend our judgment, and leave

AFFIDAVITS MADE ON SEA DISASTER

Some Witnesses Refer to Life Boat Fiasco, After Death Blow to Ship.

ARRANGEMENT FOR INTERRING VICTIMS

Some Survivors too Badly Hurt to Be Moved—Many Little Children Among Victims.

Queenstown, May 9, via London, May 10.—Affidavits by Miss Jessie Taft Smith of Ohio, Dr. Howard L. Fisher of Washington, Major F. F. Warren Pearl, and Robert Rankin of New York, wear the only permanent records of the Lusitania disaster obtained by United States consulate here. All were brief and there were no reflections on the behavior of the crew except when some witness referred to the life-boat fiasco. The affidavits of Miss Smith and Mr. Rankin were cabled to Secretary Bryan.

Beginning at noon at Consul Frost's orders, the bodies of the identified Americans, covered with the Stars and Stripes, were removed from the scattered mounds and placed side by side in the Cunard company's offices on the waterfront. They were carried there by British sailors through crowds with uncovered heads.

Cheap brown coffins contained the bodies of Charles Frohman, Isaac Trumbull of Bridgeport, Conn., Mrs. Henry D. McDona of New York, Charles H. Stevens of Atlantic City, Dr. F. S. Pearson of New York, D. Walker Bodrik of Boston, Herbert Ellis of New York, Mrs. Anthony Nations of New York and Mrs. Spillman of Detroit.

Mr. Frohman's secretary has arrived here and has taken charge of his employer's body. Complements of British soldiers are digging three huge graves where 140-odd victims will be buried tomorrow.

Many children and little babies lie in the morgues like so many dolls. The authorities of the town have had their bodies covered with flowers which will probably be placed in the graves with them.

The presence of so many children on the Lusitania is probably due to the fact that many Canadian women whose husbands are in the war, were going to England to stay with relatives while their husbands are at the front.

Not a single body was brought in today, but some more may yet be found if they are not carried away by a storm.

William Webb, representing Alfred Vanderbilt, wanted to send out a tug to continue the search for Mr. Vanderbilt's body but officials of the Cunard Steamship company and the admiralty discouraged the plan and it was abandoned.

The 645 survivors of the disaster here are quartered in hotels, residences and hospitals, some too badly hurt to be moved. Two groups left Saturday afternoon and evening clad in mist clothing for Dublin by rail and thence by boat to Holyhead. The injuries of some are so serious that additional deaths are expected and nearly all are too dazed to understand fully what has happened.

The survivors do not agree as to whether the submarine fired one or two torpedoes. A few say they saw the periscope and many attest to seeing the wake of foam as a projectile raced toward the vessel.

The only points in which all concur is that the torpedo struck the vessel a vital blow amidships, causing her to list almost immediately to the starboard. In this careening fashion she plowed some distance, smashing the lifeboats' davits as she did so and making the launching of boats well high impossible until headway had ceased.

How far the Lusitania struggled forward after being struck and how long it was before she disappeared beneath the waves are points on which few passengers agree, estimates of the time she remained afloat ranging from 1 to 15 minutes. The list to starboard so elevated lifeboats on the port side as soon to render them useless and it is

launched only two on that side were launched.

The question on every lip is: "Why did Captain Turner pursue the usual well known Cunard line course so close to the Irish coast at medium speed, and why was not the big liner conveyed?"

Several naval officers here say the Lusitania received wireless orders to take a course in the middle channel, but the ship's wireless operator declined to say whether he received such orders.

In striking contrast to the most historic sea disasters, the rate of mortality among first class passengers seems to be heavier than among any other class on board. A large proportion of those saved are members of the crew, but this is not evidence of lack of discipline, as most of them were picked up from the water. The captain of a trawler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors, said:

"There were many left in the water, but they were dead and many were so mangled that I thought it better to bring ashore my boat load of suffering women, as they could not have stood much more."

The brief time elapsing between the torpedoing and sinking of the Lusitania was long enough to develop a heroine in the person of Miss Kathleen Kaye, fourteen years old, returning from New York where she had been visiting relatives. With smiling words and reassurance, she aided stewards in filling a boat with women and children.

When all were in she climbed aboard the lifeboat as only as an able seaman. One sailor fainted at his oar and the girl took his place. None among the survivors bears as little sign of her terrible experience as Miss Kaye.

The dragging of the lifeboats was explained by passengers and members of the crew by the statement that the second torpedo severed several steam pipes from the engines. The Lusitania had been sent full speed ahead when the first torpedo was seen and it was impossible to stop her. Headway by reversing the engines when the necessity for lowering the boats was realized. The most remarkable escape was (Continued on Page Three).