

WASHINGTON SEEKS TO KEEP PEOPLE OF U. S. IN COOL MIND

President and Advisors Reassured By Fact
That Americans Have Not Lost Their
Heads Over Sinking of Lusitania Off Ireland.

AMBASSADOR GERARD ORDERED TO GET ALL FACTS IN BERLIN

Legal Opinions Agree That U. S. Has Better
Case Against Germany in Gulflight
Case Than in Lusitania.

By United Press.

WASHINGTON, May 8.—The most significant feature of the situation created in America by the sinking of the Lusitania, as viewed by official Washington tonight, was the fact that the people have not lost their heads.

There has been no flooding of the White House and State Department with messages demanding reprisals, nor have statesmen and citizens flocked there to urge an assertion of America's rights. Congressman Gardner, of Massachusetts, agitator of the big army and navy movement that failed in the last congress, was the sole caller of the kind.

President Wilson and his Cabinet adhered carefully to a program calculated to prevent excitement.

President Wilson played his usual Saturday morning golf game. No Cabinet meeting was held, though it had been expected there would be one. There was not even a conference between the President and Secretary Bryan.

All information, however, concerning the disaster, and particularly concerning Americans on the Lusitania and relief work by the American Consulate at Queenstown, was given immediately to the White House as fast as it arrived.

Everything possible was done to allay public feeling and delay consideration of the course to be pursued until all facts are in hand.

From the alarmist point of view, probably Secretary Bryan's suggestion to newspaper correspondents that "this is no time to rock the boat," and Secretary of War Garrison's abandonment of a proposed trip to Alabama were about the only things that happened.

The real, outstanding, significant fact, as it appealed to Washington officialdom tonight, was that the people of the country have remained calm. This was being discussed on every hand, and, so far as the Administration was concerned, with gratitude.

Official action included a message to Ambassador Gerard in Berlin instructing him to request a report on the occurrence from the German Government; directions to Ambassador Page in London that depositions be obtained from the Lusitania survivors, and inquiries to London and Queenstown concerning arrangements for the care of Americans.

As for public statements, none was made. In the words of Counsellor Lansing, of the State Department, the official attitude was "silence—strict silence."

Tumulty Issues Statement.

After talking with President Wilson tonight concerning the issuance of a statement on the Lusitania dis-

aster, Secretary Tumulty at 9 p. m. gave out the following:

"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 to pursue.

"He knows that the people of the country wish and expect him to act with deliberation, as well as with firmness."

The Embassy was unwilling to talk, confining itself to a news bulletin containing the meager information supplied all press applicants by the following brief:

"To yesterday's frank reminder that Americans were warned not to sail on the Lusitania, the German Embassy added only the statement that if the Lusitania carried no guns, the German Government had not been advised of their removal and that the Embassy had positive knowledge that the liner was carrying arms and ammunition."

Views of Senator Stone.

The Lusitania was subject to attack from any enemy vessel, according to Senator Stone, and Americans exercising their undeniable right to travel abroad on neutral missions might better have chosen a neutral vessel for the trip.

This opinion also was held by Senator Hoke Smith, who, while saying the law does not lessen the inhumanity of the act, expressed doubt that the United States could show that Germany had violated international law.

Ambassador Bernstorff was expected from New York at 10 a. m. Sunday.

Such legal opinions as were vouchsafed by recognized authority during the day inclined to the belief that the United States' Lusitania case against Germany is weaker than that involved in the sinking of the Gulflight.

Senators as divergent in most of their views as Henry Cabot Lodge and Chairman Stone, of the Foreign Relations Committee, agreed on this.

No official from the highest to the lowest will venture to state what the

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expertness in swimming.

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United States Government will do when it shall have received Germany's reply. It is anticipated that the answer undoubtedly will be justification of the act based on Germany's warning to American citizens as to trans-Atlantic travel and its right to establish a submarine blockade. At the White House it is stated that no warning went to Americans not to embark on the Lusitania.

Secretary Bryan says that the only attitude of the department on the subject was contained in a public statement that it would be well for Americans and naturalized American citizens not to visit the countries of the belligerents on pleasure tours.

It was reported that some people had been warned, notably an American named Maurice T. Dunlap, American Consul at Stavenger, Norway, not to take the Lusitania. Mr. Bryan said that such warning had not been issued. Mr. Dunlap, however, it is reported, took the northern route, which was pointed out by Germany as being safe.

Similarly it is not understood that Elbert Hubbard, who came to Washington recently to obtain a passport, was advised not to sail on the Lusitania.

One of the seemingly important incidents of the day was a conference between Secretary of the Navy Daniels and Secretary Bryan. This was explained, however, as being to provide a ship for the voyage of Paul Fuller, Jr., to Haiti.

"Issue Already Clear."

Some officials hold that the issue already has been clearly made up. They point to the United States' communication of February to Germany saying that this government could not fail to "hold the imperial German government to a strict accountability" in case of the destruction of an American vessel or the loss of American lives by the acts of "commanders of German vessels of war."

The apparent reply to this position was made in exact terms by the advertisement by the German Government before the sailing of the Lusitania that Germany would accept no responsibility for just such disasters and wholesale killing of non-combatants as occurred on the Lusitania.

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