F. VAN RODEN, JR., ASKS CUSTODY OF CHILD

Overbrook Resident Tells Court Wife Is Unfit to Take Care of

Startling and sensational testimon; brought by a vast array of legal talent featured the habeas corpus proceedings brought in the New Jersey Chancery Court in Camden today by Frank Van Roden, Jr., of 5300 Drexel road, Over-brooh, against his wife, Julia Van Roden. r., to obtain possession of their two-ear-old daughter Eleaner, whom the tother Ridnapped from the Van Roden ome in Overbrook on the night of March

Represented by Congressman George S Graham and Robert McCarter, former Attorney General of New Jersey, Mr. Van Roden, Jr. in his petition, maintains that Mrs. Van Roden, Jr., "Is not a fit person to have possession of his daugh-ter, and that her life of gayety makes

The petition says further that Mrs.
Van Roden is a member of the smart
set at Atlantic City and that she has been in the habit of receiving men guests In her apartments there, where little Eleanor is now under the care of a Negro servant.

Mrs. Van Roden was represented by John Handy Hall, first United States District Attorney in Philadelphia, and the firm of Gaskill & Gaskill, of Camden. The proceedings were brought this morning before Vice Chancellor Leaming who, after hearing the testimony, said the Chancery Court has the general guardianship of all children in New Jersey, and that he would issue an order to have Mrs. Julia Van Roden appear with the child in court next Monday, and that if she refused to come he would order the she refused to come he would order the

child brought into court.

Detectives have been unable to serve papers on Mrs. Van Roden, and it is believed that she is in New York. That is also the belief of Sheriff Bartlett, of At-

Also the belief of Sheriff Bartlett, of At-lantic City, who has been searching for her for more than a week.

Mr and Mrs. Frank Van Roden, Jr., were married in November, 1919, in Ard-more. They separated in May, 1913, and the father, by agreement, was given custody of their daughter, Eleanor. On March 12, last Mrs. Van Roden called March 12, last, Mrs. Van Roden called to see her child at the Van Roden home in Overbrook, and, her husband says. managed to smuggle the child aboard ; train for Atlantic City

The child has been sickly since birth. Detectives were put on the trail of the mother and daughter at once, and soon located the child in the Galbraith apart-ments, New York and Pacific avenues. Atlantic City. The child was first found the Presbyterian Hospital in New and later in St. Mary's Hospital o Frankford road. It is now in Atlantic

One of the objects of the potition, it is said, is to place the child in an institu-tion where it would be "given proper care and treatment."

PRESIDENT TO PLEAD HERE FOR CALMNESS

Continued from Page One

ability" for any loss of American lives through submarine attacks. It is possible that there will be a semiofficial announcement of 'policy at the White House today, but not probable. President Wilson, it is believed, will consult not only with his Cabinet, but many

of the Administration advisers before an nouncing the action he has determined to take. There will be no regular Cabinet meeting before tomorrow and no word has yet come of a meeting to be held later today.

Altogether, officials deemed it certain that several important questions of fact would have to be settled before an accounting could be called for by the United States from the German Govern-

One issue regarded as of the highest importance was expected to be disposed of by the Administration's request on Berlin for details and an explanation of the attack on the Lusitania. Will Germany's attitude be one of re-

gret that American lives were lost as a result of the incident, or will the Kaiser's as to imply indifference of verge on hostility toward the United

ATTITUDE DEPE JDS ON GERMANY. On this point officials could venture no guesses: they said the German communieation alone could answer the question.

The commonest prediction was that the Administration would ask Germany for indemnity and assurances that such incldents as that of the Lusitania, involving American lives and property, would not be repeated. The statement attributed to German

newspapers to the effect that "money would satisfy the United States," while recognized as approaching the contemptuous in tone, was generally interpreted as suggesting an inclination on the Father-land spart to meet America half-way on the financial proposition, though, of course, the fact was taken into account that such utterances were unofficial.

Assurances against a rectifice of incl-

Assurances against a repetition of inci-dents like last Friday's were not re-garded as likely to be easily forthcoming. It was pointed out also that, if given and disregarded, they would precipitate an exremely critical situation.

The suggestion that an extra session of

Congress might be called to provide means—presumably United States ships— for the transportation of Americans and their goods without exposing them to the dangers incidental to travel on belligerent vessels was figured as contemplating acquiescence in the German war methods against the Allies' craft. There was no indication, however, that the President did plan an extra session. GERMAN EMBASSY GUARDED

The German Embassy continued to be closely guarded. Sunday's anonymous threat that it would be blown up was not

taken very seriously, but it was admitted that such an attempt by an irresponsible individual would not be unlikely under the circumstances, and the authorities were deeply concerned in preventing it.

Diplomatic representatives of other neutral Governments continued to watch the Administration's policy closely. The view was taken that the whole

neutral world, as well as the United States, had naturally a deep interest in President Wilson's handling of the president case, and there was a disposition to furnish these foreign observers with all information it was safe to give out and

CITY TROOP HAS ESCORTED PRESIDENTS 45 TIMES

Presidents.	Times Es- corted.	Dates.
G. Woshingto John Adams James Monro A. Jackson	Ø. 1	1797-1798 1817 1833
M. Van Bur John Tyler J. K. Polk W. Fillmore. Franklin Pler	1 1	1839 1843 1847 1830 1853
A. Idncoln A. Johnson U. S. Grant. R. B. Hayes.	101 4	1864 1866 1873-1876 1877-1878
C. A. Arthur G. Cinveland B. Harrison Wm. McKink	in f	1885 1885-87-96 1891 1897-98-93-190
Www. H. Taf	2.000	1902-05 1902-11-12-13

hiding today) 3 1913-14-15

already at the Government's disposal. It was widely believed that the lesses neutral Powers would be guided largely

by America's action.
Addressing an audience of 4000 newly naturalized altens, 4500 members of their families and thousands of special guests in a huge gathering in Convention Hall, the President will take the chief part in ushering in a unique experi-ment. It is Philadelphia's plan to make America more than ever a "melting pot of the races"—to welcome the foreignborn man and woman into a citizenship filled with patriotism and surcharged with understanding of what the United

States of America means and stands for. Besides the speech the President will nake, addresses by William B. Wilson, Secretary of Labor; Josephus Danies. Secretary of the Navy, and Judge Joseph Buffington, of the United States Circuit Court, will be heard.

Mayor Blankenburg will preside. tev Henry M. Couden, chaplain of the inited States Senate, will pronounce an avocation. Governor Goldsborough, of Maryland, will sit with the speakers as a

Preparations, which have been in progress for months, will culminate to-night in the great public reception. The choir gallery, behind the speakers' platform, will be occupied by a citizens' cheries, numbering nearly 4000 voices. The Police Band will have a place before the platform, rendering a program of patriotic airs and leading the singing of the massed chorus.

President Wilson will arrive in this city hortly before the opening of the meeting. The First City Troop will act as mounted escort to the President upon his arrival in the city, in accordance with their "ancient and honorable" custom. For the 6th time this famous Troop will act as guard of honor to a President of the United States. They have escorted 20 Presidents, and for the last 65 years have been almost without exception the Pres-idents' sole eacort in this city. The or-ganizations that participated with the Troop as escort to the President o 1850 had all gone out of existence by

The party to be seated on the platform with the President will include the Mayor and other city officials, members of the dilzens' committee in charge of arrangements for the meeting, and others

4000 NEW U. S. CITIZENS TO GET WILSON'S WELCOME

Mayor and President to Be Heard at Reception Tonight.

Four thousand recently naturalized aliens will be welcomed into United States citizenship tonight at Convention Hall, Broad street and Allegheny avenue, by President Wilson. The new citizens will be accompanied by members of their families, and there will be room in addi-tion for about 5000 others in the galleries of the big hall.

QUEENSTOWN CITY OF PATHOS AS VICTIMS ARE LAID TO REST

QUEENSTOWN, May 10 Throughout the long hours of Sunday and last night preparations were pushed for the largest funeral in the history of the largest funeral in the history of this little Irish coast city. Dawn found the large squad of soldiers and marines still busy with their shovels in the old church graveyard on the outskirts of the The burial ground is one of the prettiest spots in all picturesque Ireland Covered with flowers, its rolling green sward lies on the side of a hill com-manding the city on one side and the harbor on the other. The harbor today ted a wonderously heautiful pic-Dotted with small boats tossing up and down on the waves, with the sun shimmering from the whitecaps as they broke, it was a picture of peace that gave no hint of the tragedy that was being consummated.

On the other side, the red-topped white houses gleamed in the sun, and among them, most conspicuous, was the big red-roofed military hospital where many suffering survivors were being carefully cared for. Fourteen of the injured died on Sunday and their burial also took piace today

Three distinct funeral processions wended their way from the temporary morgues, through the narrow streets and up over the hill to the cemetery. Each was made up in the same manner. First came a police escort, then the troop escort—appropriate for victims who, as noncombaiants, had fallen as sacrifices of war—then ten coffin-laden horse Jornext wagons with the weeping mourners, and finally the general public The citizens of Queenstown and hundreds who had flocked here from the outlying territory did everything possible to show their respect. Hats were carried in the hand, houses along the route of the proession were crepe-draped and all flags vere at half-staff as an outward show of

One of the graves prepared was more scrrowful, more pathetic, than the others for in it were placed 50 unidentified-men. women and children—whose loved ones had either been unable to distinguish their features or who were strangers even their features or who were strangers even to those who had been rescued and who had vainly gazed at the swellen bodies. At the suggestion of the American Con-sulate all were photographed early today and each was buried so that if necessary hey can be recovered.

Bodies of Americans which have been refered sent home have been prepared or shipment and will be sent back to the United States on the first available steamship. All of the undertakers in Cork vere brought here last night to assist in reparing the bodies for burial. On the train was one entire car filled with offins for the dead.

Intruder Starts Farm Fire

LANCASTER, Pa., May 10.—Fire this morning destroyed the house and barn on Kinzer Bender's farm near Mechanicaburg. The loss was \$5000. The fire is believed to have been started by a stranger, who was seen leaving the barn.

BRITISH GOVERNMENT BEGINS RIGID PROBE

LATEST OFFICIAL FIGURES OF LUSITANIA DISASTER Rodies identified
Passengers' bodies identified.
Crew's bodies identified.
Total number saved
Total passengers saved
Total orew saved

you learned that an attempt was to be made to sink your vessel?" asked the Coroner "We swung out boats out as we

within the danger zone, between Fastnet and the time of the accident," replied the captain. Turner declared that there Captain was not the alightest doubt that the Lusitania was torpedoed, and said that she had been struck the first time

'Wilful and wholesale murder," was returned by the Coroner's Jury this aft ernoon against the Kalser, the German Government and the officers and crew of the submarine which sunk the Lusitania.

ADMIRALTY WARNED LINER.

FIRST LORD DECLARES

The British Admiralty warned the Lu-stania of the presenceof hostile German submarines o the Irish coast and also course by wireless. First of the 2dmiralty Churchill so told the House of Commons this afternoon.
The First Lord stated that the resources of the Admiralty would not ento furnish an excort to merchant or passenger ships.

KESSLER SUGGESTED BOAT DRILL ON LUSITANIA

Told Captain Passengers Should Be Told What To Do in Emergencies.

LONDON, May 10.—"Last Wednesday," George A. Kessier, the New York wine merchant, said yesterday, "I saw the rew taking the tarpaulins from the boats and I went up to the purser and said, "It's all right drilling your crew, but why don't you drill your passengers?" "The purser said he thought that was

a good idea, and added, 'Why not tell Captain Turner, sir?' So the next day I had a conversation with Captain Turner and to him I suggested that the passen-gers should be given tickets with a number denoting the number of the boat they should make for in case anything untoward happened, and that it seemed to me this detail would minimize the diffi-culties in the event of trouble.

"The captain replied that this suggestion was made after the Titanic disaster, but that the Cunard officials had thought it over and considered it impracticable. He added that of course he could not act on the advice given, because he must first have the authority of the Board

1149 MISSING, LATEST LIST, 115 OF THEM AMERICANS

LONDON, May 10. With 764 survivors of the destroyed Cun ard liner Lusitania safe on land and 144 bodies of victims recovered, the work of searching the seas for the missing, set at 1149 in number, was carried on vigorously today by a fleet of warships, tugs and trawlers off the south coast of Ireland. While survivors, now recovered from horror of the disaster had plunged them. spoke bitterly of the way the Lusitania had been handled immediately before and at the time of the calamity, the British Government was setting in motion the of-ficial machinery for a drastic and far-reaching investigation. This inquiry will be conducted under the auspices of the Board of Trade and will be directed by Lord Mersey, of the Admiralty Court, who probed the sinking of the Titanic. Confusion at Queenstown, which prevalled in spite of the energy and efficiency of officialdom, still prevented early today the compilation of an exact and definite list of dead, but the figure was

The liner St. Paul, which passed the cane of the disaster yesterday, reported y wireless that she had signied many orpses about 20 miles west of Kinsale. Is believed that the St. Paul did not pick up any of the bodies, leaving them to the rescue fleet that was cruising in

the vicinity. Of the 144 bodies recovered at the time this dispatch was written 87 had been identified. Of the identified 65 were passengers and E were seamen. So far as known new 115 American lives were lost. Survivors, both American and British. the have arrived in London, severely criticised the manner in which the Lusi-tania was handled, both by the Admir-alty and officials of the Cunard Line.

PASS CIVIL SERVICE TESTS

List of Eligibles for City Jobs Announced by Board.

Three applicants passed the Civil Service examination for the \$2500 a year position of assistant engineer in the Survey Bureau. The two men holding first and second places are already employed in the Survey Bureau.

eligibles are:
Arthur G. Singer, 4661 Leiper street. Silas G. Griffith, 2131 West Eric avenue Charles Elcock, 1526 North 15th street. Sixty-seven applicants qualified as sewer inspectors at a salary of \$5 a day. Appointees will work principally on Appointees will work principally on sewer relocation in connection with tran-

sit construction.

than he does for his wife he has no hance with Magistrate Boyle. Such was the case with Walter Craig, the police say. He kicked his wife, Mary, out of her nome at 35th and Mount Vernon streets, according to Policeman Reedy, and then sipped beer contentedly in the kitchen when she begged him to let her in.

To emphasize his contempt for the woman, whom he once thought-was the best in the world, Craig ignored her and went to a corner saloon. Persons in the neighborhood, who heard of his attack, denounced him, and the wife-beater slunk away to his home, the dog following at

his heels.

He scated the snimal at the table and they shared a can of beer and hasty junch. Craig came to the window to denounce those who assembled about the house, when Reedy arrived. The "cop" pushed through the crowd and subdued the wife-beater with a straight right to the jaw. Then he took him before "Judge" Boyle. Mrs. Craig said her life was one ious series of quarrels and one long series of quarrels and

We have no time to waste on brutes ke you," said the Magistrate to Craig Thirty days in the House of Correc-

And even then the woman looked sorry for her husband when he was taken back

Things are reversed somewhat in the home of Mose Murray. While his wife goes out to work, he prepares the meals and does the housework at their humble and does the housework at their humble abode, 4006 Warren atreet. Mose is a quiet Negro and he doesn't mind doing the cooking, the scrubbing, the bedmaking and other things; but he objects to being ordered about by Lou Mercer, a boarder, of the same hue. Mose didn't mind doing all the odds and ends, but when Mercer paid too much attention to Mrs. Murray he thought it time to call a halt. Then, it appears, the star boarder laughed in the face of Mose and punched him. Furthermore, he reminded him that he was merely Mose, the husband of Mrs. Murray.

It was then that Mose called McNally, the "cop," and unfolded his domestic woes. McNally took Mercer to the 29th street and Lancaster avenue station and Mrs. Murray, in wrathful mood, went

along too.

Mose told a long tale of trouble to Magistrate Boyle "Dis man heah jes tole me I wux wuse dan nuffin a' tall." declared Mose, "an' when I kicked 'bout him fussin' roun' my wife he tole me mind me own bisniss."

wife he tole me mind me own bisniss."

The Judge said he was sorry, but when Mrs. Murray declared that Mercer's presence in the house was very welcome, that settled it for Mose.

Mercer was discharged. But Mose announced that he would "git squar." "I do de cookin", you know," he said quietty. Then he gave his wife and the boarder the blackest kind of a black look.

THIRTY-TWO PHILADELPHIANS LOST LIVES ON LUSITANIA

Only Eight Persons From This City Reported Saved-Body of But One of the Missing, Stephen Crompton, Recovered-Despair Grips Relatives.

Thirty-two of the 41 Philadelphians who were on the Lusitania were probably lost in the submarine attack on the liner. Only eight are reported saved. The body of but one of the missing, Stephen who were on the Lusitania were probably lost in the submarine attack on the liner. Only eight are reported saved. The body of but one of the missing, Stephen

Hope for the unreported is giving place

to an increasing despair as the cables from England bring only dismal news to the friends and relatives of the victims. The scant information which has reached this city has failed to add another Philadelphia name to the list of rescued, and forward, between the first and second the brief and tragic cablegram "Hope is abandoned" has definitely closed all avenues of hopeful expectation to many rela-

Crompton, has been recovered.

quiry to the American Embassy in Lon-The following is the latest cabled list of the survivors and missing:

KNOWN SAVED. SAMUEL M. KNOX, 310 West Upsal street Germantown, president of the New York Shipbuilding Company. DEAN W. HODGES, 5 years old, 2928 | West Lehigh avenue, son of William S.

Mrs. STANLEY L. B. LINES, of Toronto, Canada, formerly Miss Ethel Lanping, or Ridley Park. Her husband was also rescued.

HERBERT LIGHT, an actor, of Broadway and Chestnut streets, Camden, N. J. JOHN CATHERWOOD, West Chester. Mrs. JOHN CATHERWOOD, West Ches-

JOHN ALLEN, booked from Philadelphia; address unknown. THOMAS Z. WILLIAMS, address not BODIES RECOVERED

STEPHEN CROMPTON, 14 years old, son of Paul Crompton, St. Martin's and Hartwell lanes, Chestnut Hill. BELIEVED LOST. HARRY J. KESER, of Jenkintown, vice

Bank. MRS. HARRY J. KESER. WILLIAM S. HODGES, 2925 West Lehigh avenue. Paris representative of the Baldwin Locomotive Works.

president of the Philadelphia National

MRS. WILLIAM S. HODGES. MASTER W. S. HODGES, Jr., 8 years

CHARLES E. ROBINSON, London representative of the Walkover Shoe Company, lived at 500 Tulpehocken street, Germantown. MRS. CHARLES E. ROBINSON.

PAUL CROMPTON, St. Martin's and Hartwell lanes, Chestnut Hill, vice president of the Surpass Leather Com-pany, 9th and Westmoreland streets. MRS. PAUL CROMPTON. ALBERT CROMPTON, 12 years old.

CATHERINE CROMPTON, 11 years old. ROMELLY CROMPON, 9 years old. JOHN CROMPTON, 5 years old. PETER CROMPTON, 1 year old. MISS DOROTHY ALLEN, 1405 Oxford

IAMES B. MUTCHELL, 5330 Glenside avenue. GEORGE NICOLL, 225 North Creighton

DAVID TODD, 5430 Chester avenue, E. BOOTH JONES, 136 East Price street.

Germantown, proprietor of an antique store at 5727 Germantown avenue. MRS. E. BOOTH JONES. PERCIVAL JONES, 6 years old.

AILSA JONES, 3 years old. FRANK MURRAY, employed near 9th and Walnut streets, home near Royersford.

FRANK B. TESSON, shoe representative of the John Wanamaker stores, now of New York, and until six years ago a resident of Philadelphia, at 506 South 45th street.

MRS. FRANK B. TESSON. PATRICK COLLINS, fireman on the Lusitania, whose mother lives on Glen-

wood avenue. MRS. EMMA WYLIE.

MISS ANNIE DICK. MISS ISABELLA HUNT, Haverford JAMES RICHARDSON.

ALEXANDER HARKINS, 21st street JAMES BAKER,

Four more Philadelphians have been added to the list of those known to have perished on the torpedged steamer. A mistake in the passenger list of the Cunard Line not revealed until yesterday disclosed the fact that E. Booth Jones. his wife and two children were on the liner Jones was a wealthy antique dealer and resided with Dr. P. A. McCarthy, of 126 East Frice street, Germantown. He læ East Frice street, Germantown. He came to Philadelphia in October and opened an antique shop at 5727 Germantown avenue. The two children, Percival, 6 years old, and Aliza, 5 years old, attended the Friends' School, Green and School lanes, Germantown.

CROMPTON FAMILY LOST. It is now believed certain that Paul Crompton, his wife and six children, of St. Martin's and Hartwell lanes, Chestnut Hill, were lost. Queenstown reports the finding of the body of "Hugh Crompton, 17 years old, son of the president of the Booth Line." There was no Hugh Crompton on the passenger list, and it is believed by friends of the family that the body is that of Stephen Crompton, sidest son of Paul Crompton, who was the American representative of the Booth Steamship Company. A brief and tragic cablegram: "Have

given up all hope," was received by Hol-lister Struges, of Willow Grove, a busi-ness partner of Crompton in the Surpass Leather Company, in reply to his request to the Landon house, of which the Surpass Leather Company is the American branch, to send information of the Cromptons. The cable was dated Satursend information of the day night, and has caused the friends of the Philadelphia family to despair of their

It has been learned that two former Philadelphians were passengers on the liner and are believed to have been among the lost. They are Mr. and Mrs. Frank B. Tesson, who lived at 548 South 48th street before they left this city for New York. A letter received by Mrs. Bortha A. Montgomery, of 4913 Warrington ave-nue, West Philadelphia, last Monday, disclosed the fact that the Tessons were about to sail on the ill-fated steamship after they had made hurried preparations to catch the liner. The letter also mentioned the possibility of submarine attack.
The Tessons were not on the passenger list and their Philadelphia connections were revealed by the action of John Wan-amaker in sending a cable to Ambassador Page in London requesting information re-garding them and other representatives of the firm. The answer to the cable came from Ambassador Page yesterday. It said:

PAGE SENDS REPLY. "Have no news of the Posens, Tessons or Kasers, for whom you have inquired. Have repeated your inquiry to Consul at

sensiows. Will report any further in

patching his grandson, John Wanamaker, Jr., who is in charge at the London office, and George Kent, another attache of the London office, to Ireland to aid in the search for Americans and other un-

fortunate passengers.
The Kesers referred to are Mr. and
Mrs. Harry J. Keser, of Jenkintown, Mr. e president of the Philadel-Reser was vice presh phia National Bank. 'Posens' in the Ambassador's cable-

gram is an error. There was only one Posen, E. F. Posen, of London, and he is reported saved. Samuel M. Knox, president of the New York Shipbuilding Company, one of the first passengers to be reported safe, has ives who sent frantic messages of insent another cablegram to his wife, at 310 West Upeal street, Pelham, stating

He sent the following description of the caustrophe and his rescue to this city: "QUEENSTOWN, May 8 (delayed). "Shortly after 2, while we were finishing luncheon in a calm sea, a heavy concussion was felt on the starboard side, throwing the vessel to port. She immediately swung back and proceeded to take on a

"The passengers rapidly, but in good form, left the dining room, proceeding mostly to the A or boat deck. There were preparations being made to launch the boats. Order among the passengers was well maintained, there being nothing approaching a panic. Many of the passengers had gone to their staterooms and provided themselves with life belts. The vessel reached an angle of about

24 degrees, and at this point there seemed to be a cessation in the listing, the vessel maintaining this position for four or ave minutes, when something apparently gave way, and the list started snew and increased rapidly until the end. The greater number of passengers were congregated on the high side of the ship, and when it became apparent that she

was going to sink I made my way to the lower or port side, where there appeared to be several houts only partly filled and no passengers on that deck. At this juncture I found the outside of the boat deck practically even with the water, and the ship was even further down by the head. "I stepped into a boat and a sailor in

charge then attempted to cast her off, but it was found that the boat falls had fouled the boat and she could not be re-leased in the limited time available. I leased in the limited time available. I went overboard at once and attempted to get clear of the ship, which was coming over slowly. I was caught by one of the smokestacks and carried down a considerable distance before being released.

"On coming to the surface I floated about for a considerable time, when I was allead up to a life safe. This raft.

was picked up by a life raft. This raft, with others, had floated free when the vessel sank and had been picked up and taken charge of by Mr. Gauntlett, of Washington, and Mr. Lauriat, of Boston, who picked up 32 persons in all.

"It was equipped with ones."

was equipped with oars, and we made our way to a fishing smack, about five miles distant, which took us on board, although it was already overloaded. We were finally taken off this We were finally taken off boat by the Cunard tender Flying Fish and brought to Queenstown at 9:30.

No hopeful information has been re-ceived by the family of William Sterling Hodges, of the Baldwin Locomotive Works. Mrs. Hodges and their two sons, Works. Mrs. Hodges and their two sons, Dean, 5 years old, and Sterling, 8 years old, were with Mr. Hodges. Dean is reported saved, but Mrs. Hodges and Sterling are missing. Alba B. Johnson, president of the Buldwin plant, received a cablegram from the London offices reporting failure to find the family or their bodies. The mother of Mr. Hodges, Mrs. N. B. Hodges, of 1812 North 12th street, is seriously til at her home. seriously ill at her home as a result of

avenue, has given up hope that her brother, Herman A. Meyers, one of the passengers, has been saved. She has re-ceived no word since Saturday when his firm telegraphed her that nothing definite firm telegraphed her that nothing dennite had been heard from the Cunard Steam-ship Company regarding the fate of Meyers. She believes that if her brother had been saved he would have sent a

message to his family here.

Mrs. Richard C. Allen, of 1405 Orthodox street. Frankford, mother of Miss Dorothy Allen, who went with the Cromptons as governess of the children, has dispatched a cable to Ambassador Page asking him to learn definitely whether daughter has been saved. In absence her daughter has been saved. In absence her daughter has been saved. In absence of information placing Miss Allen's name among the rescued, the mother still hopes that she will be found in one of the hos-pitals along the Irish coast, where many of the survivors have been taken. No information has been received as to

No information has been received as to the fate of Mr. and Mrs. Charles E. Robinson, of 800 Tulpehocken street, Germantown. Robinson, who was local manager for the Walkover Shoe Company, had been assigned to the London Branch of the concern and had closed his Germantown home two days before the vessel sailed. sel sailed.

George Nicoll, of 225 North Creighton guided not merely by the street, former night clerk at the Y. M. interests, but by their fe C. A., is still among the missing. Mrs. is due to a great nation."

Agnes Smith, his sister, said her brother was on his way to be married. She said he knew it was dangerous to sail on the Lucitania, but that he was not afraid of a submarine attack. Miss Jesels Martin, of Chester, who accompanied Nicoli on the day the ship sailed, told of the scene on the deck of the stricken vessel on the day of departure. She saw Alfred G. Vanderbilt tear up the telegram warning him of the intended submarine attack. She also eaw the Crompton family and the other prominent persons who took passagé. She said Nicoli was to join the army when he reached England.

William Kane, of Camden, who was at

army when he reached England.
William Kane, of Camden, who was at first thought to be among the dead, is safe. He had been booked on the Cameronia, and his relatives believed that he was among the passengers transferred to the Lusitania. He said on the Transgivania after he reached the pier too late to catch the Lusitania. Alexander Harkins, of list street near Race, a waiter in the private dining rooms of Broad Street Station, who is

selleved lost, was on his way to England on a visit. James T. Holmes, of 21 N. 50th Mrs. James T. Holmes, of 21 3, 360, street, has not heard from her mother, Mrs. John Francis Varcoe, 70 years old, formerly of Kansas City. Mrs. Varcoe removed to Birmingham, England, about 15 years ago, and was in this country on a visit to her four daughters, three of whom live in Kansas City. She came to the other could be a seen as a few days before sailing.

Davis Todd, among the missing, is an Englishman, and has lived in this city for about four years. He sailed to visit his mother, who is III. On his return he was to have married Miss Mary Davis, of 550 Chester avenue. Isabella Hunt, missing, is an English

this city only a few days before sailing

girl, who has been employed as a nurse in the family of James I. Lineaweaver, of Haverford. She was returning to her

NAVY YARD WORKERS BID BENSON GOODBY

Giving Advancing Commandant Present, They Regret Departure.

A royal "send off" was given Commandant William S. Benson as he was leaving the navy yard this afternoon, and as an indication of the high esteem in which he was held the men of the yard gave him a handsome bronze placque, mounted on a mahogany base, on which was inscribed the following:

"The Committee of Employes to advocate the development of the Philadelphia Navy Yard, representing and voicing the sentiment of all employes of the yard, desire to express their great regret at the detachment of Captain William S. Benson from the Philadelphia Navy Yard, They greatly appreciate his good-will, in-terest in their welfare and sense of jus-tice, and the efforts toward the development of the station which have character-ized his administration. Their regret is tempered by a sense of gratification at the fact that his advancement to a higher command is evidence of recognition of his ability in a sphere of truly national importance.

The presentation of the gift was made by Archibald Allen, of the coppersmith department, and appropriate remark were also made by Bert Crowley, sistant chief of the planning depart

In reply, Captain Benson said, he could not find words adequately to express his appreciation. He praised the men for their work at the yard, and said that he had never seen as intelligent or ef-ficient men in any other yard. The captain expressed regret at the poor transportation facilities connection the yard, but said that they would be remedied.

"The strategic position of the yard," he said, "has been realized by those in charge and the Navy Department is much interested. It is the intention of the department to extend the ships' ways so that large vessels can be built here. seriously ill at her home as a result of the tragedy.

Mrs. Charles Oppenheim, of 2300 Park avenue, has given up hope that her brother. Herman A. Meyers, one of the porary commandant until Captain Ben-passengers has been saved, the here son's successor is appointed

ASQUITH WILL NOT SEEK TO INFLUENCE NEUTRALS

British Premier Says Enforcement of

Hague Rules Calls for Action. LONDON, May 10,-In the House o Commons today, Premier Asquith, discussing the suggestion that neutral nations be called on to act jointly in stopping the German submarine warfare, which culminated in the sinking of the Lusitania, said:

"There is no object in approaching neutrals regarding German breaches of The Hague Convention, unless they are pre-

pared to take action."

Bonar Law, the Conservative leader, in discussing the Lusitania, said: "I wouldn't presume to say what should be the action of the United States, whose citizens have been so barbarously murdered, but I am sure that they will be guided not merely by their monetary interests, but by their feelings of what

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ADMIRAL BENSON, IN FAREWELL MESSAGE, PUTS TRANSIT FIRST IN NAVY YARD'S NEEDS

Rear Admiral William S. Benson, who vacated the position of Commandant of the Philadelphia Navy Yard at noon today, to become the active head of the navy as chief of the newly created Bureau of Naval Operations, gave the Evening Ledgen the following statement:

One of the principal reasons that the advantages of the Navy Yard have not been more fully developed is that transit

reaching it have been poor, being a constant source of discouragement to both officers and employes. Improved transportation would result in greatly increased value of the yard, as, for example, in providing workmen living in all parts of Philadelphia with rapid and

efficient car

facilities for

service to and from their homes at reasonable fares, instead of at the

present exorbitant rates. The difficulties in the way of getting to and from the Navy Yard have detracted from the interest the inhabitants of the city naturally have in it, an interest which the completion of the Boulevard has greatly stimulated, however, and which has extended throughout the country.

One of the chief causes tending

ADMIRAL BENSON

just what developments are to the best interests of the city and country at large will undoubtedly receive proper attention at the proper time. I believe that as time goes on the question of increasing the depth of the Delaware channel and widening it, particularly at the bends, will be properly looked out for,

and that the natural development

of events will make this one

of the best naval stations on the

LINER'S WIRELESS MAN STUCK TO POST OF DUTY Operator's Pluck in Face of Danger Sent "S. O. S." Call Over Seas.

QUEENSTOWN, May IA After the German submarine had at tacked the Lusitania, and the great ship

was heeling over on her side and settling in the water with tumult ringing on kr decks, there was one man on the ship who stuck grimly at his task. He was David McCormick, the wireless operator who sent out the distress calls that gave the first news to the outside world of the greatest sea tragedy that has occurred since the outbreak of the war.

"I heard a thud and almost instantly the ship began to list," declared McCermick, a young Scotchman. "I didn't know, we had been torpedoed, but I knew that a hole had been knocked in the ship, for we were settling in the water. Involustarily my hand closed over the key andil flashed out the international help call that all men of the sea know-'S. O. I flashed it again and again Next I give the ship's position and added, 'We as listing badly.

listing badly.

"After sending out a number of calls, I went upon the deck. Although there was intense excitement on board and I could feel the ship going down under my feet I felt strangely calm. I guess I was influenced a whole lot by the sight of the peaceful coast of Ireland in the distance. It was reassuring to know we were in sight of land. I remember one act expecially of mine. A lifeboat had just been swamped in the water and as men and women were struggling amidst the wrecks. women were struggling amidst the wreckage. I had a pocket camera with me and I made a picture of the scene, thinking at the time it would be a valuable memento for me in after life. The thought of death did not enter my mind." McCormick had just replaced the cam-

McCormick had just replaced the camera in his pocket when the ship went down and he was thrown into the water. "I was submerged so long that things began to get black and I was on the point of unconsciousness when I suddenly popped to the surface and saw the water could me detail with the heads of me around me dotted with the heads of men and women," continued the wireless open After being in the water for three hours McCormick was picked up. A London weekly attempted to reproduce McCormick's picture of the scenes enacted at the sinking of the Lusitania, but the film

n salt water. LORD MERSEY TO BEGIN

OFFICIAL PROBE AT ONCE LONDON, May 10. The Board of Trade inquiry into the loss of the Cunard liner Lusitania will be-

been ruined by the long immersion

gin at once. After a conference with the officers of the Board of Trade and Lord Mersey, who presided over the Titanie and Empress of Ireland inquiries, the Admiralty decided to call the investigation That the Government is being severely criticised for its failure to send destroyers to safeguard the Lusitania into port and

the Cunard Line for maintaining the regular course at slow speed, is just being appreciated by the Cabinet. The officials at the Admiralty said there was good reason for acting as they did, but made reason for acting as they did, but made no explanation.

The criticism is not by Americans, alone. A leader is D. A. Thomas, the Welsh coat millionaire, who was rescued.

"It is puzzling at a time like this." he said, "when speed means everythis.

said, "when speed means everything to safety to understand why the Lusitania went so slow. She was running at least 20 per cent, below her regular speed. The price of American coal is no more that it was a year ago, but even though it was under any consideration prices ought not to carry the slightest weight. "Rumors that the Lusitania was slowed down so that she would not reach Liverpool to soon are being circulated, but if that is so, why did not a couple of destrovers convoy the steamer, as was the

case when the Transylvania went in? Many passengers openly assert that the officers of the Lusitania were too certain that the liner would float. Althoughthe listed greatly with the first torpedo ther took the position that she would right herself and there was no system in the hurried attempts either to have the passengers put on their liftbelts or to get the boats and rafts overside. Many of the boats and rafts, it is now known, went down with the steamer.

15,000 Hear Dr. Anderson MILLVILLE, N. J., May 10.-More than 15,000 persons crowded into the Rev. Dr. the three services yesterday and 215 ht the sawdust trail, making the total 213.

THE WEATHER

Official Forecast

WASHINGTON, May M. For eastern Pennsylvania: Fair and continued cool tenight: Tuesday fair and varmer; gentle shifting winds. Showers occurred in the St. Lawrence valley, along the south Atlantic coast, is central Texas, and in the north Pacific States during the last 24 hours, while fair weather and generally clear akies have prevailed over the remainder of the comtry. Seasonable temperatures are for ported generally from the Atlantic States and from the cotton belt, while it was moderately cool in the Lake region last night, with light frost in some places A warm area covers the Missouri basis and the far northwest and moderate tem peratures prevail in the plateau real

U. S. Weather Bureau Bulletin Observations taken at 8 a. m., Eastern time

A New Book Dsychology of Clothes

WILLIAM H. DIXON

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