

GERMAN GAVE WARNING IN ADVERTISEMENT

Embassy Notified Intending Passengers of Dangers of the Trip.

PLANNED TO GET BOAT Depended on Speed of Liner to Keep Out of Way of Pirates.

[Canadian Press.]
NEW YORK, May 8.—The first news of the torpedoing and sinking of the Cunard liner Lusitania came shortly after 1 p.m. today through an announcement from the local office of the Cunard Line, which stated that an unconfirmed rumor to that effect had been received from abroad. Less than an hour later the company made public additional messages, confirming the report, which, in the meantime, however, had been verified by newspaper dispatches from London.

Conflicting reports came in during the afternoon, to the line, and to news agencies, in the belief that the passengers, many of whom are Canadian, but up to the early hours of the evening no definite information as to their fate had been received here.

The publication of the news created tremendous excitement in Wall Street and there followed a violent decline in both the stock and cotton markets.

Germany Gave Warning.
The Lusitania, with a total of 1,251 passengers aboard, of whom 188 were Americans, and a crew of 816, sailed from her last Saturday in the face of a warning, published in the day of her departure by the German embassy, which stated that travelers intending to embark on British ships did so at the risk of the ships being destroyed in accordance with the German war zone decree.

This warning, published in the form of an advertisement, did not result in the cancellation of a single passage, nor did anonymous notes of warning, said to have been received by some passengers just before the big liner left her pier, deter anyone from sailing. Reports from Washington that it was privately known in official quarters that the Lusitania was to be torpedoed at the first opportunity gave color to the opinion expressed in newspaper columns that night that the embassy's warning was intended to apply particularly to the Lusitania.

"Travelers intending to embark on the Atlantic voyage," read the advertisement, "are reminded that a state of war exists between Germany and her allies, and that the zone of war includes the waters adjacent to the British Isles, and in accordance with formal notice given by the Imperial Government, vessels flying the flag of Great Britain, or any of her allies, are liable to capture in those waters and that travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk."

Recalls Titanic Scene.
All this afternoon and tonight anxious friends and relatives of the Lusitania passengers besieged the offices of the Cunard Line and the scene recalled those at the office of the White Star Line when the Titanic sank three years ago.

Officials of the Cunard Line announced tonight that they had received, from 600 telephone and telegraph inquiries relative to the safety of passengers. Telegrams were received from as far north as Montreal, as far south as Atlanta, and as far west as St. Louis.

Among the well known passengers on the Lusitania are Alfred Gwynne Vanderbilt, Charles T. Bowring, of New York, head of the firm of Bowring Brothers; Alexander Campbell, general manager for DeWitt & Sons, London; Elbert Hubbard, publisher of The Philistine; Dr. A. Thomson, wealthy Welsh coal operator and his daughter, and the Rev. Basil W. Maturin, Oxford, England.

Mr. Vanderbilt got a letter, and those credited with receiving anonymous letters of warning. All deplored the possibility of disaster to the ship and the loss of life.

Charles F. Sumner, general agent of the line, announced at the time that the Lusitania's speed of 25 knots made her immune from submarine attack.

In addition to those on her passenger list, the Lusitania carried 36 who were to have sailed the same day on the Anchor Line steamer Cameronia, which at the last moment was held in port by the orders of the British Admiralty.

There were no cancellations announced today, and despite the fact that the Lusitania, the Cunard Line permitted the Anchor Line Transylvania to sail this evening for Liverpool, and her 879 passengers, only twelve cancelled their passage.

First Report of Trouble.
The first intimation of trouble to the Lusitania, published by the Cunard Company shortly after 1 o'clock, as an "unconfirmed report" that the Lusitania was sinking.

ECZEMA Also Called Tetter, Itch, Milk Crust, Salt Rheum, Pruritus, Scabies, etc. It is a skin disease which can be cured to stay. I mean just what you need. I have cured many cases of eczema and itching skin. I have cured many cases of eczema and itching skin. I have cured many cases of eczema and itching skin.

FREE TRIAL. I will send you a sample of my ointment. I will send you a sample of my ointment. I will send you a sample of my ointment. I will send you a sample of my ointment. I will send you a sample of my ointment.

Do not forget to send us your old and new address so that you may not miss a single copy of the

London Advertiser

Phone 3670.

CIRCULATION DEPT.

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NEW YORK GERMAN ORGAN SAYS "We Told You So" and Justifies Sinking On "National Existence" Plea.

New York German Organ SAYS "We Told You So" and Justifies Sinking On "National Existence" Plea.

[Canadian Press.]
NEW YORK, May 8.—The German organ of the Germans in America, says: "Nobody will maintain that the disaster to the Lusitania was entirely unexpected. There had been sufficient warning. It is only necessary to point to the advertisement of the German embassy, which drew the attention of American travelers to the dangers of a European voyage."

"Today we are entitled to ask the question: 'What has the British navy done to protect the Lusitania and her passengers?' Does England still consider the German submarine blockade a bluff, or is the British fleet afraid of the German fleet and its submarines?"

"National Existence" Again.
"Regretfully as the attack upon a passenger ship of the type of the Lusitania is, it must not be forgotten that this war is being waged for the national existence of the world people, which England is trying to starve out because it has realized that it cannot subdue it by force. Against these illegal methods Germany is fighting."

"When the United States protested against the establishment of a war zone around the British Isles, Germany considered the protest as a challenge to establish the zone, provided that Great Britain would consent to importation of foodstuffs for civilian population of Germany. Against this Great Britain protested, and announced that she would adhere to her policy of starving out Germany."

"In this war none of the belligerent nations recognize consideration. International law has ceased to exist. Only one's own interest is recognized. We ourselves have contributed to the lamentable fact that the rights of neutrals are ignored because we have England a free hand to do as she pleased from the beginning."

"The Lusitania was not a passenger ship. It was a transport ship. It was carrying 1,251 passengers and a crew of 816. It was carrying 1,251 passengers and a crew of 816. It was carrying 1,251 passengers and a crew of 816."

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