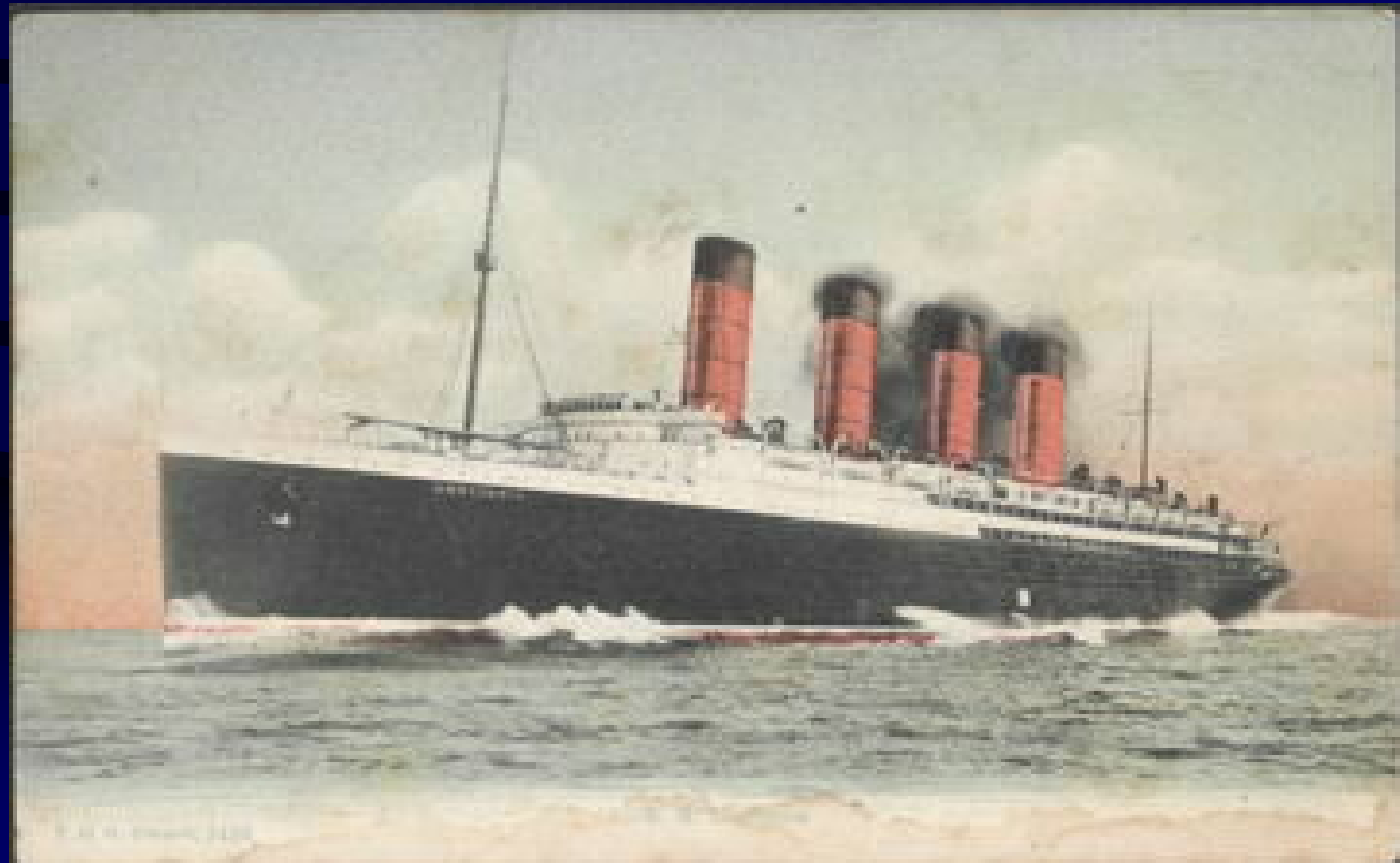


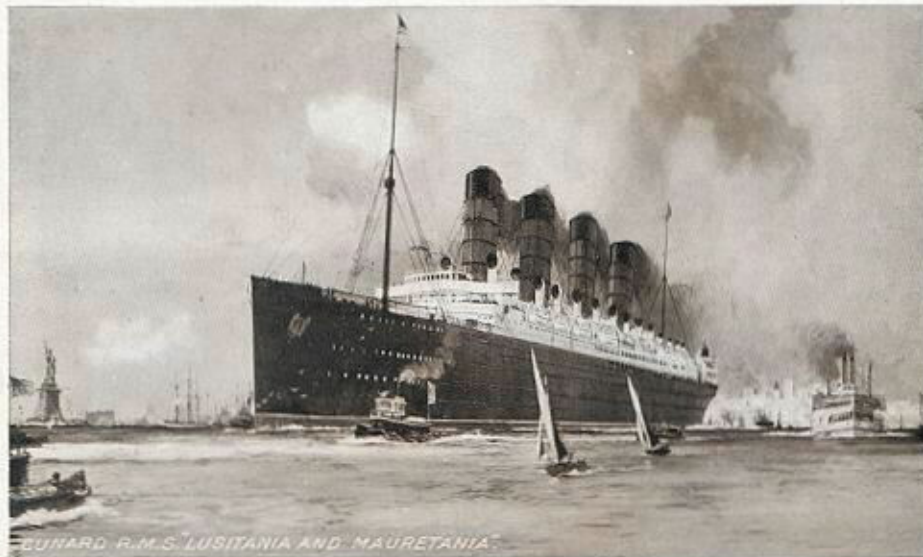
# WORLD WAR I

## THE SINKING OF THE LUSITANIA

# THE LUSITANIA



Chelsea Piers, New York City.



CUNARD R.M.S. LUSITANIA AND MAURETANIA

# LUSITANIA



# THE WARNING

ADVERTISEMENT.

## NOTICE!

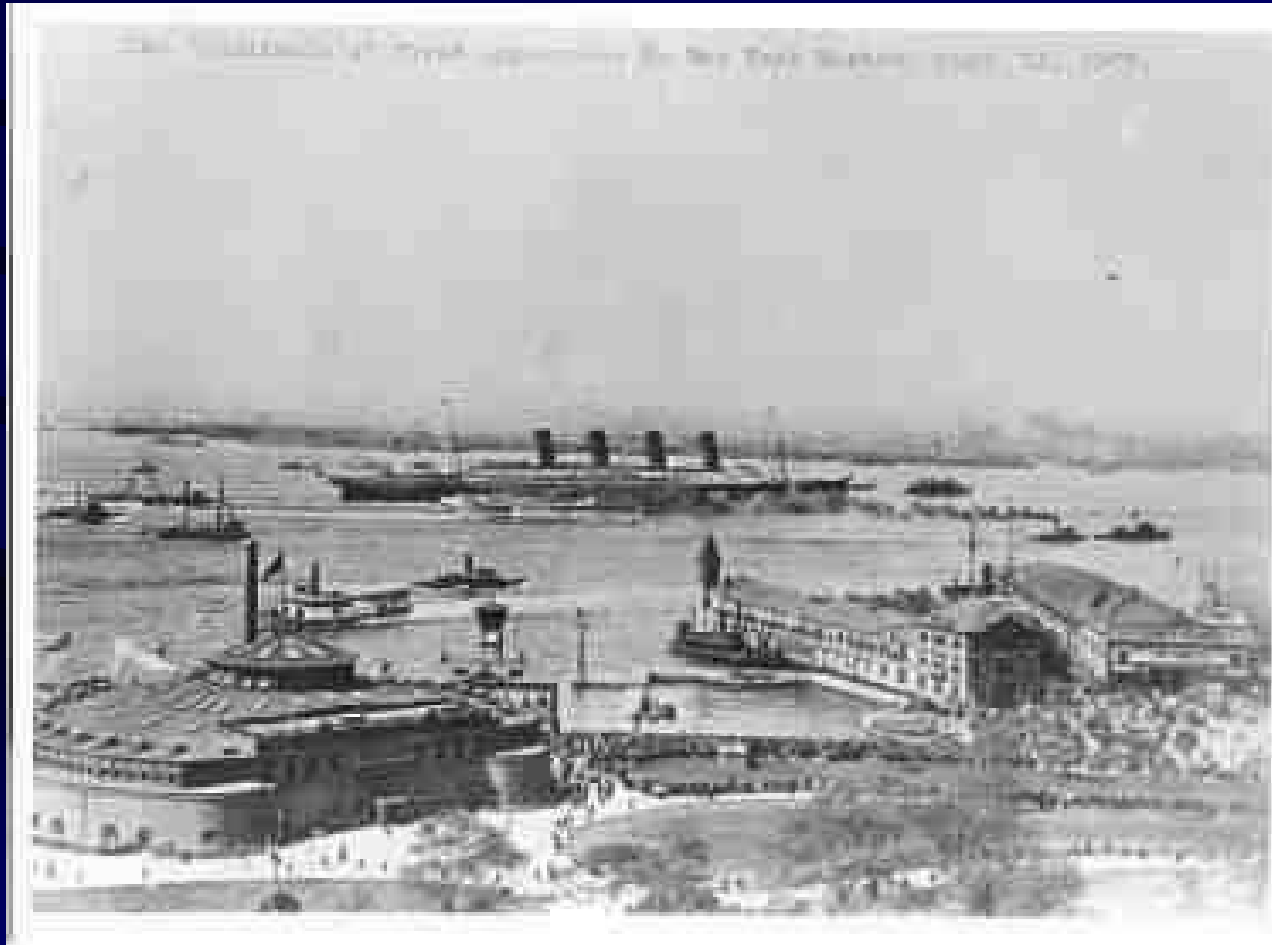
TRAVELLERS intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government,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

**IMPERIAL GERMAN EMBASSY**

WASHINGTON, D. C., APRIL 22, 1915.

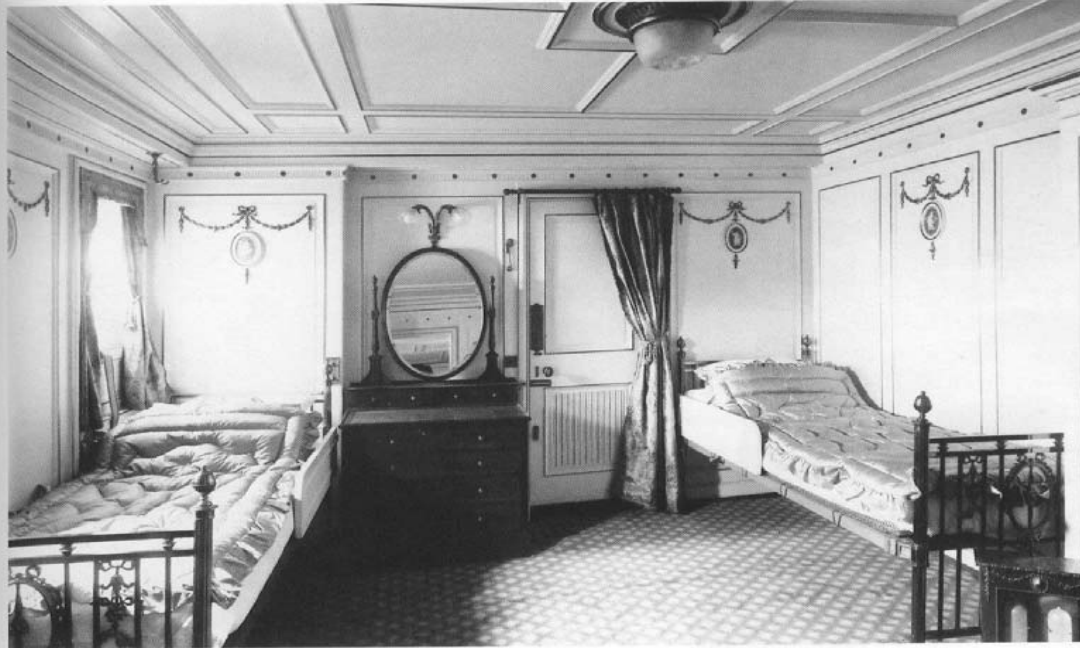
*This announcement appeared on the same page of the New York newspapers as the Cunard advertisement announcing the Lusitania's scheduled departure.*

# SETTING SAIL

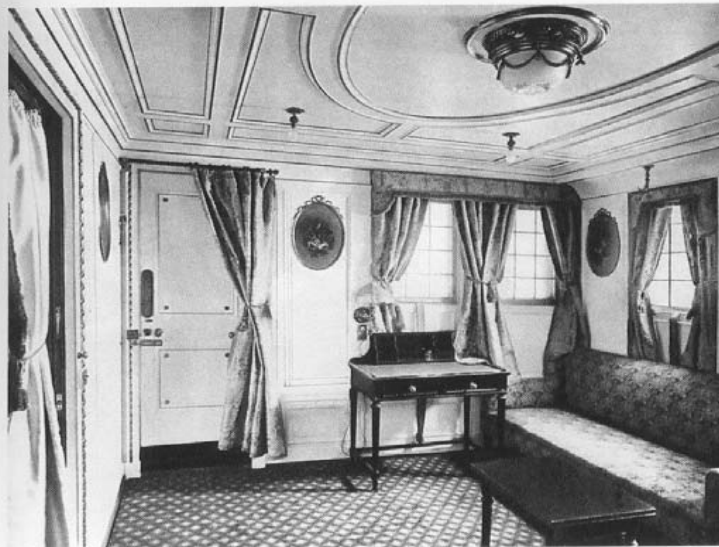




# FIRST CLASS



*The Lusitania's finest cabins were the regal suites, which featured large bedrooms (above) and sitting rooms (below).  
The Lusitania's combination of luxury and speed attracted such passengers as millionaire Alfred Vanderbilt (below right).*

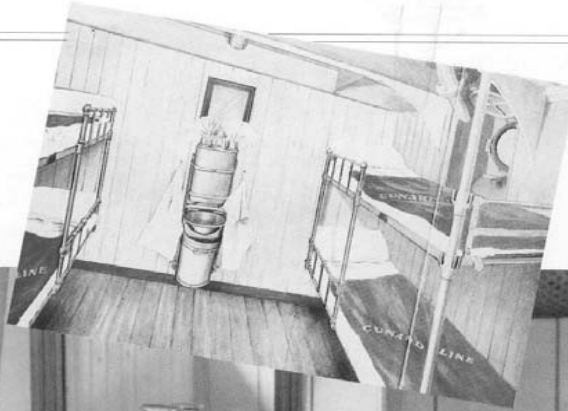


# SECOND CLASS





# THIRD CLASS



**C**unard's spartan depiction of a third-class cabin in their advertising material (left) bears an accurate resemblance to the real thing shown below. The large Cunard emblem on third-class blankets was intended to deter theft.



# CHINA

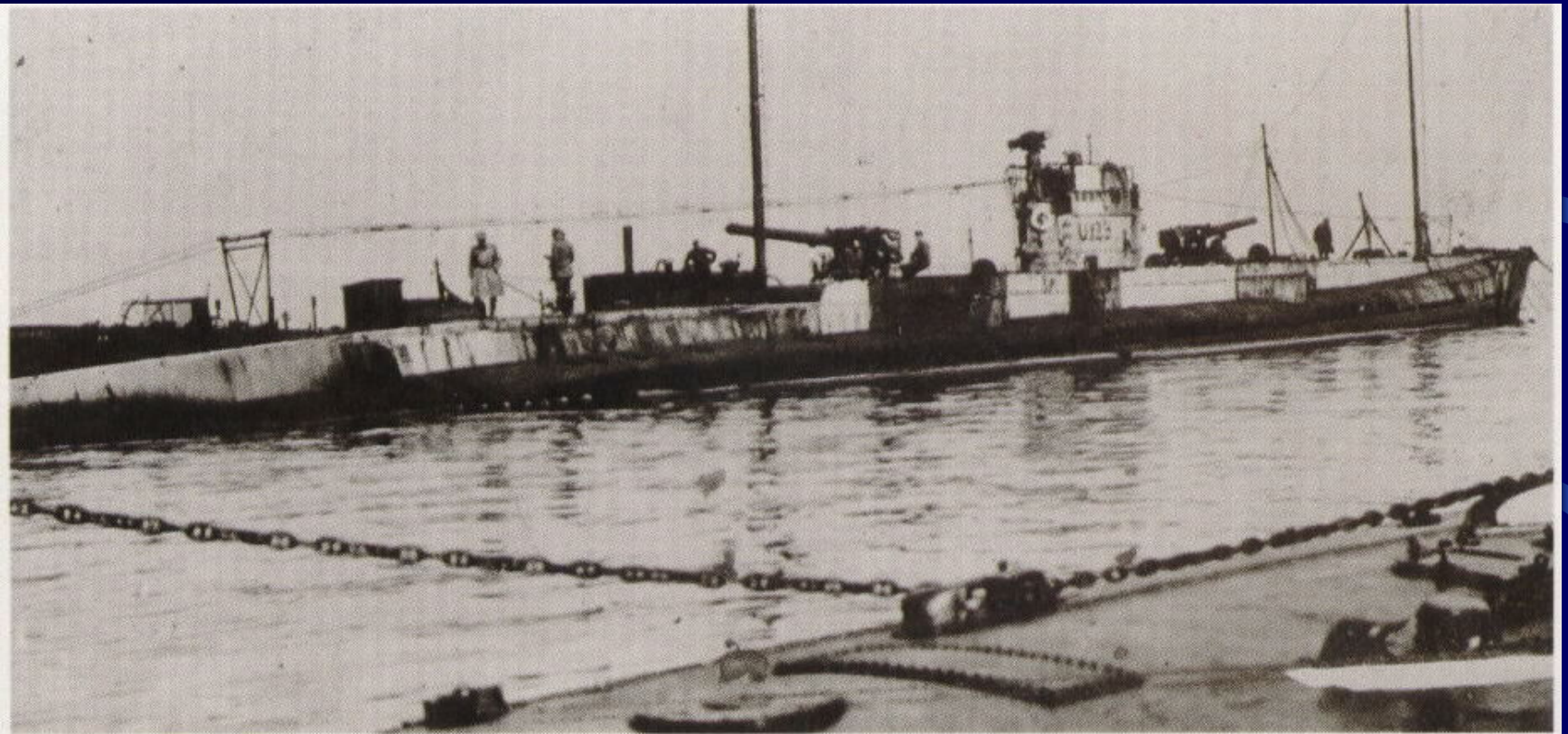


# CAPTAIN TURNER





# U-20



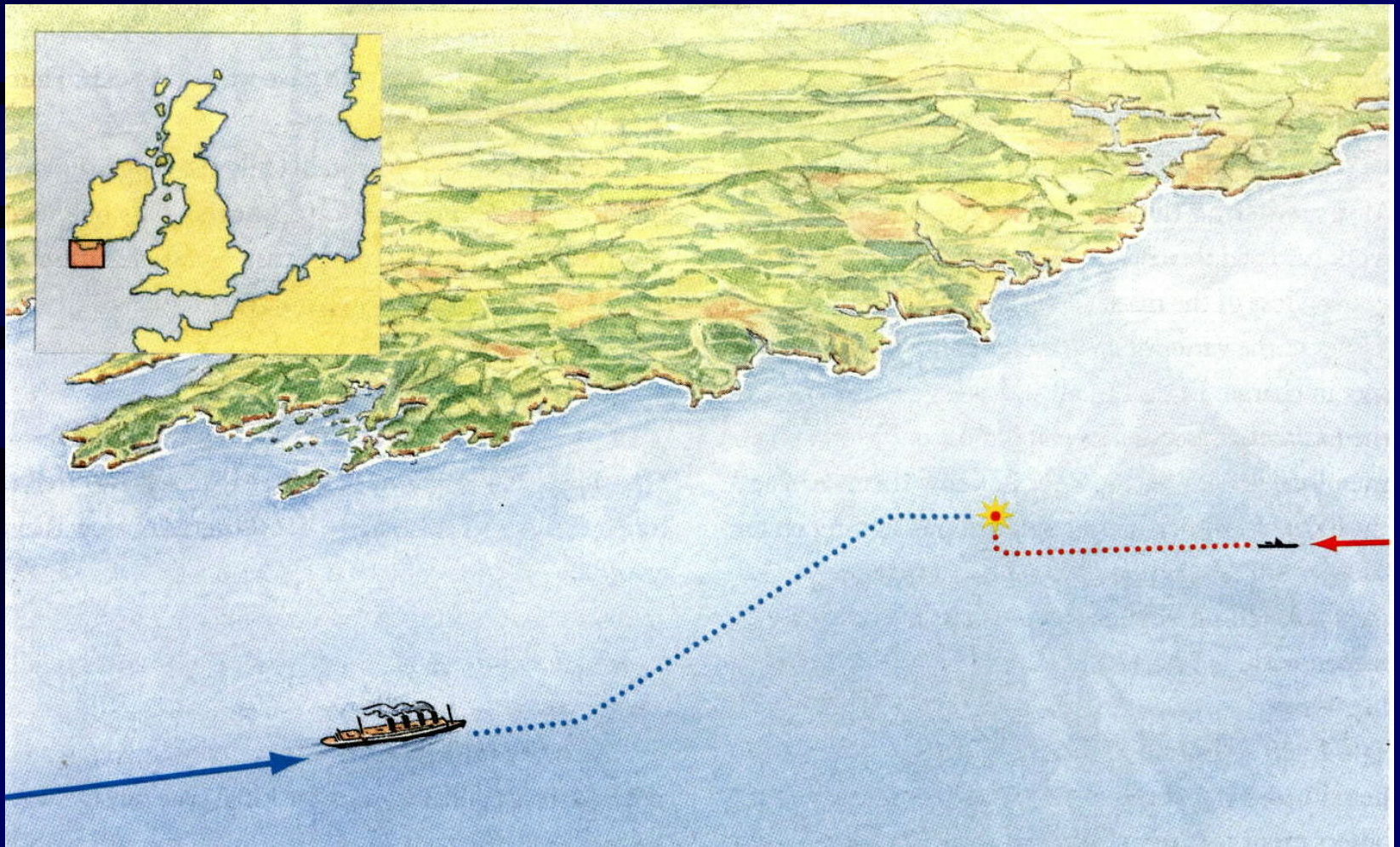
*German U-boats like the one pictured above carried eight torpedoes. U-20's commander,*

# CAPT. SCHWIEGER





# THE MEETING





# THE LAST PHOTO



# CASUALTIES



- 1198 PEOPLE KILLED
- 124 WERE AMERICANS
- IT WAS 800 FEET LONG AND SANK IN 360 FEET OF WATER



# SINKING OF THE LUSITANIA



- LUSITANIA WAS HIT BY 1 TORPEDO
- PEOPLE CLAIMED THE SECOND EXPLOSION WAS ANOTHER TORPEDO BUT CAPT SCHWIEGER SAID HE WOULD NOT HAVE FIRED ANOTHER TORPEDO THROUGH INNOCENT PEOPLE IN THE WATER

# BURIAL OF THE DEAD

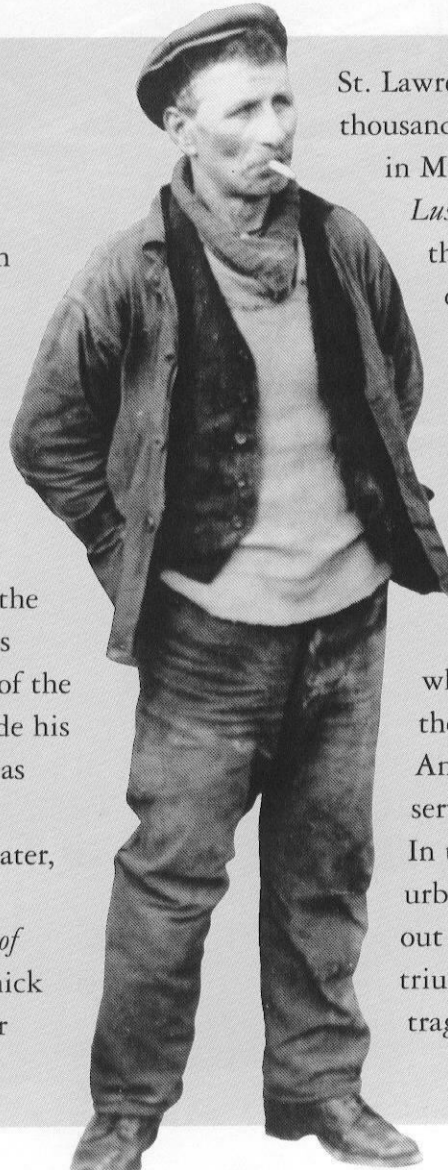


LUSITANIA GRAVES QUEENSTOWN, IRELAND



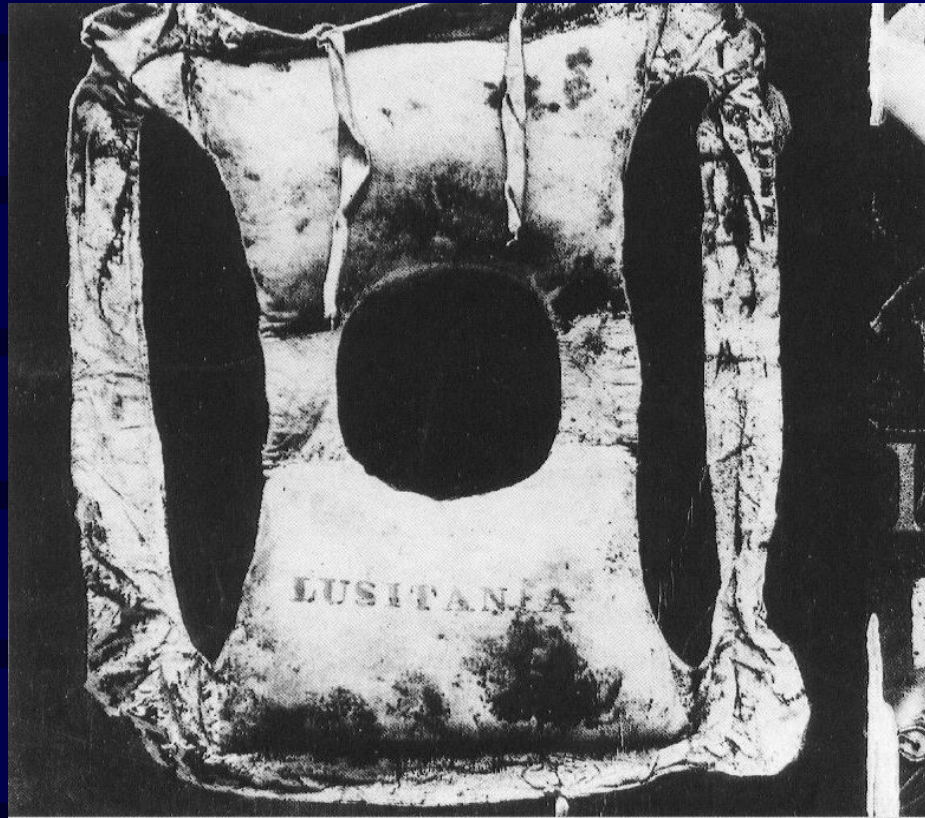
## THE MAN WHO COULD NOT BE DROWNED?

**H**e was the luckiest man on the *Lusitania*. A middle-aged fireman in the engine room, a plain-spoken person with dirt under his fingernails, not the sort to attract a second glance on that luxury liner. But he deserved one, for he possessed the devil's own luck. His name was Frank Tower. Once a member of the crew of the *Titanic*, he had made his escape from that doomed ship as she sank in the Atlantic after hitting an iceberg. Two years later, he was working aboard the Canadian Pacific liner *Empress of Ireland* when she collided in thick fog with the Norwegian collier *Storstad*. The liner sank in the



St. Lawrence with the loss of over a thousand lives, but Tower survived. Then in May 1915, he was a member of the *Lusitania's* engine room crew when the *U-20* torpedoed her. Again, he came through without a scratch. If it all seemed a little too good to be true, it was. Research reveals no Frank Tower listed among the crew of the *Lusitania*. Or the *Empress of Ireland*. Or the *Titanic*. And even his name seems open to question. The man at left, who is identified as the survivor of those three wrecks, is called Turner. And no stoker called Turner ever served on those three ships, either. In the end the tale seems to be an urban folk myth, arising, perhaps, out of our desire to see people triumph in the face of terrible tragedies.

# LIFEJACKET



## MEMENTO OF A TRAGEDY

**F**ive years after the *Lusitania* went down, this life jacket from the ship was fished from the Delaware River at Philadelphia. The jacket must have been carried south by the current to Africa before washing west and then bobbing its way up the east coast of the U.S. — a journey of many thousands of miles.



# PRESIDENT WILSON'S LETTER TO THE GERMANS

13 May, 1915

The First Lusitania Note to Germany

---

Sent by the President of the United States, Mr. Woodrow Wilson.  
United States, Foreign Relations of the United States, Washington, D.C.,  
1915, Supplement, pp. 393 ff.

The Cunard liner, Lusitania, was sunk by a German submarine on May 7, 1915,  
with a loss of more than 1,100 passengers and crew, including 124 Americans.  
The following note was sent by President Wilson under the signature of  
Secretary of State William Jennings Bryan.

---

Department of State,  
Washington, May 13, 1915

To Ambassador Gerard:

Please call on the Minister of Foreign Affairs and after reading to him this  
communication leave with him a copy.

In view of recent acts of the German authorities in violation of American  
rights on the high seas which culminated in the torpedoing and sinking of  
the British steamship Lusitania on May 7, 1915, by which over 100 American  
citizens lost their lives, it is clearly wise and desirable that the  
Government of the United States and the Imperial German Government should  
come to a clear and full understanding as to the grave situation which has  
resulted.

The sinking of the British passenger steamer Falaba by a German submarine on  
March 28, through which Leon C. Thrasher, an American citizen, was drowned;  
the attack on April 28 on the American vessel Cushing by a German aeroplane;  
the torpedoing on May 1 of the American vessel Gulflight by a German  
submarine, as a result of which two or more American citizens met their  
death and, finally, the torpedoing and sinking of the steamship Lusitania,  
constitute a series of events which the Government of the United States has  
observed with growing concern, distress, and amazement.

Recalling the humane and enlightened attitude hitherto assumed by the Imperial German Government in matters of international right, and particularly with regard to the freedom of the seas; having learned to recognize the German views and the German influence in the field of international obligation as always engaged upon the side of justice and humanity; and having understood the instructions of the Imperial German Government to its naval commanders to be upon the same plane of human action prescribed by the naval codes of other nations, the Government of the United States was loath to believe -- it cannot now bring itself to believe -- that these acts, so absolutely contrary to the rules, the practices, and the spirit of modern warfare, could have the countenance or sanction of that great Government. It feels it to be its duty, therefore, to address the Imperial German Government concerning them with the utmost frankness and in the earnest hope that it is not mistaken in expecting action on the part of the Imperial German Government which will correct the unfortunate impressions which have been created and vindicate once more the position of that Government with regard to the sacred freedom of the seas.

The Government of the United States has been apprised that the Imperial

German Government considered themselves to be obliged by the extraordinary circumstances of the present war and the measures adopted by their adversaries in seeking to cut Germany off from all commerce, to adopt methods of retaliation which go much beyond the ordinary methods of warfare at sea, in the proclamation of a war zone from which they have warned neutral ships to keep away. This Government has already taken occasion to inform the Imperial German Government that it cannot admit the adoption of such measures or such a warning of danger to operate as in any degree an abbreviation of the rights of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality; and that it must hold the Imperial German Government to a strict accountability for any infringement of those rights, intentional or incidental....

The Government of the United States, therefore, desires to call the attention of the Imperial German Government with the utmost earnestness to the fact that the objection to their present method of attack against the trade of their enemies lies in the practical impossibility of employing submarines in the destruction of commerce without disregarding those rules of fairness, reason, justice, and humanity, which all modern opinion regards as imperative.... The Government and the people of the United States look to the Imperial German Government for just, prompt, and enlightened action in this vital matter with the greater confidence because the United States and Germany are bound together not only for special ties of friendship but also by the explicit stipulations of the treaty of 1828 between the United States and the Kingdom of Prussia.

Expressions of regret and offers of reparation in case of the destruction of neutral ships sunk by mistake, while they may satisfy international obligations, if no loss of life results, cannot justify or excuse a practice, the natural and necessary effect of which is to subject neutral nations and neutral persons to new and immeasurable risks.

The Imperial German Government will not expect the Government of the United States to omit any word or any act necessary to the performance of its sacred duty of maintaining the rights of the United States and its citizens and of safeguarding their free exercise and enjoyment.

BRYAN

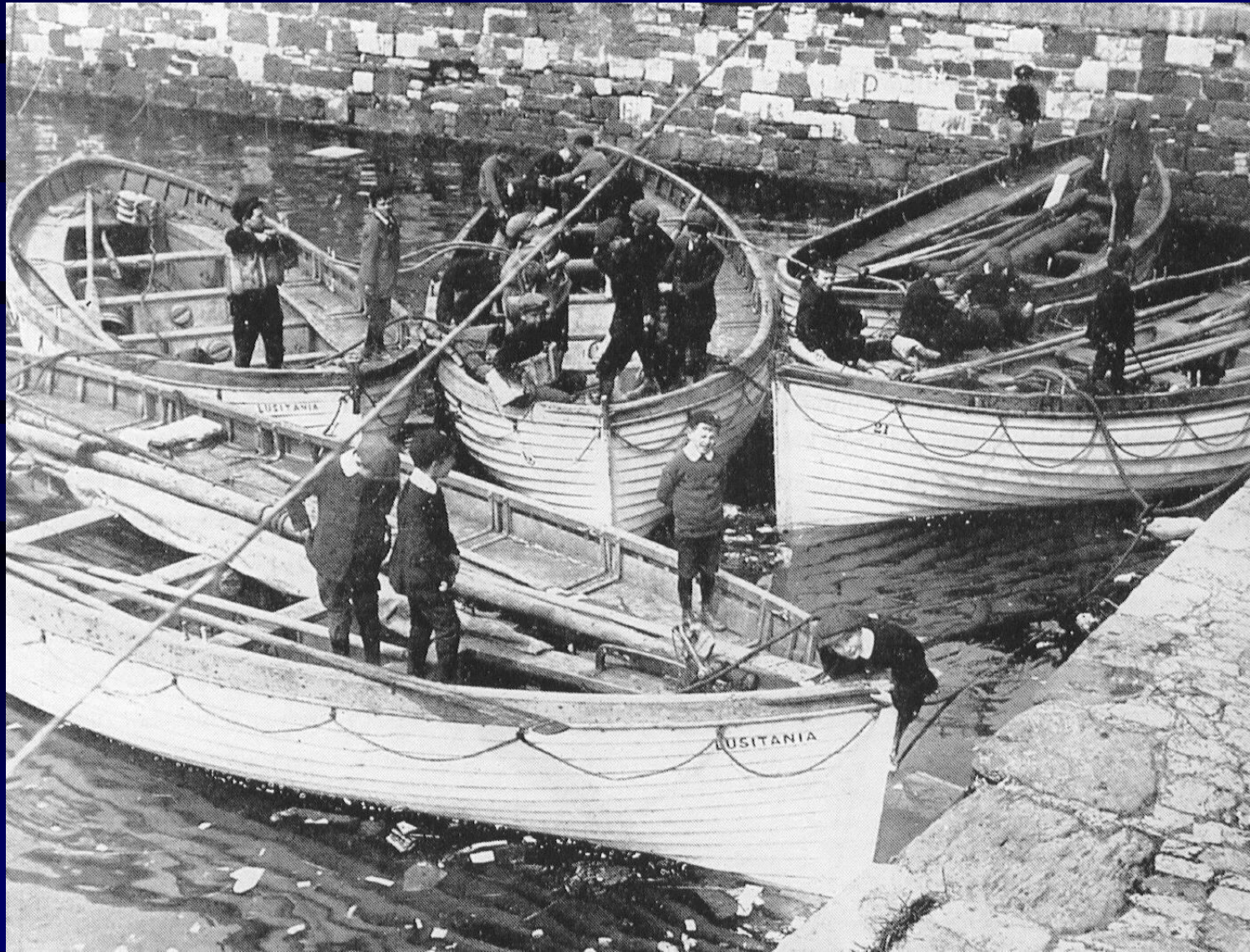


# PROPAGANDA PICTURE





# REAL LUSITANIA LIFEBOATS





# PROPAGANDA POSTERS

TAKE UP THE  
SWORD OF JUSTICE

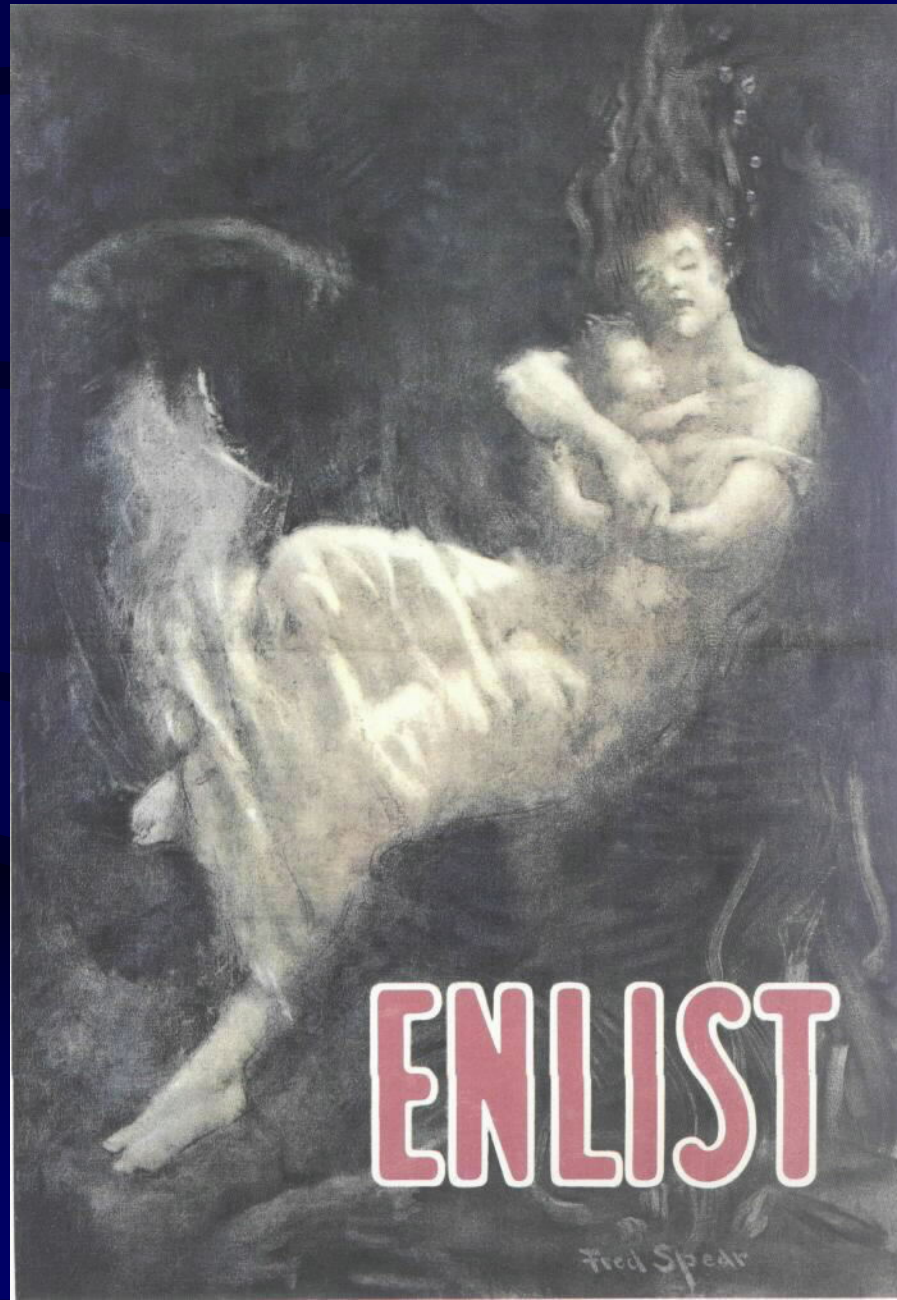


**IRISHMEN**  
AVENGE THE LUSITANIA



JOIN AN **IRISH REGIMENT**  
TO-DAY.

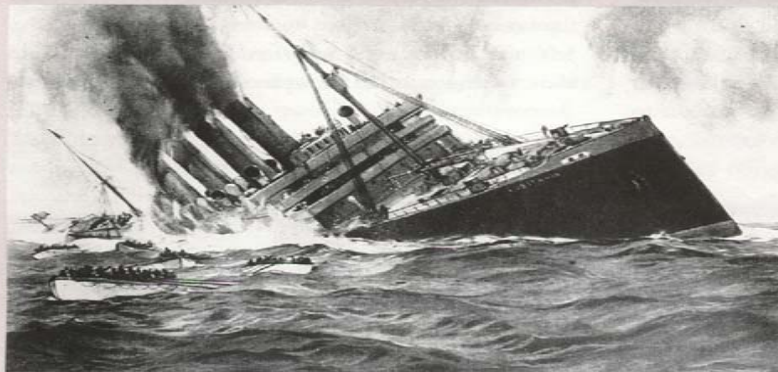
# THE POSTER





# THE PROPAGANDA MEDAL

## *The* PROPAGANDA WAR



**A** German illustration (above) shows a sinking Lusitania armed with small gun turrets. In contrast, this Allied cartoon (left) depicts the kaiser, draped in a Teutonic Jolly Roger, standing beside the warning placed in the American newspapers. As propaganda, the Germans struck a medal ridiculing Cunard's "callous" decision to carry passengers on a "blockade runner."

Seizing on it as proof of German barbarism, the British stamped out thousands of copies (below) and used it on posters (right).





# LUISTANIA MEDAL

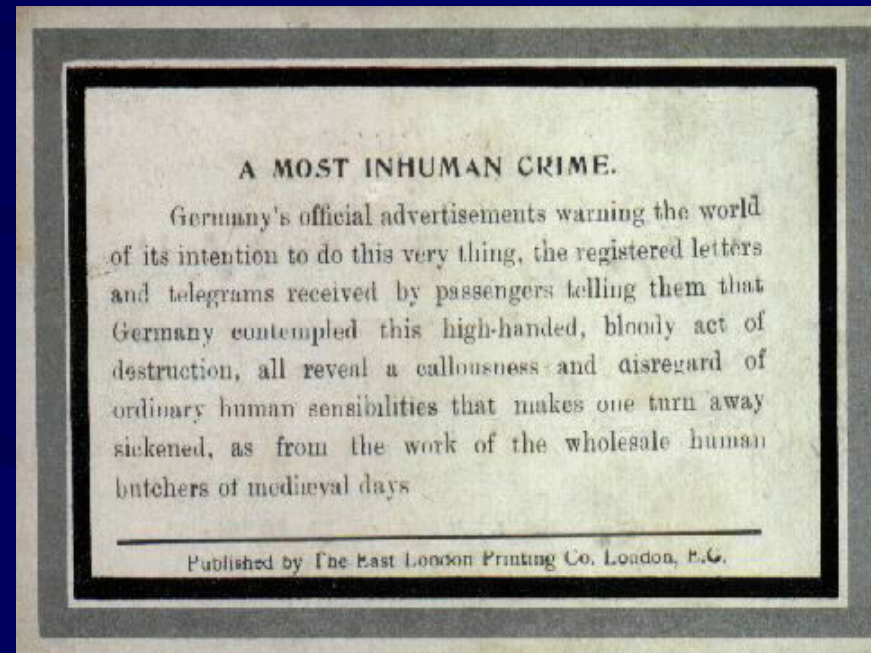
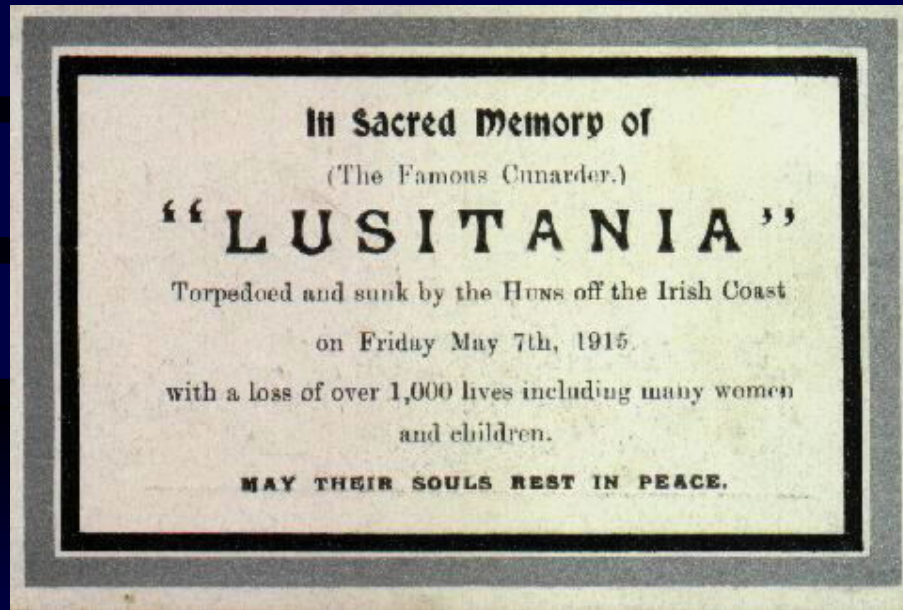
- THERE WERE NO CELEBRATIONS ON THE RETURN OF U-20 EVERYTHING WAS LOW KEY
- BRITISH MINTED OVER 1,000,000 OF THE SO-CALLED GERMAN MEDAL

# GERMAN POSTCARD





# LUISTANIA CARD



# LUSITANIA TODAY

