

TWO GERMAN CRUISERS ARE READY TO POUNCE ON CRAFT IN PACIFIC

Leipzig and Nurnberg Are Known to Be Somewhere in the Steamship Lanes and Captains Are Warned to Be on Look-out for Them—Many British Vessels May Be in Danger—New Boats for Canada May Alter Balance of Power.

That the fearfulness of Lloyd's agency, who yesterday cabled their local agent, C. Gardner Johnson, of this city, to warn British ships against two German cruisers now in North Pacific waters, was well founded, is indicated by reports as to the movements of these two warships whose positions have been reasonably established. One, the Leipzig, was lost track of after she coaled in Mexican waters, by her tender, the old steamer Cetriana, which formerly ran on the northern run out of Vancouver for the Northern Steamship Company. The other is the protected cruiser Nurnberg.

These cruisers, on account of the lack of British warships in these waters, are in a position to do a lot of harm to merchant shipping and can cause practically all the British ships on this coast to seek cover. The orders for the Empress of Russia, now in port, to sail for the Orient on Thursday may be rescinded, unless officials of the C.P.R. and the government hear more definitely regarding the German cruisers.

Were Coming North.

On Monday the Germans were cruising northward near Magdalena bay, California. Their presence became known late in the afternoon. The Nurnberg was supposed to be steaming from Honolulu to its China station. Her skipper, Capt. von Schoenberg, made his presence known off the Mexican coast by wireless.

Shipping men are convinced, since the Nurnberg has come to this coast instead of proceeding toward the Orient, that she is to prey upon British shipping in company with the Leipzig. It is thought that the cruis-

ers are after British ships laden with coal. There are five of these freighters bringing United States coal from Norfolk, Va. The ownership of the cargo in this instance is the United States government, but the ships are chartered British ships and fly the British flag, and, therefore, the cargo is contraband of war.

The British government has nothing nearer than China to protect its ships in the Pacific. The Rainbow is at Esquimalt and two boats have been purchased in Seattle, and these would be of considerable assistance in an encounter with the Germans. The British vessels menaced are the steamer Lord Dufferin, which is somewhere on the coast bound north, probably off the South American coast. The steamer Queen Helena, the Stratford, Anglo-California, all carrying coal, and the French ship, Desaix, carrying general cargo, now approaching San Diego.

Movements of Boats.

The fleet of the Union S.S. Company of New Zealand is in such a position that it could get under cover if necessary. The steamer Moana is between San Francisco and Honolulu, bound in the direction of the former; the Tahiti will be in Tahiti by this time, it is thought. The Willochra is about to leave Sydney for San Francisco. On the line between British Columbia and Australia none of the ships are in a position so that they cannot be warned.

Of the outgoing fleet from San Francisco, it is believed only two may be in danger from the Germans—the steamer Den of Ogil, with a cargo of barley, and the Volney, similar cargo, bound for the United Kingdom.