

The Father of Greater Japan.  
Deep role played at the Portsmouth peace conference by Komura revealed by his former instructor, in next Sunday's SUN.

THE WEATHER FORECAST.  
Fair and continued cool to-day; fair to-morrow.  
Highest temperature yesterday, 65; lowest, 50.  
Detailed weather, mail and marine reports on page 13.

PRICE TWO CENTS.

# RYNDAM SAFE IN PORT AFTER CRASH IN FOG

## Convoyed by Two U. S. Battleships That Raced to Answer S O S.

### PASSENGERS TAKEN ON SOUTH CAROLINA

#### Big Hole Ripped in Liner's Side by Stem of Fruiter Joseph J. Cuneo.

The Holland-America steamship Ryndam, which sailed for Rotterdam on Tuesday and was rammed in fog off Nantucket yesterday morning by the Norwegian frigate Joseph J. Cuneo, reached port under her own steam last night and anchored off Sixty-fifth street, South Brooklyn. She has a wide and deep rent in her port side about the foremast and two other holes are flooded, increasing her draught, which was 30 feet when she headed seaward, to 35 feet. Wrecking boats will stand by her over night and she will dock after discharging some of her cargo at high tide this morning. The battleship South Carolina, with all the passengers and forty of the crew of the Ryndam aboard, passed in Sandy Hook at 10:55 last night. She went to the warship anchorage off Tompkinsville and all hands from the disabled ship were transferred from her to the tug Millard. The majority of them were put back on the Ryndam to pass the night. About a dozen were landed at Hoboken.

### Million Dollar Cargo.

The sea was fog enshrouded yesterday morning when the Ryndam, bound from this port for Kirkwall and Rotterdam, groped her way off Nantucket lightship with a million dollar cargo of foodstuffs and general merchandise, twenty-one cabin, thirty-four second cabin and twenty-three stowage passengers.

Heading south across the course of the Ryndam was the little Norwegian frigate Joseph J. Cuneo, light, for Barcelona. The two ships came together in the fog at 3:55 A. M., the sharp steel nose of the frigate cutting a gap amidships on the port side of the liner.

The shock of the impact aroused the whole ship's company that had turned in. The Cuneo drew out of the wound swiftly, having reversed her engines when her commander saw the side of the Ryndam looming close by. The ocean, rushing into the rent, sent the big ship listing to port. Before this the wireless operator had been sending out S O S appeals.

### Warships to the Rescue.

The Atlantic fleet, maneuvering off the New England coast, caught the message. The Admiral aboard the Louisiana, flagship of the fourth division, proceeding from the neighborhood of Boston to Narragansett Bay, ordered his ships to steam full speed for the position of the Ryndam. It was a race for honor and glory among the Louisiana, Kansas, South Carolina, Texas and Michigan.

The South Carolina won, arriving alongside the Cuneo at 7:30 A. M., creating a new record for herself under full steam. Her commander learned that the Ryndam was unlikely to founder, although badly damaged, and that all her passengers and most of her crew were safely ashore. The frigate was then ordered to return to her base.

The Texas and the South Carolina escorted the liner to Ambrose Channel lightship. Then the Texas returned to sea duty and the South Carolina brought the passengers and that part of the crew that had abandoned ship, mostly towards the Ryndam, into the bay. The Ryndam was met off the lightship by three Dattelz tugs, the wrecking steamer W. E. Chapman and two steam pilot boats. After taking a pilot aboard the Ryndam passed in the Hook and got her cargo off at Sixty-fifth street, Bay Ridge. She will go into dry dock for repairs.

The story of the collision was told by the passengers and crew of the Ryndam for the purpose of the United States Navy. The Cuneo stood by the Ryndam and the wireless operators of both ships exchanged messages about their respective damage. The sea was smooth and lifeboats were lowered from the Ryndam without mishap after the Cuneo's skipper and Capt. Van der Heuvel had arranged for the transfer. All hands knew that United States battleships were on the way to give help if needed to the Ryndam and the Cuneo, and this acted like a sedative on the passengers. When the South Carolina and the Texas hovered in sight the Ryndam crew and passengers greeted them with a cheer. Other cheers went up when the passengers noted the

## EXPRESS DEFICIT \$2,000,000.

### Companies Appeal for Rates to Exceed Revenue \$5,000,000.

WASHINGTON, May 26.—Hearings were resumed before the Interstate Commerce Commission to-day in the matter of the applications of the five leading express companies to increase their rates. The companies were represented by G. C. Taylor, president of the American Express Company, and John W. Newland, vice-president and controller of the Wells Fargo Company. Mr. Newland spoke also for the Adams, American, Southern and United States companies and asserted that during the year ended January 31 last the companies had suffered a deficit of more than \$2,000,000. Estimates were furnished showing that if the commission allowed the express companies the proposed increases their net revenues would be increased a little more than \$5,000,000. President Taylor of the American Express Company testified that the applicants had found it impossible to do business at even a small profit under the rates prescribed by the commission. Another hearing will be held on June 9. There seems to be a disposition on the part of the commission to expedite a decision in the case.

## GOVERNOR WORKS ON ROADS.

### Brumbaugh Shows Dirt in Three Pennsylvania Counties.

HARRISBURG, Pa., May 26.—Gov. Brumbaugh set the example for men of Pennsylvania to-day in working on the roads of Dauphin, Cumberland and Franklin counties in observance of Good Roads day. He covered over 100 miles in an automobile and shovelled dirt, drove a cart, made speeches and led parades. He came back to Harrisburg to-night delighted with the interest taken and declaring the work would have a great effect in the future. Near Neville a foreman presented the governor with a new shovel.

## FOUR MEN CAUGHT ON CABARET GIRL'S TIP

### Safe Drillers Nabbed After She Had Talked Too Much to Detective.

In an exchange of confidences over a highball or two in a cabaret near Times Square a girl bragged to a detective that her "friend" was too clever for the police and that he was going to make a haul from Morris Sapo's safe, 40 West Twenty-eighth street. Sapo is a diamond setter and he keeps more than \$100,000 worth of gems in his safe. Twenty detectives under Capt. Gildea watched his place for a week. Four men came last night at 7:30 and began to drill the safe. Detectives watched them for an hour through a scuttle on the roof, then the twenty men came down and the four men and their robbers were working by a light screened with an open umbrella. "I told you we'd have had luck if we opened that safe under my umbrella," one of the prisoners growled after the fight was over.

## QUITS BUSINESS AT 102.

### Bennett Brittin, Cigar Dealer, Won't Learn Newfangled Ways.

PLAINFIELD, N. J., May 26.—Believing that the hustle of present day business competition was getting to be too much for a man of his years, Bennett Brittin, who will celebrate his 102d birthday next month, said to-day he is going to retire and devote the remainder of his days to recreation. His declaration was made in the presence of a group of buyers attending the auction sale of his cigar store effects at Clinton avenue and West Front street, where he had been in business for the last twenty-three years. Mr. Brittin moved about the room recently remarking that he was not quitting because he could not take care of the place, but because younger men kept moving into the neighborhood and taking his trade away by business methods he had never learned.

## ERIE AND ITS HEAD INDICTED.

### Delaware and Hudson Also Accused of Interstate Law Violation.

CLEVELAND, May 26.—A special Federal Grand Jury to-day reported indictments against Frederick D. Underwood, president of the Erie Railroad Company, the Erie Railroad and the Delaware and Hudson Railroad, charging violation of the Interstate Commerce law. According to the indictment an agreement was entered into between Mr. Underwood and the railroads and William B. Miller, executive of the Diamond Rubber Co., Akron, Ohio, whereby Miller and a party of seven friends were to have a private car for a trip to Beverly, Mass. The indictment charges that on July 2, 1912, the trip was made and that instead of charging twenty-five full fares for the car, as provided for by the interstate commerce law, Underwood and the indicted railroads let Miller and his friends have the private car for eight full fares—the same as would have been charged had they made the trip in an ordinary coach.

## DIX MUST PAY WINE BILL.

### London Firm Gets \$514 Judgment Against Ex-Governor.

ALBANY, May 26.—A judgment of \$514 against John A. Dix, ex-governor, was entered to-day in the Albany County Clerk's office in favor of Berry Bros. & Co., a London wine firm. The complaint, verified by George J. Hatt, 2d, the Albany attorney for the company, alleges that goods, "principally wines," were furnished between June 1 and October 1, 1915, and that no part of the account had been paid. Mr. Dix was occupying the Executive Mansion at this time. It is said the ex-governor claims a reduction should be made in the bill on account of breakage, but he allowed judgment to be taken by default after service of the summons and complaint on him.

## DECISION TO CUT U. S. INCOME \$10,000,000

### Customs Appeals Court Also May Force Refund of \$20,000,000.

#### MEANS \$7,000,000 DEFICIT

#### Sustains Discount Even When Ships of Treaty Nations Carry Goods.

WASHINGTON, May 26.—A decision handed down to-day by the United States Court of Customs Appeals virtually makes a 5 per cent. reduction in the duties levied under the Underwood-Simmons tariff law. The decision involves between \$15,000,000 and \$20,000,000 in duties already collected under the present tariff law. Unless the decision is reversed in the higher court the United States Treasury will be obliged to refund this large amount to importers and its revenues from the Underwood-Simmons law will be reduced by about \$10,000,000 a year. While the actual payment of this \$15,000,000 or \$20,000,000 is likely to be stayed off for the present, through an appeal from to-day's decision, it in any event lays this obligation on the Treasury and further complicates the situation that has arisen through the growing Treasury deficit.

The decision has fulfilled the warnings given to Democratic leaders in Congress when the tariff bill was being drafted to the effect that it would operate to bring about practically a general 5 per cent. reduction in the customs revenues. Leader Underwood in the House and other Democratic leaders refused to look at the matter in that light, although John Bassett Moore, who was then counsel for the State Department, gave an opinion that this reduction must apply to all countries with the United States had the so-called favored nation treaties.

## Not Opposed by Wilson.

Although this opinion was expressed by the State Department, President Wilson refrained from taking any very determined stand in regard to the provision. The paragraph in the tariff bill which is construed by the Customs court provides for a 5 per cent. discount on all duties imposed on goods imported in American vessels. To this was added the provision that in the paragraph should be construed as abrogating or in any manner impairing the provisions of any treaty with the United States in a treaty with the United States. The Underwood-Simmons law had passed and the Treasury officials were confronted with the task of administering it. The paragraph, if enforced, would have to apply not only to goods imported in American bottoms but also to goods entering the United States in the vessels of other governments with which the United States had the so-called commercial treaties. Such treaties were in force with nearly all of the large nations of Europe, France and Russia. In addition to these, imports from Mexico and Canada by rail would not be of course be affected.

The decision to involve the United States in serious trade difficulties with France, France has warned the United States that it would be bound to levy countervailing duties on the vessels of this government carrying goods to French ports. The Treasury officials, realizing that they could ill afford to lose the \$10,000,000 in duties on goods imported in American bottoms, decided that the paragraph was inoperative. They contended that the paragraph, construed in the light of its legislative history, precluded the levy of a 5 per cent. discount on the merchandise under the treaties affected had been terminated.

## Discount Clause Upheld.

The board of appraisers in New York held that merchandise imported in vessels of American registry was entitled to the 5 per cent. discount, but that the merchandise imported in vessels of foreign registry was not entitled to this benefit. In all cases where merchandise was under bond for warehousing when the tariff law took effect the board held it was not entitled to the discount. The United States Court of Customs Appeals now sustains the board of appraisers in their ruling that the 5 per cent. discount is entitled to imported vessels of American bottoms, but overrules the board's other findings. In short, the court holds that the 5 per cent. discount is entitled to the merchandise imported in vessels of foreign registry and that the 5 per cent. discount is not to be applied to the merchandise imported in American bottoms. The court also holds that merchandise from Cuba is entitled to the reduction of 20 per cent. ad valorem provided by the Cuban treaty and no further discount of 5 per cent. ad valorem from the amount so ascertained.

## Balance Smallest in Years.

The net balance in the general fund of the Treasury to-day was only \$13,202,000, the smallest in many years. Treasury experts have estimated that the loss from the enforcement of this paragraph in the Underwood bill would amount to \$10,000,000 a year. It is apparent, therefore, that if the 5 per cent. had been deducted in the two years, as the court now says it ought to have been deducted, the net balance in the Treasury not only would be wiped out but there would be a deficit of \$1,000,000. The deficit in the Treasury for the present fiscal year is \$107,000,000, exclusive of Panama Canal expenditures, and \$183,000,000, including the expenditures on account of the Panama waterway. The Treasury officials are counting on the income tax yielding \$1,000,000,000, but there is some doubt whether the returns will run more than \$70,000,000. Not counting the Panama Canal expenditures, it is believed that the deficit at the end of the year will be fully \$30,000,000. While the Treasury will not be obliged to pay the \$10,000,000 to importers until the Supreme Court passes on the case, it is an item which will weigh seriously in next year's Treasury estimate, which, rather than the usual \$1,000,000,000, are some times the surrogate named Lee as the guardian, and now the father asks that this appointment be set aside and that he be made the boy's guardian.

## BETS \$100,000 TO \$1,000.

### Goffer to Endow Medical Chair if Doctor Beats Him.

PHILADELPHIA, May 26.—Charles H. Geist, the wealthy gas man of this city, who paid \$250,000 for the construction of the Seaview Golf Club's links at Seaview, N. J., wagered \$100,000 to \$1,000 to-day that he can defeat Dr. Edward Martin, a member of the surgical staff of the University of Pennsylvania Medical School, at a game of golf. The game is to be played in the fall after each has had time to practise. According to the terms of the wager Mr. Geist agrees, if defeated, to give \$100,000 to endow a chair of surgical research in the university medical school. The money is to be paid into the treasury of the university before January 1, 1916. If Mr. Geist wins Dr. Martin is to buy ten shares of the Seaview Golf Club's stock at \$100 per share.

## POPE INTERNS MGR. GERLACH.

### Austrian Prelate Failed to Attend Pontiff's Masses.

ROME, May 26.—Mgr. Gerlach, the Austrian private chamberlain of the Pope, has been interned in the Vatican, where he must remain until the end of the war. This action was taken by the Pope when he learned that Mgr. Gerlach no longer attends the daily mass of the Pontiff, where prayers are offered for the triumph of Italian arms. Mgr. Gerlach was accused of having falsified the words of Pope Benedict in a conversation between the pontiff and the correspondent of a New York paper recently at which Mgr. Gerlach acted as interpreter. The *Osservatore Romano*, the Vatican official organ, which has been noted for its pro-german attitude, makes a bold announcement to-day that the Holy See has received a letter from the Austrian Legation in Rome, in which the Austrian Legation asks that the Holy See make no editorial comment.

## PONTIFF DENOUNCES SUBMARINES' MISUSE

### Also Condemns Employment of Poisonous Gases—Urges Prayers for Peace.

ROME, May 26.—Pope Benedict makes an explicit denunciation of submarine attacks on merchant vessels and of the use of asphyxiating gases in warfare in a letter to Cardinal Vannutelli, dean of the Sacred College, published to-day in the *Osservatore Romano*, the Vatican official organ. The Pope says he has been prevented by well known sorrowful events from holding the consistory set for June and therefore decided to write to Cardinal Vannutelli, who he will not be able to address the assembled Cardinals. The pontiff recalls his appeal to the belligerents to put an end to the war which "has been declared by Europe" since he issued his first encyclical. "War is continuing to redde Europe," he continues, "while methods of offense contrary to humanity and international law are now resorted to on land and sea."

"Our beloved Italy," the letter goes on to say, "is expected to take the lead in the cessation of the war and the restoration of peace to the world. In a three day fast and reiterates his fatherly sorrow for the fate of his children. The pontiff adds that besides the exchange of wounded and invalid prisoners, although they are not disabled. He also says he is exerting all the faithful to pray to God and for the cessation of the war and the restoration of peace to the world. In a three day fast and reiterates his fatherly sorrow for the fate of his children.

## GREEK KING NO BETTER.

### Anxiety Now Felt Over Condition of Sovereign's Heart.

ATHENS, May 26.—King Constantine's condition continues serious, says a late dispatch from Athens. Considerable anxiety is now felt lest his heart may not be able to bear the strain upon it. The miraculous icon of the Virgin was brought to-day from the Pilgrimage church at Thessalonica and carried by a procession of monks to the palace, where it was placed in the sick room of King Constantine. Enormous crowds watched the procession, by which the icon was carried to the sick room while it was passing. The temperature of the King at 11 o'clock this morning was 109.5.

## AT ODDS OVER BOY'S FORTUNE.

### Father and Father by Adoption Contest for Its Control.

WHITE PLAINS, May 26.—A contest for the guardianship of an 11-year-old boy who is heir to a fortune estimated at between \$500,000 and \$1,000,000, was made on June 18 next before Surrogate Sawyer. The boy's father and his father by adoption, both anxious to have charge of the lad. The boy is William Crossman Lee, Jr. He was formerly known as William Crossman Mills and is now known as William Lee, who now lives in California. The boy is at present living with T. Frederick Lee, his father by adoption, at 158 South Broadway. The boy's mother was the daughter of George W. Crossman, a coffee importer of New York city, from whom she inherited a large fortune. She divorced Mills and married Lee. Previous to her death on May 2 her son had his name changed from William Crossman Mills to William Crossman Lee. His mother left \$50,000 to him and \$1,000,000 to her son. In her will she asked that Mrs. Kenyon Lee, her mother-in-law, be made guardian of the lad. Some time ago the Surrogate named Lee as the guardian, and now the father asks that this appointment be set aside and that he be made the boy's guardian.

## ITALY HURLS ARMIES ON AUSTRIAN TYROL

### Troops Swarm Through Passes on Both Sides of Trentino Salient.

#### KING NOW AT THE FRONT

#### Big German Force Advances From Innsbruck to Attack Invaders.

Special Cable Dispatch to The Sun. ROME, May 26.—Italian troops are swarming through the mountain passes on both sides of the "Trentino salient," driving before them the Austrian garrisons of the forts guarding all the entrances to Tyrol, the Austrians in only a few cases offering resistance. The offensive on the Friuli and Carniola fronts which was begun successfully yesterday continues and heavy artillery duels with the Austrian batteries posted on the heights of the Isone are reported. King Victor Emmanuel left Rome last night for the front and his arrival at Verona coincided with a general advance of the Italian forces gathered there up the valley of the Adige across the Trentino frontier into southern Tyrol.

This army occupied Monte Passubio, 7,300 feet high, and the chain of hills ending in Monte Baldo, 4,900 feet high, Giudicaria, the highest of the Brenta range, was constructed since the opening of the great war, as well as the principal defiles of the Agno and Leogra. The objective of this movement is evidently Rovereto, a strongly fortified camp on the Adige about twelve miles south of Trent, capital of the Trentino.

## Two Other Attacks.

At the same time Italian forces entered Tyrol by the Tonale Pass, occupying Forcellina and Montozzo, while a third division proceeded up the Giudicaria, the highest of the Brenta range, by Garibaldi in 1866, taking Ponte di Caffaro in its thrust toward Riva, at the head of Lake Garda, which is connected by railroad with Rovereto. All the passes leading through the mountains have been occupied. The object of the operations in this region, which is directly north of Udine, capital of Italian Friuli, is apparently to cut the Villach-Lienz-Franzenfeldt railroad, which is the only line leading from Austria directly into southern Tyrol.

The official statement regarding these operations is as follows: We have occupied all the frontier passes near Cadore. The enemy has been driven from the heights of the Tonale and the Carnic Alps. The enemy has been driven from the heights of the Tonale and the Carnic Alps. The enemy has been driven from the heights of the Tonale and the Carnic Alps.

## MAJORITY OF CREW OF VESSEL RESCUED

### Attacking Craft Escapes After Long Pursuit by Destroyers.

#### WARSHIPS OF ALLIES SUNK IN DARDANELLES

Special Cable Dispatch to The Sun. LONDON, May 26.—The British battleship *Triumph* has been torpedoed and sunk in the Dardanelles. A majority of the crew were saved. The announcement was made this evening by the Admiralty through the official Press Bureau. Complete details are lacking. The Admiralty's announcement follows: While operating yesterday in support of the Australian and New Zealand troops on the Gallipoli Peninsula, the *Triumph*, Capt. Maurice Fitzmaurice, was torpedoed by a submarine on May 25. The *Triumph* was damaged and the crew was scattered. The ship was abandoned and the crew was rescued by destroyers and patroling craft until dark.

## Five Battleships Lost.

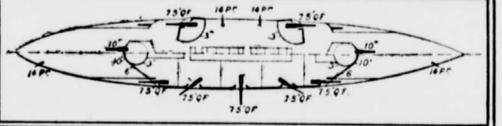
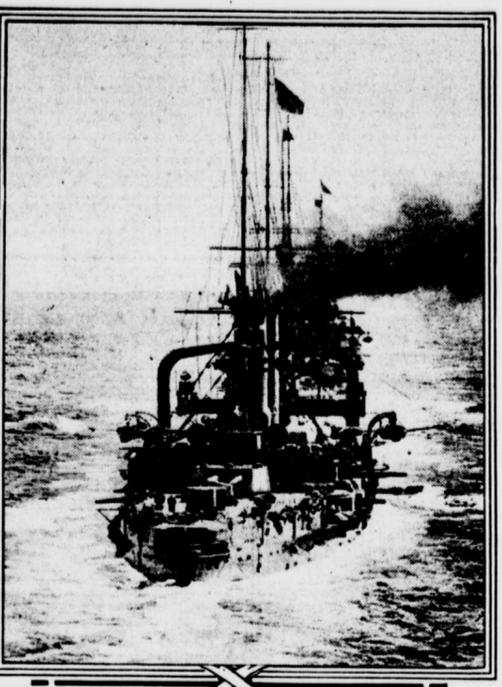
The *Triumph* is the fourth great British battleship to be lost in the bombardment of the Turkish forts at the Dardanelles. The French have lost one battleship, the *Houvet*, which makes a total of five first class warships sunk to the bottom since the attempt to clear the way to Constantinople was begun, in addition to the loss of at least three submarines, and the serious damage of several other battleships, cruisers, destroyers and transports.

## HERR BALLIN VERY ILL.

### Hamburg-American Director Is Removed to Nerve Clinic.

Special Cable Dispatch to The Sun. LONDON, May 26.—Albert Ballin, director of the Hamburg-American Line and said to be one of the Kaiser's closest personal advisers, was removed to a nerve clinic at Frankfurt-on-Main last week, says a dispatch from the Copenhagen correspondent of the *Daily Mail*. It is said that he is in a serious condition, though the exact nature of his illness is not mentioned. The *Triumph* had one of the most unusual careers of any battleship in the history of the country's navy, if not in the history of the world. She sank upon the German fortress at Tsing-tao in October, creating great damage with her 10 inch guns, and in the end being so badly damaged that she had to retire from the engagement. Having been repaired she was despatched to the Dardanelles, and from the outset of the campaign there until her destruction yesterday had taken a

# Submarine Torpedoes and Sinks British Battleship Triumph in Dardanelles



THE British battleship *Triumph*, which was sunk in the Dardanelles by a torpedo, and below a diagram of her deck, showing the turrets for the four 10 inch guns and the positions for the fourteen 7.5 inch guns. The *Triumph* displaced 11,800 tons and was about the same size as our battleships *Alabama*, *Illinois* and *Wisconsin*, now in reserve.

## WARSHIPS OF ALLIES SUNK IN DARDANELLES

Irresistible (British), March 19, 15,000 tons. Oceanic (British), March 19, 12,500 tons. Houvet (French), March 19, 12,000 tons. Goltz (British), May 25, 12,500 tons. *Triumph* (British), May 26, 11,800 tons. Five warships, including 64,707 tons. In addition at least two British submarines and one British submarine have been sunk in the Dardanelles.

more active part in the bombardment than any of the other battleships employed. Little had been heard from her since March 11, but prior to that date she had been seventeen times in action at the Dardanelles and had been hit four times. In one day's engagement she used as many shells as would serve her in peace practice for five years. The torpedoing of the *Triumph* by a submarine is regarded as a serious blow to the Allies. The sinking of the *Triumph* is regarded here as a matter for grave regret. She was originally built for Chile at Barrow in 1904, but was purchased by the British Government before she had left English waters.

## 3 TURKISH SHIPS SUNK.

### British Destroy Transports Loaded With Troops.

LONDON, May 26.—A British submarine entered the Sea of Marmora Monday and sank three Turkish transports filled with troops and ammunition, says an Athens dispatch. Only twelve men of the many hundreds said to be on the Turkish transports reached shore. A Marseilles dispatch says that severe fighting is in progress on the Gallipoli Peninsula. The Turks, says this message, are in retreat.

## Label Gas Bombs "BAGGAGE"

### German Trying to Smuggle Them Into Turkey, Says Correspondent.

Special Cable Dispatch to The Sun. LONDON, May 27 (Thursday).—The *Daily Telegraph* publishes a dispatch from its correspondent at Bucharest, saying that the Germans are making desperate efforts to smuggle munitions of war, including gas bombs, into Turkey. So the *Triumph* is the second victim of Turkish submarines. The two losses through this medium having occurred within such a short time of each other may be taken to indicate that the Turkish fleet has been strengthened by the addition, undoubtedly from Germany, of submarine craft, a fact which will hereafter make the position of the attacking fleet far more hazardous than it has been in the past. Led Astray in Straits. The *Triumph* had one of the most unusual careers of any battleship in the history of the country's navy, if not in the history of the world. She sank upon the German fortress at Tsing-tao in October, creating great damage with her 10 inch guns, and in the end being so badly damaged that she had to retire from the engagement. Having been repaired she was despatched to the Dardanelles, and from the outset of the campaign there until her destruction yesterday had taken a

# AMERICANSHIP TORPEDOED OR HIT BY MINE

## The Nebraskan, Westward Bound, Damaged 40 Miles Off Fastnet.

### BRITISH ADMIRALTY BLAMES SUBMARINE

### Entire Crew, Unhurt, Returns to Liner After Taking to Boats.

### VESSEL MAKES FOR LIVERPOOL, UNAIDED

### Carried Munitions to England, but Was in Ballast When Struck.

Special Cable Dispatch to The Sun. LONDON, May 26.—The American cargo ship *Nebraskan*, owned by the American-Hawaiian Line, steaming through a calm sea forty miles west of Fastnet, Ireland, early last evening, ran into a mine or was struck by a submarine torpedo. The shock was not great, but the foreholds quickly filling with water the crew lowered the boats and rowed to a safe distance. The Admiralty's announcement of the attack on the *Nebraskan* says that the vessel was torpedoed, but as yet there is no confirmation of this. The ship's captain says the vessel probably struck a mine. Not a man was injured. The steamer was completely deserted within a few minutes. As the boats stood by the listed slightly, a big American flag flapping at her stern and her name and nationality standing out through the twilight in great letters on both port and starboard sides.

### Crew Returns to Ship.

It quickly became evident that the injury was not to prove fatal. A reasonable time was allowed to elapse for the firing of another torpedo, if indeed the damage had been caused by a torpedo, and then the boats put back to the steamer and the crew clambered to her deck. A call for help had been sent out over the wireless apparatus before the ship was deserted. Bow Head received the message at 9 P. M. from Crookhaven. It was not until to-day, however, that the information was forwarded to the Admiralty, whence it was transmitted to the American Embassy immediately.

The *Nebraskan* is apparently in no danger. A message to Lloyd's from Kinsale, Ireland, says she passed that point at 11 o'clock this morning, apparently all right. She was about ten miles from Queenstown, and it became known that she was making back for Liverpool, where she sailed on Monday for Ireland. Breakwater. The ship is down at the bows, but is proceeding at about nine knots under her own steam and flying the signal "A" for not under control.

Some of the Crookhaven inhabitants turned out and went along the shore, keeping a sharp lookout. Off Galley Cove they sighted a submarine. One of the men fired three shots from a rifle at the men in the conning tower, at which the submarine dived and came to the surface in a few minutes further from shore. Three more shots were fired and the submarine quickly disappeared.

The *Nebraskan* disaster has aroused great interest in London. The inclination to believe that she was torpedoed prevails. It is pointed out that a German submarine may remain away from her base for some weeks and that the commander of the crew which has been seen recently near Fastnet has not yet received German's new submarine instructions, issued after the Lusitania went down eighteen days ago.

## Mr. Page to Investigate.

It is now twenty-five days, however, since the *Triumph* was torpedoed by a German submarine and there is little doubt that every submarine commander has been able to receive instructions since that event. After the *Nebraskan* disaster had been reported the Admiralty had been opposed of the possibility that the *Nebraskan* had been torpedoed for an investigation. It is not likely that the commander of the crew which has been seen recently near Fastnet has not yet received German's new submarine instructions, issued after the Lusitania went down eighteen days ago.

## GREAT BEAR SPRING WATER.

### 500 Cases of Six Glass Stopped Bottles.

Special Cable Dispatch to The Sun. LONDON, May 27 (Thursday).—The *Daily Telegraph* publishes a dispatch from its correspondent at Bucharest, saying that the Germans are making desperate efforts to smuggle munitions of war, including gas bombs, into Turkey.