

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
Fair to-day and tomorrow;
moderate north winds.
Highest temperature yesterday, 67; lowest, 47.
Detailed weather, mail and news reports on page 13.

SUBMARINES UNFIT, DANIELS NOW ADMITS

War Game Shows Craft Antiquated and of Faulty Type.

WILL ORDER INQUIRY TO BUILD UP FLEET

Six of 12 Undersea Boats Break Down—Bids for 25 New Ones Next Week.

WASHINGTON, May 27.—Secretary of the Navy Daniels surprised Washington tonight by virtually conceding the assertions made before the House Committee on Naval Affairs last winter by Commander Stirling that the submarines of the Atlantic flotilla were as a whole faulty in type and workmanship and unfit for service in case of emergency.

Mr. Daniels' statement also tends to support the charge made by Representative Gardner of Massachusetts that six of the twelve submarines assigned to perform service and had to put in for repairs at various times in the course of maneuvers.

For the first time Secretary Daniels admitted publicly to-day that the submarines in the Atlantic flotilla are defective in many respects, and he took occasion to announce that it is his purpose to make an inquiry with a view to assisting in perfecting submarines for use by the American Navy.

Changes His View.

Today's statement is in striking contrast to an announcement made by Secretary Daniels on May 7 in which he pointed out the pride in the second and fourth divisions of the Atlantic flotilla had arrived at New York from Pensacola, Fla., after "one of the greatest stands ever accomplished by American submarines." Secretary Daniels said then that this was the answer to the charge made last fall that the submarines of the second division were in "unserviceable condition."

In his statement to-day the Secretary of the Navy refers to the "too frequent breakdown of submarines" and says he has determined if possible to ascertain the cause and find a remedy to prevent accidents that have from time to time put ocean submarines out of commission.

Mr. Daniels took occasion to announce that he will be inviting next week for the construction of twenty-five submarines authorized by the Sixty-third Congress. Of these two are to be sea-trial submarines, and the rest are to be "in use" submarines.

Needs Much Attention.

"With the growing importance of the submarine as an instrument of warfare," said the Secretary, "I feel that too much attention cannot be given to the branch of the service, and every effort of the Department will be directed to improving the records made by the submarines during the recent maneuvers."

The submarine is still in an experimental stage and the boat of two years ago, as compared with those now in active service abroad, is probably more comparative to a model than an automobile of the improvement in the design and building of submarines here as well as abroad has been even more rapid than in the case of motor vehicles.

"Of the twelve submarines which went to New York for the maneuvers, one was unable to proceed and another suffered from breakdown necessitating repairs of greater or less importance which took them out of the game for varying lengths of time.

"The full report is not in and it is impossible to name which boats were out of commission from serious causes and which had merely the usual trivial defects which must be expected at any time and which can be remedied without any serious delay or impairment of their efficiency. Reports, unofficial, give a number varying from five to eight of the total submarine effective during a certain period of the maneuvers."

Efforts to Improve Craft.

Mr. Daniels discussed at length the various machinery and electrical apparatus and efforts that are in progress to improve such equipment.

"What I am most interested in," he said, "is in finding out whether these submarines are really as they are reported in more or less experimental boats or whether they were due to faults of construction that should have been remedied, or to defects in our system of reporting and making repairs."

"It is my intention to immediately investigate this matter and to spare no effort to remedy anything which is possible of being remedied. I have had this intention for some time, but have waited in this matter for the results of actual tests under war conditions which would be the best proof as to whether or not these boats were capable of sustained service."

In some cases the breakdowns are probably due to imperfect design owing to the lack of data at the time at which the boats were built. This would be a fairly true statement of the E-2, which has been mentioned as having breakdowns, as they were the first boats built after the change from gasolene to diesel engines. One of these boats appears to have been in trouble also, but none of this class has been finally accepted by the Department as being satisfactory, the only one being responsible for their effective performance.

Plans for New Craft.

In the meanwhile the plans for the twenty-five new submarines authorized by the Sixty-third Congress are being worked out with all possible speed and it is greatly expected with the rapid and efficient work of the bureau of construction and repairs and steam engineering in this matter. Bids will be invited for their actual construction next week.

These boats include two more of the new sea-trial submarines, which are being built to try and make the last word in such craft. It must not be forgotten

JACKSON NOW FIRST SEA LORD.

Former War Staff Chief is Successor of Lord Fisher.
Special Cable Despatch to The Sun.
LONDON, May 27.—Admiral Sir Henry Jackson has been appointed First Sea Lord to replace Lord Fisher, who resigned a few days ago, supposedly because of friction with Winston Spencer Churchill, then First Lord of the Admiralty.

Admiral Jackson was Chief of the War Staff in 1912 and commander in chief, Mediterranean, in 1914. He entered the navy in 1868.

Admiral Sir Arthur Wilson, who was First Sea Lord from 1909 until 1912, when he retired, is recalled to the Admiralty in an advisory capacity.

Admiral Sir Henry Jackson, the new First Sea Lord, although practically unknown to the public, has a high reputation in the navy. His sea duty has been restricted when compared with that of some other Admirals, but he is a student of naval tactics and familiar with the latest scientific naval developments.

His name has been particularly associated with the adoption and development of aerography in the navy. He began his work in this line in 1891, and some reports anticipated the discovery of Marconi.

T. R. HURT; FALLS OFF HORSE.

Breaks Rib Trying to Mount Steed—Accident Kept Secret.
OSTER HAT, N. J., May 27.—It became known tonight that Col. Theodore Roosevelt is nursing a broken rib at Sausalito, Cal. The fracture was suffered Monday, when the Colonel fell as he tried to mount a horse. Dr. George Falter, his physician, said tonight that the Colonel was "all right."

Those who know him say that the one time ranchman feels more concern over the way he acquired the injury than over the damage done to himself. The Colonel had ordered his favorite mount brought around from the stables. He walked down the front steps and put his foot in the stirrup. He was about to throw over the saddle when his foot slipped and he came down heavily on his side.

RAINS CATS AND DOGS AT THE S. P. C. A.

Scratch Explodes Gas and the Big Steel Tank Blows Up.

While two drivers of the Society for the Prevention of Cruelty to Animals were dumping yesterday a collection of cats and dogs in the asphalt tank in the building at Avenue A and Twenty-fourth street at 5:30 o'clock the claws of one of the victims drew a spark from the steel side of the tank at the bottom. An explosion followed which not only killed 100 animals awaiting execution but also blew out twenty-five windows and two doors, brought the reserves on the run and painfully burned the two drivers.

The animals had been unloaded in separate crates and were collected near the top of the tank which measures 10 feet by 4 feet. The drivers, Harry McClintock, 26 Post avenue, Inwood, N. J., and Frank McDonald, 4622 Broadway, opened the trapdoor on top and began discharging the animals into the tank. The gas is not turned on until the tank is filled and the door sealed up, but a charge remained in the tank which exploded by a spark caused by one of the animals scratching the walls in an effort to climb out. It is supposed some flinty substance was embedded in the animal's claws.

The crates on top of the tank were blown victoriously against the wall of the building and for a moment it literally rained cats and dogs. All of the animals were killed except two small kittens. Those in the tank were blown to atoms. The top of the tank was ripped off.

The accident caused a panic in the publishing house of J. J. Little & Co., across the street. The paper handlers across the street have been on strike for several weeks and Supt. Adams has received threats that the plant would be dynamited. He believed the threat had been carried out and sent in a call for the reserves. An excited crowd collected in the street, believing a bomb had wrecked the S. P. C. A. building.

WHY WORK FOR A LIVING?

Man Gets \$10 a Week From City to Prevent His Suicide.
ATLANTA, May 27.—A new way of making a living has just been revealed in Atlanta. At a meeting to-day of the Finance Committee it was reported that C. S. Stafford, ex-proprietor of a paint shop, is getting \$10 a week from the city to prevent him from committing suicide.

Becoming ill five years ago, he was taken to the City Detention Hospital and when he recovered he refused to move out. Threatened with forcible ejection, he declared he would commit suicide. The health authorities were in a dilemma and finally decided to put him on the payroll at \$10 a week.

To-day the Finance Committee cut this appropriation to \$20 a month.

WATCH ON AUTOS IN SMASHES.

Woods Accepts Offer of Safety First Society.
Police Commissioner Woods has accepted the offer of the street traffic committee of the Safety First Society to furnish automobile experts to examine motor cars involved in accidents. The automobile technical committee of the society will be designated for this work. The investigations will be made under the new general order issued by Commissioner Woods directing that when an accident is made as the result of the automobile it is to be examined for examination if it is apparent that the accident was caused by a defect in the vehicle.

Commissioner Wood's letter was read at a meeting of the street traffic committee yesterday afternoon. His action was commended, as also was the plan put forward by the Commissioner and Borough President Marks for safety repairs for pedestrians at congested points.

WILSON SENTIMENT IN U. S. UNDER TEST

National Democratic Leaders Begin a Poll in Every State.

12 QUESTIONS ARE ASKED

They Point to the Renomination of Wilson for the 1916 Campaign.

PHILADELPHIA, May 27.—The Public Ledger publishes the following: National leaders of the Democratic party are polling the sentiment of the country as to the popularity of the Wilson policies and the strength of the Republican party in preparation for the campaign of 1916.

The poll is being taken in every county in every State. Thomas J. Pence, assistant Democratic national chairman, has sent to the Democratic county chairmen a list of questions designed to get information which will be valuable to the national party leaders.

The list of questions:

"1. What is the feeling of the Democrats in your county toward the national Administration?"

"2. What is the feeling of the people generally toward the Administration and its policies?"

"3. What particular policy meets with their most cordial approval, and if any policy is disapproved give the reasons therefor?"

"4. Are the independent voters favorable or unfavorable to the Administration?"

"5. Are business conditions good, bad or indifferent in your section?"

"6. If there has been more or less business activity, what is the cause as it is ascribed by the people generally?"

"7. Are business conditions improving?"

"8. What is the condition of the Democratic organization in your county?"

"9. What is the condition of the Republican organization in your county?"

"10. Have the Republicans and Progressives got together in your county or are they getting together?"

"11. If the Democrats should occur to-day would Democracy fare better or worse than in 1912?"

"12. Are our opponents active? If so in what work? The question is: What would you propose to offset their activity?"

Basis of the Campaign.

The fact that the first three questions are devoted to the Wilson Administration and its policies leads to the conclusion among political observers that the Democratic record at Washington will be the basis of the party's campaign to continue in power. While no distinct reference is made to the President, the questions are so phrased as to bring the party's record into the foreground.

The danger of a coalition of Republicans and Progressives, as is shown by the tenth query, in Pennsylvania, for example, the talk of such a merger of political forces has been growing since the election of Gov. Brumbaugh. The outcome of the Barnes-Roosevelt fight has been regarded by many here as paving the way for Roosevelt's return to the Republican fold.

GERMANY MAY REPLY TO-DAY.

Prelude to Note on Lusitania Disaster Almost Ready.
BERLIN, May 26 (via Amsterdam and London, May 27).—It is expected that Germany's preliminary reply to the Lusitania note of the American Government will be ready to-morrow. However, it will be only a sort of prelude in the form of a declaration of the facts forming the basis of Germany's attitude and of the steps necessary to reach a peaceful settlement with the United States, particularly as to the naval status and the cargo of the Lusitania.

The document will be couched in the friendly terms and the German officials express confidence that there will be no difficulty about arriving at an amicable understanding.

Ambassador Gerard is attending daily conferences at the Foreign Office.

NO INSURANCE FOR RAINY DAY.

Shinnecock Club's Application is Rejected by Lloyd's.
As a precaution against loss if rain makes a failure of its athletic meet on Memorial Day, the Shinnecock Club of Flushing, L. I., endeavored to secure an insurance policy from Lloyd's of London.

The committee in charge of the meet tried to get the insurance through John M. Rieble & Co. of 55 William street, Manhattan, who called to the firm's London representative.

The reply, received yesterday, was that the insurance could not be placed this time, owing to the condition of the European market.

YES! THE SAME OLD BILL.

Sulzer Says He Holds State's Destiny in Hollow of His Hand.
PIZZA, N. Y., May 27.—Ex-Gov. Sulzer of New York, addressing the Prohibition State committee here to-day, said: "From the President down all the Federal officials admit that William Sulzer holds the political destiny of New York State in the hollow of his hand."

Asked to discuss the Roosevelt-Barnes verdict Sulzer said: "It is six of one and half a dozen of the other."

PICKING ON THE FORDS AGAIN.

Plan to Raise \$1,500,000 From Owners for Lincoln Highway.
DENVER, May 27.—What is expected to develop into a country-wide campaign to raise \$1,500,000 for the Lincoln highway improvements was started here to-day when C. L. Newcomb, president of the Lincoln Highway Association in Colorado, wrote to the headquarters in Detroit urging that all Ford purchasers, who will share in this year's factory rebate, pay \$5 of their \$50 rebate into the Lincoln highway fund.

ITALIANS PRESS ON TOWARD TRIESTE

Cross the Isonzo and Capture Railway Lines to Austrian Port.

FIGHT IN ALPINE PASSES

Vienna Reports Two Invading Companies Wiped Out Near Capriole.

special Cable Despatch to The Sun.
ROME, May 27.—The Italian army operating on the Friuli front, which occupied the towns of Cerignano and Terzo two days ago, has crossed the Isonzo River and is now before the town of Monfalcone, an important railroad centre on the direct road to Trieste. The railway line running to Gorizia and Gradisca also passes through Monfalcone.

Monfalcone is twenty-two and one-half miles from Trieste and the railroad line runs along the Adriatic coast for the entire distance, so that an army moving along that line would have constant support from the fleet. The forces which crossed the Austrian frontier further north and occupied Cormons have repaired the railroad leading thence to Gorizia and Gradisca which was cut in several places by the retreating Austrians.

The heaviest resistance so far offered by the troops of the Dual Monarchy has been at the Ploekne Pass in the Carnic Alps north of Udine and at the Predil Pass south of Pombalva and north of Caporetto, already taken by the invaders. Battles are now raging at these passes.

Advance on Trentino Front.

The War Office issued this evening the following statement: On the Trentino front we occupied Monte Altissimo, when the enemy was compelled to retire, leaving war material behind.

Our artillery on the high plateau of Tenezza developed an action against the enemy's works.

Our success at the Val d'Agno is confirmed. We captured Sassetta and Prevala and approached Vaidagna. Our casualties were four men killed and one officer and a few men wounded. The enemy's losses were considerable.

The positions occupied are being systematically organized. The favorable situation continues and the morale of the troops is very high.

Australians Advance in Peninsular Fight Despite Stiff Resistance.

Special Cable Despatch to The Sun.
LONDON, May 27.—England led her fifth battleship in the attack in the Dardanelles this morning, when the battleship Majestic of 14,900 tons was torpedoed and sunk by a Turkish submarine off Sedd-el-Bahr while supporting an operation of the land forces on the Gallipoli Peninsula.

While a majority of the officers and men are reported saved, it is not known whether Capt. H. E. C. Talbot, her commander, is among the number. No details are yet forthcoming.

The Admiralty statement says simply: An enemy submarine torpedoed and sank the battleship Majestic, Capt. H. E. C. Talbot, this morning while the Majestic was supporting the army on the Gallipoli Peninsula. Nearly all of the officers and men were saved.

TURKISH VESSEL SUNK.

As an offset to this loss is the Admiralty report that a British submarine, the E-11, Lieutenant-Commander Nasmith, has reached Constantinople, where she discharged a torpedo at a transport lying alongside the arsenal. The torpedo was heard to explode, but with what effect is not known.

In the meantime, however, as the E-11 went through the Sea of Marmora she sank a vessel containing a great quantity of ammunition and chased a supply ship which she torpedoed at her pier, while the Rodosto, a small store ship, was chased and run ashore. The Admiralty statement is as follows:

A message has been received from the Vice-Admiral of the eastern Mediterranean fleet, reporting that the E-11, Lieutenant-Commander Nasmith, has sunk in the Sea of Marmora a vessel containing a great quantity of ammunition, comprising charges for heavy howitzers, and gun mountings and a six inch gun. She also chased a supply ship with a heavy cargo of stores which she torpedoed alongside the pier.

The Rodosto, a small store ship, also was chased and run ashore. The E-11 then entered Constantinople and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode.

HUNGARIAN SECESSION RUMORED.

The correspondent of The Sun was informed to-day that the Austro-Hungarian Government is considering the possibility of the intervention of Italy, which, it is believed, will soon be followed by that of Rumania, the secession movement in Hungary is rapidly gaining ground. The correspondent's informant said the Hungarians seem to be convinced that Austria cannot much longer hold out, and they are seeking to make a separate peace to insure Hungary's independence and save Transylvania.

For this reason the Rumanians, who aspire to Transylvania, are urging immediate intervention, warning that delay would be fatal to their dream of territorial aggrandizement at the expense of the Dual Monarchy.

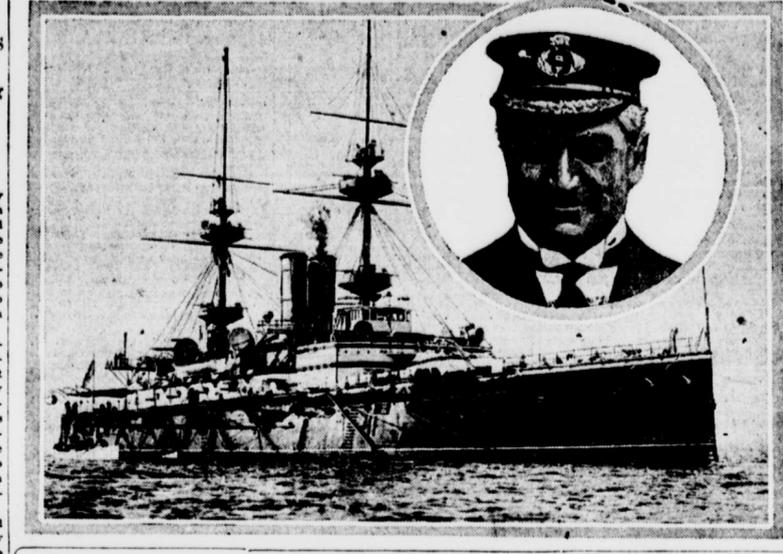
Many German spies have been arrested by the authorities at Ancona, the Adriatic port which was subjected to a violent bombardment by an Austrian naval squadron on the morning of the declaration of war. Several of the Germans are said to have been caught red handed signalling to the warships, which directed a large part of their fire against the cathedral and a hospital.

The object of the Austrian raid was apparently to destroy the railroad passing through Ancona along the Adriatic coast from the "heel" of the peninsula to Venice and other northern cities. The

IN SERVICE SINCE 1805.

Coming so close to the destruction of the Triumph yesterday, but accompanied by the reports of effective action by British submarines in the Sea of Marmora and at the door of Constantinople

Fifth British Battleship Sunk in Dardanelles; English Submarine Reaches Door of Constantinople



THE British battleship Majestic, sunk in the Dardanelles by the Turks, making the sixth capital ship lost by the Allies in the attempt to force the straits and reach Constantinople, the others being the Irresistible, Ocean, Goliath, Triumph and the French battleship Bouvet. The Majestic was of a class of nine ships built from 1895 to 1898, and considered at that time to be the most effective type of fighting ship afloat. In speed, armor and armament they are much like the Maine, Missouri and Ohio of the United States navy, but are of 2,000 tons greater displacement. In the inset, Rear Admiral J. M. de Robeck, commanding the fleet of the Allies in the Dardanelles.

The Majestic, 14,900 Tons, Destroyed Near Sedd-el-Bahr—Many Saved.

TURKISH MUNITION VESSEL IS TORPEDOED

Australians Advance in Peninsular Fight Despite Stiff Resistance.

ENGLAND READY TO PAY FOR CARGOES

AWAITS ONLY RECEIPT OF DEFERRED CLAIMS, SAYS BOARD OF TRADE.

POPE TO LEAVE ROME, MADRID REPORTS

ARCHBISHOP OF TOLEDO, SPAIN, SAID TO BE PREPARING RESIDENCE AT VALENCIA.

KING'S PIETY MENDS HEALTH.

CONSTANTINE, RISING TO KISS THON, BREAKS DANGEROUS ILLNESS.

BOATS RUSH TO RESCUE.

TURKEY SEEKS PEACE?

REAR ADMIRAL IRENE DESTROYED MYSTERIOUSLY AT SHEERNESS.

SECOND DISASTER IN ALMOST SAME SPOT

EXPLOSION RENDS SHIP APART JUST WHERE THE BULWARK DISAPPEARED.

WAS C. P. LINER IN SERVICE OF NAVY

ADMIRALTY REPORTS ONLY ONE SURVIVOR—HAD CREW OF 250 AND 173 WORKERS.

ALLIES PROGRESS SLOWLY IN FACE OF STOUT RESISTANCE.

Special Cable Despatch to The Sun.
LONDON, May 27.—Official reports from the Dardanelles tell of the progress of the allied land forces through the peninsula of Gallipoli.

The progress, however, is only step by step, for the Turks, commanded by their German officers, are putting up a desperate resistance. They are suffering terrible losses, but are undiminished in the face of the infantry charges and the terrific bombardment by the naval vessels.

It is intimated that fighting in this quarter is to resolve itself into actions similar to those on the western front in trench fighting, which will be tedious.

TURKISH LOSSES HEAVY.

The following official report has been received from Cairo concerning the operations ashore in the Dardanelles: "Major-General William Birdwood reports that during the suspension of hostilities in order that the Turks might bury their dead it was discovered that the losses of the Turks had been much greater than the 3,000 dead previously reported. Two areas in front of one of our positions where heavy punishment to the enemy had not been reported were covered with dead. Four hundred bodies were counted in one section eighty by one hundred yards. "The Turkish burying parties worked quickly, every member being supplied with saturated cotton-wool to deaden the stench, which was a necessary precaution.

"More than 1,200 Turkish graves were picked up on our side of the dividing line during the suspension of hostilities. On the 25th we advanced. A trench

ENGLAND READY TO PAY FOR CARGOES

AWAITS ONLY RECEIPT OF DEFERRED CLAIMS, SAYS BOARD OF TRADE.

Special Cable Despatch to The Sun.
LONDON, May 27.—Just as soon as American cotton men who sent cargoes abroad which have been seized and purchased by England make out their claims in due form they will be paid.

The Foreign Office made the following official statement in reference to the subject to-night: "The Board of Trade has been in communication with a representative of the American cotton shippers in reference to the cargoes of those vessels whose cargoes have been purchased by the British Government. The representative in question was informed that the Board of Trade is ready to make immediate payment for the cargoes, but he, however, admitted his inability at present to make a definite claim in respect of any one of the cargoes of those vessels. He has undertaken to obtain all the necessary particulars in order to present the claims as soon as possible.

"The representative of the cotton shippers on another vessel has also been similarly informed of our readiness to make immediate settlement, but he acknowledged that he is not at present in a position to put forward a claim.

"In both these claims the representatives have telegraphed to their principals in America the information respecting our readiness to make immediate payment for cotton on eighteen ships out of twenty-four already reached. American shippers interested in the consignment of cargoes on the remaining six steamers are being similarly dealt with.

"While the Board of Trade is most anxious to satisfy all claims promptly it is obvious that the process of arriving at a speedy settlement is delayed by the necessity of establishing real ownership in the case of each consignment and ascertaining whether ownership passed from shipper to consignee and who is the right person to receive payment. The question is complicated by the fact that the Swedish consignees of a number of cargoes are instituting proceedings here with a view of preventing the purchase by the British Government from American shippers of cargoes which, it is alleged, have already been bought and paid for by Swedish consignees."

TURKEY SEEKS PEACE?

LONDON, May 27.—An Athens despatch says that David Athina, former Turkish Minister of Finance, has left Constantinople for Berlin, where he will tell the Government that Turkey can no longer prosecute the war and will sue for a separate peace.

REAR ADMIRAL IRENE DESTROYED MYSTERIOUSLY AT SHEERNESS.

Special Cable Despatch to The Sun.
LONDON, May 27.—The Canadian Pacific Railway steamer Princess Irene, a British auxiliary steamship, was mysteriously blown up in Sheerness harbor at the mouth of the Thames this morning. The explosion was apparently internal. Its origin is a complete mystery. So far as known only one man who was aboard and three who went ashore before the explosion escaped.

The Admiralty statement, issued tonight, says that only three of the vessel's crew were aboard at the time. Despatches from the scene, however, state positively that 247 of the 250 men composing the crew were on the steamer. In addition there were seventy-eight dockyard men and 100 Chatham workers.

The Admiralty's statement follows: H. M. S. auxiliary ship Princess Irene was accidentally blown up in Sheerness harbor this morning. So far as known at present there is only one survivor, a stoker named David Willis. He sustained burns from the explosion.

Three men belonging to the vessel were aboard at the time of the disaster. Seventy-eight dockyard workers are reported to have worked at the time. They must have perished.

Several men belonging to vessels lying near by were wounded by flying splinters.

Reckless Disaster to Bulwark.

The disaster immediately recalled the fate of the British battleship Bulwark, which was mysteriously blown up on November 26, with the loss of some 736 officers and men, at practically the identical spot in which rested the Princess Irene. The destruction of the Bulwark was never explained. There were rumors at the time that a German submarine had slipped into Sheerness harbor and launched a torpedo at the warship, subsequently stealing away without detection. It has since seemed more probable, however, that the Bulwark was blown up by an internal explosion—the inference being that a spy accomplished the work.

The Princess Irene, a Canadian Pacific liner requisitioned by the Government, was lying at her moorings seventy yards off Port Victoria at 11 o'clock this morning, her decks crowded with busy workmen. The harbor was filled with vessels of all descriptions. Nothing of an extraordinary nature had occurred to arouse suspicion.

At a few minutes after 11 there was a terrific explosion. The neighborhood was shaken for miles around, windows being blown in and chimneys toppled over. A huge flame shot up from the Irene's deck. It was followed by a cloud of smoke and a series of crackling explosions. Then followed a deep roar and the steamer was rent from stem to stern.

The air was filled with a perfect hail-storm of flying splinters. Volumes of smoke rolled up from the spot where the Irene had been moored. For a few moments she was nothing but a mark of the healthy but a dense cloud of dust, steam and smoke. Then the atmosphere cleared.

The steamer had simply melted from sight. On all sides pieces of the wreckage were falling. The water in which the vessel had been moored was a turbid, foaming mass of blood and oil. For the moment sailors, dock hands and all workers in the neighborhood stood still, apparently expecting a second explosion.

Boats Rush to Rescue.

The order to rescue survivors was given to a dozen steamers in the vicinity. One of these, which was the vessel that carried the survivors, was the S. S. "Hesperus." The explosion killed a four-year-old girl four miles from the scene. None of the officers or men of the Irene were rescued, except one who was blown down in a great crash in his head. The explosion was even felt at Southampton, where the people thought another Zeppelin

ARCHBISHOP OF TOLEDO, SPAIN, SAID TO BE PREPARING RESIDENCE AT VALENCIA.

Special Cable Despatch to The Sun.
MADRID, May 27.—Notwithstanding denials made by apparently responsible persons the report persists that Pope Benedict intends to leave the Vatican and reside in Spain during the war.

It is stated that the Spanish ecclesiastical officers offered to the pontiff the seminary palace at Santiago de Compostela, in Galicia, but the Vatican preferred Valencia, on the Mediterranean coast, because of its proximity to Italy. The Archbishop of Toledo is reported to have gone to Valencia to make the necessary preparations.

Santiago de Compostela has been for centuries a place of pilgrimage for devout Spaniards. The tradition that St. James the Greater, son of Zebedee, was buried at the Hospital in Spain was current as early as the fourth century. According to one legend the body of the saint, after he had been beheaded in Judaea, was taken to Spain and interred in the spot where the Cathedral of Santiago de Compostela now stands. This spot was said to have been indicated in the ninth century by a brilliant star.

The enormous number of pilgrims who went each year to the place gave to the Spaniards the popular name of the Milky Way—El Camino de Santiago. The town, formerly the capital of Galicia, is the seat of an Archbishop and a university. It has about 15,000 inhabitants and contains at least forty ecclesiastical edifices.

KING'S PIETY MENDS HEALTH.

Special Cable Despatch to The Sun.
ATHENS, May 27.—King Constantine is very much better to-day, his improvement being marked since last night. In connection with this improvement there is a rumor in general circulation that when the ikon of the Virgin from the Pilgrimage Church was taken into an abscise in his lung which had long been complicated by his illness, he opened his eyes when the relic was brought in and motioned for it to be brought to him.

As it approached his bed he raised himself to kiss it and that action burst an abscess in his lung which had endangered his life. Thereafter his improvement was immediate.

CONSTANTINE, RISING TO KISS THON, BREAKS DANGEROUS ILLNESS.

Special Cable Despatch to The Sun.
ATHENS, May 27.—King Constantine is very much better to-day, his improvement being marked since last night. In connection with this improvement there is a rumor in general circulation that when the ikon of the Virgin from the Pilgrimage Church was taken into an abscise in his lung which had long been complicated by his illness, he opened his eyes when the relic was brought in and motioned for it to be brought to him.

As it approached his bed he raised himself to kiss it and that action burst an abscess in his lung which had endangered his life. Thereafter his improvement was immediate.

BOATS RUSH TO RESCUE.

The order to rescue survivors was given to a dozen steamers in the vicinity. One of these, which was the vessel that carried the survivors, was the S. S. "Hesperus." The explosion killed a four-year-old girl four miles from the scene. None of the officers or men of the Irene were rescued, except one who was blown down in a great crash in his head. The explosion was even felt at Southampton, where the people thought another Zeppelin

TURKEY SEEKS PEACE?

LONDON, May 27.—An Athens despatch says that David Athina, former Turkish Minister of Finance, has left Constantinople for Berlin, where he will tell the Government that Turkey can no longer prosecute the war and will sue for a separate peace.

WARSHIP BLOWN UP IN THE MAMES; 424 LIVES LOST

Princess Irene is Destroyed Mysteriously at Sheerness.

SECOND DISASTER IN ALMOST SAME SPOT

Explosion Rends Ship Apart Just Where the Bulwark Disappeared.

WAS C. P. LINER IN SERVICE OF NAVY

Admiralty Reports Only One Survivor—Had Crew of 250 and 173 Workers.

ADMIRALTY REPORTS ONLY ONE SURVIVOR—HAD CREW OF 250 AND 173 WORKERS.

REAR ADMIRAL IRENE DESTROYED MYSTERIOUSLY AT SHEERNESS.

SECOND DISASTER IN ALMOST SAME SPOT

EXPLOSION RENDS SHIP APART JUST WHERE THE BULWARK DISAPPEARED.

WAS C. P. LINER IN SERVICE OF NAVY

ADMIRALTY REPORTS ONLY ONE SURVIVOR—HAD CREW OF 250 AND 173 WORKERS.

REAR ADMIRAL IRENE DESTROYED MYSTERIOUSLY AT SHEERNESS.

SECOND DISASTER IN ALMOST SAME SPOT

EXPLOSION RENDS SHIP APART JUST WHERE THE BULWARK DISAPPEARED.

WAS C. P. LINER IN SERVICE OF NAVY

ADMIRALTY REPORTS ONLY ONE SURVIVOR—HAD CREW OF 250 AND 173 WORKERS.

REAR ADMIRAL IRENE DESTROYED MYSTERIOUSLY AT SHEERNESS.

SECOND DISASTER IN ALMOST SAME SPOT

EXPLOSION RENDS SHIP APART JUST WHERE THE BULWARK DISAPPEARED.

WAS C. P. LINER IN SERVICE OF NAVY

ADMIRALTY REPORTS ONLY ONE SURVIVOR—HAD CREW OF 250 AND 173 WORKERS.

REAR ADMIRAL IRENE DESTROYED MYSTERIOUSLY AT SHEERNESS.

SECOND DISASTER IN ALMOST SAME SPOT

EXPLOSION RENDS SHIP APART JUST WHERE THE BULWARK DIS