



WEATHER
FAIR TO-DAY AND TO-MORROW:
STRONG NORTH WINDS.

First to Last—the Truth: News - Editorials - Advertisements

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THURSDAY, MAY 27, 1915.

PRICE ONE CENT In City of New York, Newark, Jersey City and Hoboken.
ELSEWHERE TWO CENTS.

U. S. Freighter Blown Up Off Irish Coast;
London Charges German Submarine Attack;
Washington Anxiously Awaits Full Facts

BATTLESHIP LANDS 230
RESCUED FROM RYNDAM,
DAMAGED IN COLLISION

Holland-America
Liner Makes Port
Under Convoy.

HIT BY FREIGHTER
IN FOG AT 4 A. M.

S O S Brings Help from
Vessels in War Game
Off Nantucket.

HAD \$1,000,000 CARGO

Ship Carried 78 Passengers,
Who Were Transferred Twice
Without Harm.

NAVY RESCUE CREW
PRAISED BY WOMAN

"The officers, crew and passengers of the Ryndam are indebted to the commanding officer of the South Carolina for his thoughtfulness and dispatch in the transfer of the rescued, and for the courteous treatment received by all after they got aboard," said Mrs. Martha Daly, one of the Ryndam passengers, last night after she had been taken aboard the Millard from the South Carolina at Quarantine.

TURKS SINK BIG
BRITISH WARSHIP
OFF GALLIOLI

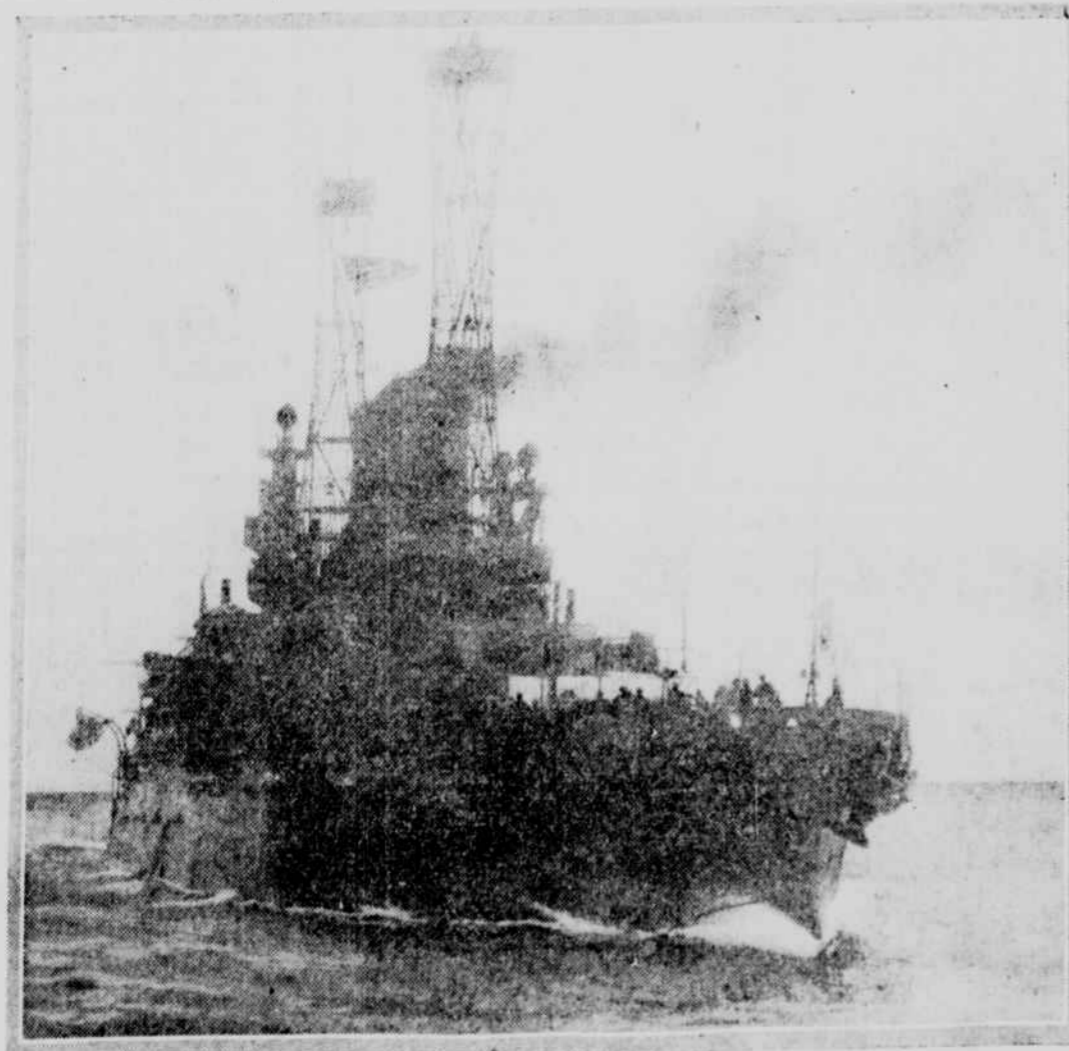
Triumph, of Battleship
Class, Sent to Bottom
by Submarine.

London, May 26.—The British battleship Triumph was torpedoed by a submarine and sunk off the shore of the Gallipoli Peninsula yesterday, according to an announcement made to-night by the Admiralty. The majority of the officers and men, including the captain and commander, are reported to have been saved. The submarine was chased by destroyers and patrolling small craft until dark.

After the fall of Tsing-Tao the Triumph returned to European waters and early in the present year began operations with the other units of the allied fleet against the Dardanelles. In the latter part of April the Triumph bom-

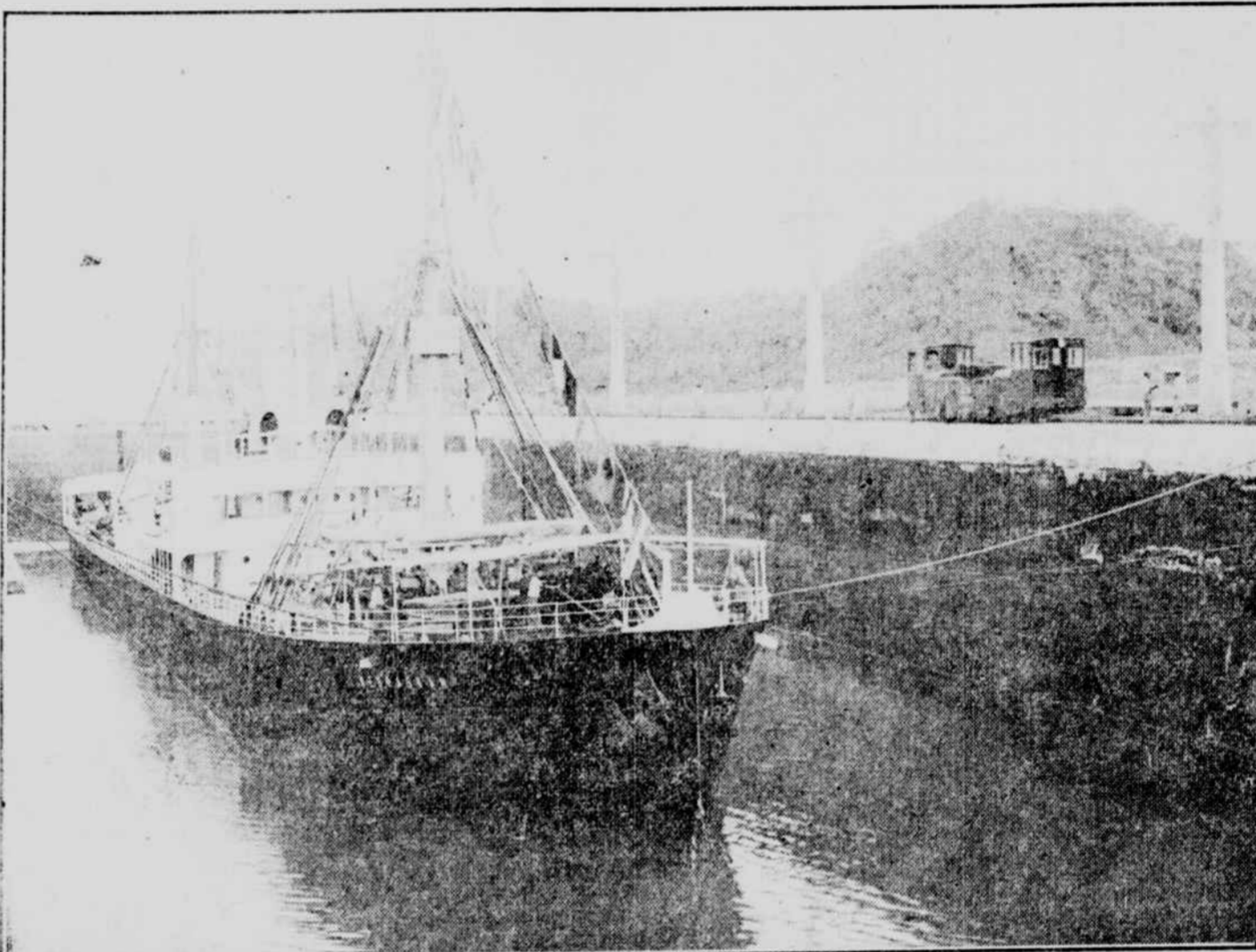
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Battleship South Carolina, Rescuer of the Ryndam.



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AMERICAN STEAMSHIP NEBRASKAN, BLOWN UP IN WAR ZONE.



(Copyright by Brown Brothers)

Laden with California fruit, the Nebraskan was the first cargo boat to use the Panama Canal. She is here shown passing through the Gatun locks on that strip. She was struck Tuesday evening off the south coast of Ireland on her way from Liverpool to the Delaware Breakwater.

SPEYER SAILS FOR N. Y.
Leaves on Philadelphia—
Won't Comment on Trip.

London, May 26.—King George having refused to revoke his titles, Sir Edgar Speyer sailed from England this morning on the Philadelphia, en route for New York. Questioned as to why he was leaving, he was unusually uncommunicative.

"I am only leaving for a short holiday, until the end of the summer, was all he would say. Asked whether he would stay with his brother, the reply was: "Very likely." "Are you going to return to England?" "Certainly," replied Speyer. "There is no country like England. I have always been treated with the highest courtesy. I am very grateful at the way the authorities have replied to my letter renouncing my baronetcy and privy councillorship."

Others among the Philadelphia's 270 saloon passengers were Robert Bacon, ex-Ambassador to France; Sir Richard MacBride, Premier of British Columbia; F. W. Whitridge, Louis G. Dreyfus, vice-consul at Berlin; Mr. and Mrs. Harold Breakley, the Rev. John S. Chandler, Mrs. E. J. Chapman, Professor and Mrs. C. A. Ellwood, Dr. and Mrs. Richard Howitt and Dr. S. M. Pearson.

WAR GAME SHOWS
NAVY TOO WEAK
TO DEFEND U. S.

Need of More Cruisers
and Scout Ships Is
Pointed Out.

(From the Tribune Bureau.)

Washington, May 26.—The war game, in which the "Blue" fleet of Admiral Fletcher, which defended the American coast from Cape Hatteras to Eastport, was outflanked and ultimately defeated by the "Red" fleet of Rear Admiral Beatty, is accepted in Washington naval circles as proof that not until the American navy has been modernized by the creation of a squadron of swift scout cruisers and augmented by a powerful group of battle cruisers can the Atlantic coast be successfully defended against an enemy of the strength technically possessed by Admiral Beatty's fleet.

The most striking shortcoming of the American navy brought out in the war game is the absence of an adequate number of well armed scout ships of the type of the British Arcturua, with a speed of thirty knots an hour and mounting a sufficient battery of 6-inch and 4-inch guns to make them immune from the attack of destroyers of similar speed. The United States Navy to-day has three scout cruisers, the Chester, the Birmingham and the Salem, all eleven years old, and with a speed of less than five knots an hour slower than the Arcturua.

Rear Admiral Beatty's ultimate victory over the "Blue" fleet is attributed to the presence in his battle line of battle cruisers of the Queen Elizabeth type, with a speed of twenty-nine knots an hour, and mounting eight 15-inch guns each. The American battle fleet has a maximum speed of about twenty-one knots for its pre-dreadnoughts and super-dreadnoughts.

What the submarines of the "Blue" fleet were able to accomplish in the war game is not announced officially. It is admitted, however, that they ac-

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KING OF ITALY
IN COMMAND AS
ARMY ADVANCES

Victor Emmanuel Goes to
Front Incognito—Troops
Take More Towns.

(From the Tribune Bureau.)

Rome (via Paris), May 26.—King Victor Emmanuel, after signing a decree to-day ordering a blockade of the Austrian and Albanian coasts of the Adriatic and assuming supreme command of the army and navy, left incognito to-night for the front, where the Italian army, according to the War Office reports, is steadily continuing its advance into Austrian territory all along the frontier from Lombardy to the Adriatic.

Only the King's ministers, who were confidentially informed of his intended departure, had him farewell.

The Duke of Genoa (Prince Thomas of Savoy) has been appointed Lieutenant General of the Kingdom. During the King's absence he will carry on the duties of state in the name of the King, but will refer all affairs of first importance to his majesty unless they are of the most urgent nature.

Force Way Through Details.

Italian troops, the War Office says, have seized various towns in the Trentino and forced their way through mountain defiles. On the lower Isonzo attacks were continued to gain the line of the river. The Austrians are reported to have retired, destroying bridges behind them. Italian aviators bombarded Monfalcone, near the Gulf of Trieste.

To-day's embargo decree was issued, it was announced, on account of the belief of the Italian government that Austria-Hungary is utilizing several ports on the Albanian coast for secret commissariat departments. The blockade affects "that portion of the Austro-Hungarian coast comprised between the Italian frontier on the north to the Montenegrin boundary on the south, including all islands, ports, anchorages and bays and also the Albanian coast from the Montenegrin limits on the north to and including Cape Kiephali on the south."

Time Given to Neutrals.

The declaration specifies the geographical limits by latitude and longitude, and adds: "Vessels belonging to friendly and neutral powers will be allowed sufficient time to leave the zone, the amount of time to be determined by the chief of the naval forces."

Measures will be taken in conformity with the rules of international law and treaties in existence against all vessels endeavoring to cross or which succeed in crossing the line marked by Cape Otrante and Cape Kiephali."

All Line on Offensive.

The official communication issued to-day by the War Office follows: "Everywhere on the 24th our troops took the offensive, occupying Forcella, Montezzo, Tonale and Ponte Caffaro in Val Giudicaria, the territory north of Ferrara and Monte Baldo."

"They also occupied Monte Reorno."

The temperature of the King was 100.5 this morning.

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American Flag Flying Over Steamship
Nebraskan Homeward
Bound from Liverpool.

VESSEL TURNS BACK TO PORT

All of Crew Escape—Take to Boats When
Explosion Tears Hole in Ship, but
Go on Board Again.

(By Cable to The Tribune.)

London, May 26.—The steamship Nebraskan, of the American-Hawaiian Line, under charter to the White Star Company but flying the American flag, was blown up by a mine or torpedo shortly before 9 o'clock last night forty miles south by west of South Cliff, which is near Fastnet. No lives were lost.

There are no mine fields where the Nebraskan was struck. All the evidence is that she was torpedoed.

Every indication points to this as simply another ruthless German attack. The Nebraskan was outbound from Liverpool to Philadelphia, a fact which robs Germans of any claim that the ship was carrying contraband into England. The vessel received the torpedo in the forward part.

U. S. OFFICIALS
AWAIT DETAILS
WITH ANXIETY

Drastic Action Must Follow
if Torpedo Struck
the Nebraskan.

(From The Tribune Bureau.)

Washington, May 26.—Detailed information as to whether the American steamer Nebraskan was struck by a German torpedo or a floating mine is anxiously awaited by officials of the State Department.

Ambassador Page was directed to make an immediate investigation of the incident, and Ambassador Gerard has been instructed to ask the German government for any information it may have.

Ambassador Page cabled a long report on the Nebraskan incident to the State Department late to-night. It is being deciphered and will be placed before President Wilson to-morrow.

Should the investigation disclose that the Nebraskan was struck by a German torpedo, drastic action will be taken by the United States government, unless there is a prompt disavowal of the affair by the German Foreign Office. The Nebraskan incident, coming so soon after President Wilson's emphatic note to the German government, has caused considerable anxiety among the more apprehensive officials of the government. Technically, it would constitute the most flagrant abuse of the American flag that has occurred since the war began.

If it is ascertained that the hole in the hull of the Nebraskan was the work of a German torpedo, Germany without doubt will carry out her purpose as announced in the circular letter on May 11, that should a "mistake" have been made by a German submarine the German government would unreservedly recognize its responsibility therefor, express its regret and afford damages without price of action. This circular also stated that the most definite instructions had repeatedly been issued to German war vessels to avoid attacks on neutral ships under all circumstances.

May Disavow Responsibility.

The German government has never admitted the torpedoing of the Gulf-light, although President Wilson, in his note to Germany declared his belief that the sinking of the American tanker was accomplished by a German submarine. It may also refuse to admit that the attempted sinking of the Nebraskan was the work of a German submarine.

The theory that the Nebraskan was attacked by a submarine is open to question. The attack, if attack it was, took place soon after sundown in a latitude where the twilights are both long and bright. If the attack was by a submarine, it is pointed out, that something of her periscope, if not her hull, should have been discerned by the lookout of the Nebraskan.

Complicating this possibility, however, is the fact that the Nebraskan was flying a neutral flag and not enemy round and was carrying no cargo of any sort, either with enemy or neutral destination, to make her torpedoing necessary or desirable from the German point of view. Therefore the necessity for a careful lookout did not exist.

The assumption which is regarded in Washington as the most likely is that the Nebraskan ran upon a contact mine set adrift by one of the numerous German submarines which have been operating in the Irish Sea.

Consul General Skinner cabled from

Submarine Fired At.

A steamer was seen outside Crookhaven, which lies just north of Galley Cove, at about 9 o'clock last night. As she approached in the direction of Fastnet Lighthouse two loud reports of a gun were heard. A boat in Crookhaven harbor went in the direction of the steamer, which put about and was lost to sight.

Several residents of Crookhaven turned out and went along the shore, keeping a sharp lookout. They sighted a submarine off Galley Cove, near the mouth of a little creek. One of the men on shore fired two shots with a rifle at the men in the conning tower of the submarine. The submersible dived immediately, but soon rose again further out. Three more shots were fired at her, and she again disappeared.

The torpedoing of the Nebraskan has aroused the most intense interest here. It is freely said that this is the answer of Germany to the American note. That, however, is not quite established, and in naval circles there is much speculation as to whether the German submarines now in Irish waters have had instructions since the American note was dispatched. It is said to be probable they have not. It is estimated that a submarine may stay from its German base slightly more than three weeks. The Lusitania was sunk eighteen days ago and the American note followed several days later, so it may have been impossible for the German government, even if it wished to

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