

BRITISH WARSHIP IS SUNK

Like the Triumph, She Was Submerged While Supporting Land Forces on Gallipoli Peninsular

A despatch from London says: The British battleship Majestic, Capt. H. F. G. Talbot, was torpedoed and sunk by an enemy submarine while the battleship was supporting the allied land forces on the Gallipoli Peninsula. Nearly all the officers and men were saved.

It is supposed that the submarine that sank the Majestic was the same that sent the British battleship Triumph to the bottom on Tuesday last.

The Majestic was completed in the year 1895, and was the oldest battleship on the active list of the navy. She was one of nine vessels known as the Majestic class. Her displacement was 14,000 tons, length 390 feet, speed 17 knots, and she carried four 12-inch, twelve 6-inch and sixteen 12-pounder guns of old pattern, with five torpedo tubes. Her nominal complement was 757 officers and men.

The sinking of the Majestic is said to have occurred off Seddul Bahr, at the southern point of the Gallipoli Peninsula. This statement is made in a Constantinople despatch received by way of Berlin.

A despatch to the Times from its Mudros correspondent says that 460 men of the crew of the battleship Triumph, which was sunk Tuesday in the Gulf of Saros, were saved. The officers and crew on board the Triumph in peace times numbered about 700 men.



DUKE of the ABRUZZI



KING VICTOR EMMANUEL III



PREMIER SALANDRA



GENERAL LUIGI CADORNA

SHIP BLOWN UP, 325 MEN KILLED

Crew of 250 and 78 Workers Perish on Former C.P.R. Boat at Sheerness.

A despatch from London says: The Princess Irene, a British mine-laying ship, was literally blown to atoms with at least 325 men aboard as she lay at anchor in Sheerness harbor Friday morning. The explosion apparently was internal, its origin being marked by complete mystery. Only one man has survived, a stoker, named David Wills, who was picked up badly injured.

It is understood that all but three of her crew of 250 men were aboard the steamer, as well as 78 dockyard men carrying out repairs. The Daily Mail asserts that in addition to the 78 shipwrights there were on board 100 workmen from Chatham, as well as 240 members of the crew, which would give a total of 418 persons on the steamer at the time she was blown up.

The disaster has immediately recalled the fate of the British battleship Bulwark, which was mysteriously blown up on November 26 at practically the identical spot in which rested the Princess Irene, with the loss of some 736 officers and men. 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, of course, that a spy accomplished the work.

The Princess Irene, which is a Canadian Pacific liner requisitioned by the Government, was lying at her moorings, 70 yards off Port Victoria, 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.

Flags of the Allies Displayed in Paris

A despatch from Paris says: The flags of the European powers allied against Germany—France, Italy, Great Britain, Russia, Belgium and Serbia—were, by order of the French Government, displayed in groups over many of the public buildings and monuments of Paris. Among the edifices thus decorated are the residence of the President of the republic, the Senate and the Chamber of Deputies, and all the Ministries.

It keeps lazy men busy putting things off till to-morrow.

MET GERMANS WITH BAYONETS

Enemy's Attack Was Paralyzed and He Was Forced Into the Open and Suffered Heavy Losses

A despatch from London says: "Canadian and Indian troops successfully repulsed at the point of the bayonet a vigorous German attack near Richebourg. Having destroyed the British wire defences by means of a terrific artillery fire, the enemy launched a strong attack and succeeded, despite severe losses suffered in the open, in reaching our trenches here," says a Central News message.

"They were met with an inferno of rifle and machine gun fire before which they wavered, then the Canadians and Indians leaped from the

DROVE GERMANS OUT OF ABLAIN

French Troops Win a Decided Success in the Region of Arras.

A despatch from Paris says: French troops have won decided successes in the region of Arras lately, and have secured possession of a greater part of Ablain. In addition they have driven the Germans from their strongly fortified positions in the cemetery near Ablain and have advanced for some distance beyond it.

During this fighting, says the War Office report, the German losses were very heavy. Nothing is said as to the price in lives at which the French made their progress. It will be remembered that Carency was occupied by the allied troops several days ago, who were subsequently forced to retire by the violence of the German counter-attacks.

Otherwise in this sector, where the principal fighting of the last few days has occurred, the French have taken some of the German trenches southwest of Souchez at Chateau Tarleu.

A French aerial squadron, composed of 18 aeroplanes, each one carrying 110 pounds of projectiles, bombed a chemical factory at Ludwigshafen, on the Rhine, opposite Mannheim.

Fire broke out in several of the factory buildings as a result of this bombardment. This factory is one of the most important manufacturing plants of explosives in all Germany. The French aviators were in the air for six hours, and covered more than 400 kilometres (240 miles). This expedition against an important German establishment was the French reply to the attempts of German aviators on the City of Paris.

Britain and Italy Exchange Messages

A despatch from London says: It was announced officially that Premier Asquith had sent a telegram to Premier Salandra of Italy expressing his pleasure that "the long-standing relationship between the two countries had ripened into a more intimate relationship." Premier Salandra responded with the hope that "a long era of liberty and peace may be opened in Europe."

Difficult.

Little Robert: "Ma, was Robinson Crusoe an acrobat?"
Mother: "I don't know. Why?"
Little Robert: "Well, here it reads that after he had finished his day's work he sat down on his chest."

AUSTRIANS FLEE IN DISORDER

Rapidity of Italian Advance Has Paralyzed the Enemy.

A despatch from London says: With the occupation of the town of Grado, on the Gulf of Trieste, the Italian front in the advance over the eastern frontier into Austrian territory, now forms a continuous line of about 40 miles, stretching from Caporetto, on the left flank, to the sea. The farthest advance into Austrian territory is at Monfalcone, on the railway to Trieste, the Italians being thus within 22 miles of that port.

The Daily Chronicle correspondent says: I hear that the Austrians are in full retreat along the whole of their defensive line, burning houses, stores, crops and forage and destroying roads and bridges, in fact, laying waste entire provinces.

The Italian forces which invaded Tyrol from the southern frontier of that region have advanced as far as the mouth of the Chiese River in Lake Idro, occupying all the rugged terrain between the lake and Lake Garda, to the east. There have been artillery engagements at the Tonole Pass, where very strong Austrian forts bar the progress of the Italians, and on the Asiago plateau, on the eastern frontier of Tyrol, toward which the invaders proceeded up Val Sugana.

Italian gunboats on Lake Garda gave effective support to the troops operating on the eastern shore of the lake, enabling them to occupy several strategic points around Monte Baldo, of which an important peak, Monte Altissimo, 5,690 feet high, was captured yesterday. The objective of these troops is Mori, on the railroad connecting Riva and Arco with Rovereto and Trent, thus cutting off from the rear the Austrian garrison at Riva and the Austrian forces at the mouth of the Adige.

MILITIA RESERVES TO BE ORGANIZED

To Secure Enrolment of 200,000 Men Under 50 Years of Age.

A despatch from Ottawa says: The militia reserve of Canada is to be organized and will be thus available as recruits for active service, it has been announced. Details of the plan are yet lacking. It is estimated that there are upwards of 200,000 men in Canada under 50 years of age who are connected with or have been connected with the active militia. They will be, to an extent not yet announced, organized and will thus form a third line of defence, ready in case of necessity.

Naturalized Baronet Sails for New York

A despatch from London says: Sir Edgar Speyer, who recently resigned his Privy Councilship on account of criticism based on the occupancy of such a position by a native of Germany, sailed for New York on the steamship Philadelphia. He said he was going on a short holiday.

Female Police Force Organized in Italy

A despatch from Paris says: The Rome correspondent of the Temps telegraphs that nearly 11,000 women have been enrolled in a female police force authorized by the Italian Government. These women belong for the most part to the middle classes. They will undergo special physical training and wear uniforms.

SHIPS NOT TO LEAVE NEW YORK

Washington Instructs Navy Officers to Use Shells if Any German Boat Attempts a Dash to the Sea

New York, May 30.—Naval officers in New York City were intensely interested in unexpected orders that came from Washington to sink any German ship that attempts to leave this harbor. The orders were based, it was learned, upon reports submitted to Government officials at Washington that in the event of hostilities between this country and Germany an effort will be made at once to bottle up New York harbor by sinking at an advantageous spot in the Narrows one or more of the big German steamships that have been tied up at Hoboken piers since the European war began.

It was also admitted that the same orders regarding German steamships attempting to leave the port were transmitted to the commanders of all the forts that guard New York City.

No effort was made yesterday in

responsible quarters to conceal the fact that the reports submitted from these several sources maintained that there was a real basis for fear that Germany has decided already upon a way to isolate New York City, at least temporarily, in the event of a break in relations with the United States. The statement that the sinking of the Vaterland, the largest steamship afloat, and perhaps others of the German commercial fleet held here, to bar passage through the Narrows would be embraced in the first German effort has been believed in Washington as a result of the verification offered by the unusually large corps of investigators. The orders received regarding the conduct of officers of both army and navy here could not be mistaken. They were simply to sink any German vessel that did not immediately respond to an order to stop.

TRY TO FORCE U.S. INTO WAR

Germans Submarine American Steamer That Carried No Contraband.

A despatch from London says: The steamer Nebraskan, of the American-Hawaiian Line, under charter of the White Star Line, and flying the U.S. flag, was torpedoed by an unseen submarine 40 miles south-by-west of South Cliff, which is near Fastnet.

The Nebraskan was outbound from Liverpool to Philadelphia, which robs the Germans of any claim that the ship was carrying contraband into England. The vessel received the torpedo in the forward part of the ship about nine o'clock at night. In these regions at this time of the year it is still light at nine o'clock, but whether the flag could be distinguished even if flying is something which must be cleared up later.

The Nebraskan had her name in giant letters on both sides, however, and being an American ship, she doubtless carried her ship's lights, which vessels of belligerent countries nowadays do not do, which would suggest to a submarine commander her innocence. Besides that the vessel was in ballast, and if it was clear enough for a submarine to fire straight to the mark it must have been clear enough to discern the ship riding well out of the water.

The torpedoing of the Nebraskan arouses the intensest interest. It was freely said that this was the answer to the American note.

There are two Galicias in Europe. One forms a part of Austria, while the other is a province in Spain.

"Did you hear about the terrible fright Bobby got on the day of his wedding?" "No; but I was at the church and saw her."

CANADIAN VESSEL SUNK BY PIRATES

Steamer Morwenna Was in the Passenger Trade on the St. Lawrence.

A despatch from London says: The Canadian steamer Morwenna was torpedoed and shelled by a German submarine off the Welsh coast. One member of her crew was killed. The others, including three wounded, have been landed at Cardiff by the Belgian trawler Jaqueline. The Morwenna was bound from Cardiff for Sydney, N.S., in ballast.

The Morwenna hailed from Montreal, and was owned by the Black Diamond Line. Since early this year she has been under charter to the Red Cross Line. She was built at Dundee in 1904, and before the war was a well-known passenger boat on the St. Lawrence, plying between Montreal, Gulf ports and St. John's, in the summer. She was 260 feet long and commanded by Captain Holmes.

The members of the crew of the Morwenna say that after the vessel was torpedoed they lowered their boats, one of which had not entirely been freed from its tackle, when a shell from the submarine blew off the head of one of its occupants and wounded three other men.

The skipper of the Jaqueline says when he saw the submarine attack the Morwenna he started the Jaqueline full steam ahead, intending to ram the submarine. The underwater boat, however, evaded the trawler and fired many shells at her, but all of them missed their mark.

The Danish steamer Betty, 1,267 net tons, was torpedoed and sunk in the North Sea. Her crew was rescued. The Betty was a freighter in the trans-Atlantic trade.

TURKISH VESSELS BLOWN UP

Torpedoes a Transport in Harbor and Sinks Ammunition and Supply Ships in Sea of Marmora

A despatch from London says: "The submarine E-11, Lieut.-Commander Martin E. Nasmith, has sunk in the Sea of Marmora a vessel containing a great quantity of ammunition, comprising charges for heavy howitzers, several gun mountings and a six-inch gun. She also chased a supply ship with a

heavy cargo of stores and torpedoed her alongside a pier at Rodosto. A small store ship was also chased and run ashore.

"The submarine E-11 entered Constantinople and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode."