

The Herald

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The Coalition Cabinet.

The coalition British Cabinet is probably as strong a combination as could be brought together. It embraces a galaxy of strong men representing the different political elements in the public life of the country. The constitution of the new cabinet is as follows:

- Prime Minister and First Lord of the Treasury—Mr. Asquith. Minister without portfolio—Lord Lansdowne. Lord High Chancellor—Sir Stanley C. Buckmaster. Lord President of the Council—Lord Crewe. Lord of the Privy Seal—Lord Curzon of Kedleston. Chancellor of the Exchequer—Reginald McKenna. Secretary of State for Home Affairs—Sir John A. Simon. Secretary of State for Foreign Affairs—Sir Edward Grey. Secretary for the Colonies—A. Bonar Law. Secretary for India—J. Austin Chamberlain. Secretary of State for War—Lord Kitchener. Minister of Munitions—David Lloyd George. First Lord of the Admiralty—Arthur J. Balfour. President of the Board of Trade—Walter Runciman. President of the Local Government Board—Walter Hume Long. Chancellor of the Duchy of Lancaster—Winston Spencer Churchill. Chief Secretary for Ireland—Augustine Birrell. Secretary for Scotland—Thomas McKinnon Wood. President of the Board of Agriculture—Lord Selborne. First Commissioner of Works—Lewis Harcourt. President of the Board of Education—Arthur Henderson. Attorney-General—Sir Edward Carson.

The most interesting change is the transfer of Winston Spencer Churchill, First Lord of the Admiralty, to the Chancellorship of the Duchy of Lancaster, Arthur J. Balfour, the former leader of the opposition, taking the Admiralty portfolio. David Lloyd George, Chancellor of the Exchequer, who vacates that office temporarily, has been appointed Minister of Munitions. The official announcement of the new cabinet says: "A place in the cabinet was offered to Mr. John Redmond (the Irish Nationalist leader) but he did not see his way to accept it. The Prime Minister decided that a new department shall be created to be called the Ministry of Munitions, charged with organizing the supply of munitions of war. Mr. Lloyd George has undertaken the formation and temporary direction of this department, and during his tenure of office as Minister of Munitions will vacate the office of Chancellor of the Exchequer. "It is understood that Mr. Henderson will assist the government in matters relating to labor questions, especially those arising out of the war."

The cabinet is composed of twelve Liberals, eight Conservatives, one Laborite, Arthur Henderson, and one non-partisan, Lord Kitchener. Thirteen members of the old cabinet remain in office, of these Mr. Asquith, Sir Edward Grey, Lord Kitchener, Mr. Birrell, and Mr. Wood, retain their old portfolios. The promotion of Sir Stanley Buckmaster, whose greatest activity

during the war have had to do with the management of the Official Press Bureau, to the high honor of Lord Chancellor, and the acceptance by Winston Spencer Churchill, formerly head of the Admiralty, of the merely nominal duties of the Duchy of Lancaster, are two distinct surprises. The most prominent figure who retires from public life is Viscount Haldane. Affiliations with Germany, and the continued newspaper attacks based on these, made his retirement as inevitable as Prince Henry of Battenberg's retirement some time ago from the Admiralty, for the same reason. Viscount Haldane received an expression of the government's confidence by the bestowal of the Order of Merit upon him.

The retention of Lord Kitchener as head of the army, while David Lloyd George, with the newly created portfolio of the Ministry of Munitions, relieves him of the responsibility of managing the supply department, and also A. J. Balfour's acceptance of the admiralty post, were fully expected. The Marquis of Lansdowne, whose health forbids hard work, becomes a member of the cabinet without duties except participating in its councils and Mr. Churchill's position is virtually the same. His willingness to accept a subordinate position and work for the success of the new government is likely to make him popular with the country and aid his future political career.

"Mr. Lloyd George" and Mr. Henderson will be especially charged with the task of rallying the workmen to the government's support, and much is expected of the former Chancellor in organizing the country's industries.

Reply to American Note

Germany's reply to America's note concerning the sinking of the Lusitania was received at Washington on May 30th. We are told it produced a feeling of profound disappointment in the American capital; that dissatisfaction at the failure of Germany to answer the demands of the United States, was reflected in government circles generally. Certainly it is not much wonder that disappointment and dissatisfaction prevailed, as the reply can have no other effect than merely postponing the day of reckoning. With pharisaical insouciance Germany adopts the role of the injured party and declares that the Lusitania was armed and carried in her cargo munitions of war intended for the Allies. This has already been proven untrue. The German defence in the case of the Guildford is equally feeble. "It must have been a mistake," is the tenor of the excuse, but the fact remains that while the note was in course of preparation German naval officers were guilty of another "mistake" in torpedoing the American steamer Nebraska. To suggest that the United States should indulge in further parleying is nothing short of an insult. One does not parley with a murderer for the thug who beats and maltreats one. Usually the answer is a blow and whatever argument is to be advanced is a matter for subsequent consideration. Altogether the German note is a mixture of insolence and perfidy. To say that Germany, if circumstances warrant it, will pay damages for property lost may save the anger of those Americans financially interested in the vessels sent to the bottom but it will not requite for the murder of American citizens or the shedding of innocent blood. Let us now see what the great American nation will do in the matter. Surely they will not pocket this last insult from the unhuman Germans.

Admiral Sir Henry Bradwardine Jackson has been appointed First Sea Lord of the Admiralty, to take the place of Admiral, Lord

Fisher, who resigned recently owing, it is said, to differences with Winston Spencer Churchill, then First Lord of the Admiralty. Admiral Sir Arthur Knyvet Wilson will remain with the Board of Admiralty in an advisory capacity.

Baron Von Polenz, formerly captain in the Saxon cavalry regiment, who has been for years connected with financial ventures in the Cobalt district, New Ontario, was arrested on a charge of espionage a few days ago by Inspector Parkinson of the Dominion police, and taken to the military prison at Fort Henry, Kingston. Baron Von Polenz was prominent in Montreal society circles and was a member of the Garrison Club of Quebec, a popular resort of the officers of the Canadian permanent force. He had been reporting to the registrar of alien enemies at Montreal, but his actions becoming suspicious he had been under surveillance for some time.

The general consensus of London newspapers opinion with regard to the new cabinet is that, though certain appointments are surprising, Mr. Asquith has come within fair range of constituting a national ministry which takes in at least nearly all the talents. While the Times and the Morning Post speak as if the Liberal government has fallen, the remaining Conservative journals refrain from any taunts. In fact, the dominant note is that the new regime must at once relegate to oblivion all party feeling. The Manchester Guardian, the northern, Radical organ, noting the omission of any Nationalist, and the inclusion of Sir Edward Carson, fears that this shadow on the wall will darken the horizon at the close of the war. The London Globe, carping at Bonar Law being given the Colonies, and says that the natural was as Minister of Munitions. The difficulties of the coalition government are recognized on all sides, but in the words of the Morning Post: "It is an experiment of which the success is vital to the British Empire."

St. Dunstan's College.

The commencement exercises of St. Dunstan's College took place in the spacious Halle, yesterday afternoon, in the presence of a large audience of clergy and laity. His Lordship, Bishop O'Leary, presided and distributed the prizes. The exercises took place so close to our time of going to press that we are unable, this week, to give anything more than a very brief notice. The address to the graduates was delivered by Rev. Dr. Monaghan Miscoche. After the distribution of prizes and medals, addresses were delivered by his Lordship, the Rev. Rector and others, and the proceedings closed with the singing of the National Anthem. Following are the names of this year's graduates: James A. McDougall, Grand River, L. C.; Owen C. Trainor, Charlottetown; H. Glen Morrissey, Georgetown; Henri Crepeau, Sherbrooke, P. Q.; Andre Lessard, St. Anne, P. Q.; Clarence Conway, Hampton, N. B.; Ewin Kelly, Fort Augustus.

Progress of the War.

Vienna, May 24, via London, 6.55 p.m.—The Austrian War Office announced today fighting had begun along the Italian border, where a number of small battles are under way. Italian cavalry has appeared on the coast near the frontier. The statement follows: London, May 24.—Little or no time has been allowed to elapse between the declaration of war and actual fighting between Italy and Austria. Early this morning Austrian aeroplanes, destroyers and torpedo boats descended on the Italian coast of

alongside the arsenal. The torpedo was heard to explode. London, May 27.—The crew of 250 men of the British steamer Princess Irene, except one man and in addition seventy-eight dockers who were at work on board the steamer lost their lives today, when the vessel was blown up by an explosion or board in Sheerness harbor. The steamer was in the government service. London, May 27.—Lloyds announce that the British steamer Princess Irene was suddenly blown up today in Sheerness harbor. The Princess Irene was in the government service. The Admiralty, in confirming the explosion on board the Princess Irene, says that seventy eight workmen must have perished in the disaster. The statement of the Admiralty says: The Princess Irene was accidentally blown up in Sheerness harbor this morning. So far as can be found out, only one survivor was picked up. Three men belonging to the ship were not on board at the time of the disaster. Several men belonging to the vessels lying close to the Princess Irene were wounded by falling splinters.

the Adriatic and bombarded towns, including Venice, while in the Tyrol and on the eastern frontier Italian and Austrian advance guards are already in touch and have fired the first shots. The plan of campaign has not yet been disclosed, but it is generally believed that attempts to inflict a quick decisive defeat, or at least, one that will discourage the Italians, will be undertaken, largely by the Germans, under Field Marshal Von Hindenburg.

Paris, May 24.—The capture by French troops of the German works at Blanche Voie (The White Way), the evening of May 21 marked the victorious conclusion of our offensive on the Massif De Lorette, "is the opening sentence in the report of the French semi-official witness of conditions at the front, as given out in Paris today. Lorette is a word which for the last six months has appeared often in the correspondence of the German soldiers," the eye-witness continues. The Imperial General Staff attached very great importance to the possession of these heights. To conquer, defend and retake them, the German soldiers have received a formal order which was so expressed as to make it operative until the last man was killed. In spite of the unusual difficulties of the ground and the desperate resistance of the enemy we triumphed. The battle of Lorette was a great battle and ended in complete victory. In this part of the front fighting has been going on uninterruptedly since October 1914.

London, May 26.—The following statement was issued by the British War Office tonight: The First Army continues to make progress east of Estabert. A Territorial Division carried last night a group of German trenches capturing thirty-five prisoners, and this morning it captured one officer, twenty-one men and a machine gun. Since May 1, the First Army has pierced the enemy's line on a total front of over three miles, and the first and second line trenches are in our possession. The total number of prisoners taken is eight officers and 777 other ranks. Ten machine guns, in all, have fallen into our hands, as well as a considerable quantity of material and equipment, particulars of which are not available.

London, May 28.—The Italians continue their offensive on the frontiers of Tyrol, the Trentino and Istria and have taken a chain of important positions, but they have not yet come into contact with the main Austrian forces, which are waiting for them behind entrenchments. Geneva, Switzerland, May 27.—A strong Italian advance guard today crossed the Isone river after a sharp fight with an Austrian force and arrived before the town of Montafone, which is thirty miles from the Austrian seaport of Trieste. The first of the Austrian wounded are now landing at the latter place. The Italians also attacked at several points along the forty miles of the Carinthian frontier. A battle between the Italians and Austrians now is raging around Ploken and also west of the Praedil Pass, in Austria.

Rome, May 28, via Paris.—It being believed that the Austrian aeroplanes may appear over Rome, special measures of protection have been adopted. In the first place a very close watch is to be kept along the Adriatic coast. Equal vigilance will be exercised on the west of the Apennines, while nearer Rome, observation posts are to be established at points of vantage. Stations for Italian aeroplanes have been established about twenty-five miles from the capital at Lake Bracciano and Centocelle, on the Apian Way. From these points aeroplanes are ready to start at a moment's notice to engage airships from Austria.

Bulletin—Rome, via Paris, May 28, 11:40 p. m.—It is officially announced that an Austrian submarine boat was sunk by Italian torpedo boats in an engagement yesterday. On May 24 the Austrian torpedo boat S-20 having approached the canal at Porto Corsini, was so seriously damaged by the fire from our masked batteries that she was charged a torpedo at a transport

alongside the arsenal. The torpedo was heard to explode.

London, May 27.—All the crew of 250 men of the British steamer Princess Irene, except one man and in addition seventy-eight dockers who were at work on board the steamer lost their lives today, when the vessel was blown up by an explosion or board in Sheerness harbor. The steamer was in the government service. London, May 27.—Lloyds announce that the British steamer Princess Irene was suddenly blown up today in Sheerness harbor. The Princess Irene was in the government service. The Admiralty, in confirming the explosion on board the Princess Irene, says that seventy eight workmen must have perished in the disaster. The statement of the Admiralty says: The Princess Irene was accidentally blown up in Sheerness harbor this morning. So far as can be found out, only one survivor was picked up. Three men belonging to the ship were not on board at the time of the disaster. Several men belonging to the vessels lying close to the Princess Irene were wounded by falling splinters.

London, May 28.—There has been little or no change in the situation of the eastern or western battlefronts. The Austrians and Germans claim to have made a further advance in their operations, the aim of which is the encircling of Przemysl, although they are meeting with very stubborn resistance on the part of the Russians. In the west the French offensive north of Arras is still in progress, but the advance by the allied troops seemingly is not so fast as it was when the attack was first launched. The British also are engaged north of La Basses, and are being almost continuously occupied in resisting German attacks around Ypres, the attempt to capture that point is said to have cost the Teutons an enormous number of men. The Italians claim to have made further advances into Austrian territory in the Tyrol, the Erentino and Istria, but no important battle has yet been fought in this southwestern theatre of the war.

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(Continued from page two.) forced to be conveyed to Port. The torpedo boat destroy Scharfschutze, which was operating with the S-20 also was damaged, suffering the loss of many of her crew. She called scout ship Novara to her assistance which also was struck several times and also had several of her crew killed, including an officer. The destroyer Ozepl, which is the same type as the Tatra, a suffered severe losses due to the arrival of our naval squad during the action commenced against the destroyers

Geneva, May 31.—News of patches reaching here say King Victor Emmanuel intends taking an active part in the war. King Albert of Belgium. During a recent attack by Italian forces on Mount Baldo His Majesty took charge of one of the big millimetre guns firing at shots himself. The capture of Mount Baldo which dominates Lake Garda is being described Swiss newspapers as a brilliant feat

Petrograd, May 31.—The battle on the San in the vicinity of Przemysl is developing in favour of the Russians, according to an official statement. Between May 12th and May 24th the Russian captured 19,000.

London, June 1.—British troops are advancing on St. Julien according to a message from correspondent of the Daily Mail in Northern France. The German line is said to be greatly weakened, giving ground north east of Ypres before vigorous attacks which have been preceded by a bombardment of the trenches. They have made desperate efforts to hold a position said to have been ordered by the German staff to hold the ground at any cost. The ground which the Germans won a month ago gradually being pierced, according to the correspondent, at various points.

Steamer Morwenna Sunk

Halifax, May 27.—The first Canadian ship to fall a victim to a German submarine is the Black Diamond liner Morwenna, which was sunk some time yesterday not far away from Cardiff, Wales. This was the news received here this morning by J. R. M. Isaac of the Dominion Coal Company.

The news came in a cable from Captain Holmes, master of the Morwenna. He said that the crew, with the exception of one man, had been safely landed. The missing man was killed but the captain does not state how.

The Morwenna sailed from here early this morning, chartered the Red Cross Line. She was a 4,000 ton ship, chartered by the N. S., when torpedoed.

The Morwenna which was reported torpedoed off the West coast this morning, left Cardiff, Wales, yesterday for New York. She was chartered by Bowring & Company of New York, and was commanded by Captain Holmes, a Nova Scotian. She had only gone on the Atlantic service this season under short charter it is believed, to the British Admiralty.

Last season the Morwenna, together with the City of Sydney were operated by the Black Diamond Line, a subsidiary company to the Dominion Coal Company, and plying between Montreal and St. John's, Nfld. The City of Sydney was lost a year off the harbor of the port Sydney, the company operated the one boat and had decided to discontinue the service this year.

The Black Diamond Line went into liquidation and the Morwenna was chartered to the Bowring Company of New York. A late despatch from Cardiff says:

The Morwenna was torpedoed and shelled by a German submarine at mid-day of Wednesday at a point 160 miles west south of St. Ann's Head.

"One member of the crew was killed and others wounded. The others have been landed at Cardiff. The Belgian trawler Jaques picked up the crew."

The Morwenna was built in Dundee in 1904. She was 4,000 tons. (The Morwenna was known at Charlottetown, had plied here regularly while under the Black Diamond Line. She carried the Island's contribution of cats for the Army, from last autumn.)