

THE CHARLOTTETOWN GUARDIAN

MORNING DAILY

CHARLOTTETOWN, CANADA, TUESDAY FEBRUARY 27, 1917

\$3.50 Per Year (delivered) in advance 12.50 Per Year (Mailed) in Advance in Canada and \$6.00 for U. S. A.

WAR CORRESPONDENT EN ROUTE FOR FRONT

Stewart Lyon, the Special War Correspondent, Sends First Instalment of War Story, Graphically Describing Embarkation of Troops at Halifax.

(Special to the Guardian.) By Stewart Lyon. Copyright Eastern Press Association

HALIFAX, February 25th.—From the Port of Halifax over 260,000 Canadian soldiers have been dispatched to the scene of war. Of the great host, no man has been killed by accident during embarkation or by attack of the enemy en route. The men of the "Silent Service" have brought their ships in and taken them out of this port in all sorts of weather from the zero of mid-winter to the torrid heat of midsummer, without a single "scare" to lessen the monotony of the operations.

Their work had been greatly facilitated by the business-like methods of the Embarkation Staff Officers, Col. Lindsay and his assistants. Practice has brought the system reasonably near perfection. No matter how long troop trains are delayed by snow and other troubles up the line, and the storms have been a serious handicap during the winter, the men on their arrival in Halifax, never miss a meal. The officials want to send contented troops on board the transports and a good meal makes easy embarkation.

Beyond the Farewell, the operation is simple and expeditious. If the troop trains arrive closely enough to gether, two or three thousand men can be put aboard in a couple of hours, and at the end of that time the embarkation pier will look almost as described as a Coney Island landing stage at the close of the season.

A couple of sentries at the foot of the gangway and one or two representatives of the transport are the only visible sign of supervision. But let no unauthorized person endeavour to get on board a transport—or, having got on board, attempt to get off, and a bayonet promptly bars the way. Second thoughts are not encouraged. Cold feet—that is, mental cold feet—are strictly taboo. The men who go on board are counted and recounted, what would happen if a thousand men at Halifax should shrink to 999 at the port of embarkation is spoken of with hated breath. Perhaps the transport would be sent out again to hunt the Atlantic till the thousandth man turned up.

PASSES EVERYWHERE.

While the vessels wait at the dock for a full complement—and this is sometimes a long and weary one—the men already on board are learning the geography of the ship and settling down in their quarters. "LEAVE" is given only for urgent reasons. Even for working parties on the dock passes are required. "SPECIAL TOWN LEAVE" is for the few who can convince the embarkation officer in charge that there is no danger and no delay in sailing will result. There are many family gatherings at the embarkation pier, and the fond farewells of youthful lovers encouraged. Tens of thousands of men pass from the trains to the pier and go out upon the transports without seeing any more of the city than the docks and the grim grey citadel crowning the town. As a port for war purposes, Halifax is specially well adapted. The Harbour can be used at any time without awaiting flood tide and within pistol shot of the docks, the biggest cruisers engaged in convoy work can find safe anchorage in all weathers. The great war has once more demonstrated what the wars of the Revolution and the Eighteen Twelve made plain, that whatever holds Halifax possesses the finest and most convenient naval base on this side of the North Atlantic. As the port of call for the examination of the mail and passengers of Trans-Atlantic liners and other vessels heretofore examined at Kirkwall, Halifax will have many guests who will like their visits even less than Halifax will like them.

THE POLYGLOTS GATHER.

From all parts of Canada, as well as from Britain, Polyglot gentlemen have been hurried to Halifax to decipher the letters passing through in thousands of mail sacks. They have skill in the Scandinavian tongues and to them Dutch is not Dutch. The innumerable Slav dialects of Eastern Europe conceal no secrets from them. While they perform their duties, even Count Bernstorff, haughty servant of a more haughty master must be reasonably humble and complaisant, for it would be entirely possible to let this disagreeable person in the Harbour of Halifax for a long while without exceeding the bounds of legitimate search.

The aforesaid polyglot gentlemen have sources of information that enable them to speak with confidence of events in Europe which have puzzled, and still puzzle many of us. "Why was the Grand Duke Nicholas withdrawn from the main Russian front, ask someone. The Slav regards that as a mere kindergarten enquiry. "INSIDE VIEWS OF RUSSIA. "It is true," he says,—"The Grand Duke is for Russia. He made enemies of the pro-German nobles of the Court who sought to find the way for a separate peace. They weakened him at Petrograd. He made enemies of the people by his strong hand and in the army he ruled by terror. I am told that when Rensselaersbush brought him news of the defeat in East Prussia the Grand Duke drew his revolver and shot the General. The Russian people knew that the Grand Duke is the enemy of a Separate peace and of the German court party, but they could not submit to his autocratic methods.

"You must know this has become a single 'scare' to lessen the monotony of the operations. Their work had been greatly facilitated by the business-like methods of the Embarkation Staff Officers, Col. Lindsay and his assistants. Practice has brought the system reasonably near perfection. No matter how long troop trains are delayed by snow and other troubles up the line, and the storms have been a serious handicap during the winter, the men on their arrival in Halifax, never miss a meal. The officials want to send contented troops on board the transports and a good meal makes easy embarkation. Beyond the Farewell, the operation is simple and expeditious. If the troop trains arrive closely enough to gether, two or three thousand men can be put aboard in a couple of hours, and at the end of that time the embarkation pier will look almost as described as a Coney Island landing stage at the close of the season. A couple of sentries at the foot of the gangway and one or two representatives of the transport are the only visible sign of supervision. But let no unauthorized person endeavour to get on board a transport—or, having got on board, attempt to get off, and a bayonet promptly bars the way. Second thoughts are not encouraged. Cold feet—that is, mental cold feet—are strictly taboo. The men who go on board are counted and recounted, what would happen if a thousand men at Halifax should shrink to 999 at the port of embarkation is spoken of with hated breath. Perhaps the transport would be sent out again to hunt the Atlantic till the thousandth man turned up.

PROJECTILES THEY HAVE KNOWN.

Perhaps even more interesting while we wait for our transports complement are the stories of wounded officers returning to the front for what they all believe will prove the big final push. Those of us who have never been under shell fire listen with eager interest to stories of now various projectiles affect various people. "When anyone tells you" says a wounded Westerner, "so keen to get back to the front that he travels while still but partially recovered, that he is not afraid of shell fire, do not believe him. Everybody, I myself was afraid of solitary bullets at first and it was only when they began to come so fast that they became a confused sound instead of an individual 'ping' that excitement made me forget."

THE OBSERVER DUCKS.

An artillery officer of the British Service, who is rejoining his battery, tells of a strange adventure that befell him in Northern France because he was afraid, to admit that he was afraid, to admit that he was afraid. A Canadian, he had received an Imperial commission and was sent to join a battery that occupied a specially warm place on the Western front. The forward observation post of the battery was in a structure 120 feet high, the top of which was reached by a winding stair. As a rapid means of exit in the event of trouble a rope ladder was suspended in the open well. One morning the first of the Canadian's duty as forward observation officer, the enemy, coming to the conclusion that the results of the British fire were being telephoned from the structure in question, set to work to destroy it. Their first shell was in time but short. The second was a little to the side but well past. The third was almost right. The young officer knew that he was in imminent danger but he was afraid to report, back lest his captain think he was "yellow." He had settled down to take what was coming when the telephone buzzer called imperatively, and the excited voice of the captain shouted "Get down out off that at once, do you want to be killed?" The young officer did not like to be killed. He slid down the rope ladder so quickly that the friction almost burned his hands through several thicknesses of cloth.

SOMETHING TOLD HUN.

It was a "Closser Squeak" that sent him back to Canada from the Somme on leave. He had emerged from the battery dugout without his steel helmet. It was July and steel helmets are not particularly attractive on a hot day. Something told him to go back for his helmet. He is a Celt and naturally obeyed. Ten seconds later a fragmated high explosive shell ploughed its way across the helmet and left a bad flesh wound on top of his head while another splinter entered his throat. He is going back convinced that the Germans have done their worst to him and that the family BANSHEE is now entirely pro-British whatever it may have been in other days.

HIGH EXPLOSIVE NOT POPULAR.

Not only wounded officers and men who have personal reasons for disliking some particular form of flying death but others who had no wounds to justify their opinions, have shell aversions. On the whole, high explosives with the resulting shock, seem to have the worst reputation. The apparently unwounded man who has no other sign of having passed through the most terrible experiences of war, than a slight continuous or occasional trembling, is he whom the British whatever it may have been in other days.

GREAT FORWARD MOVE ON WESTERN FRONT

Germans have Retired Three Miles in Sector of Bapaume Leaving Important Villages in Possession of British.

(Special to The Guardian.) BRITISH HEADQUARTERS IN FRANCE, Feb. 26.—From a Staff Correspondent of The Associated Press.—On one portion of the British front, the war today became a war of movement. Under cover of fog and mist which have been particularly heavy in the past forty-eight hours, the Germans carried out the greatest retirement they have made on the western front in the last two years and the British have swept into possession of Pys, Serre, Miraumont, and Petit Miraumont, including the famous Butte de Warlencourt, which has been the scene of the fiercest fighting of the war and in places is deep with the bones of dead men. The exact extent of the German retirement is not known, but it is estimated that it approaches a depth of three miles at some points. The British patrols are out in all directions harassing the Germans and keeping in touch with their movements. Until they report, it will not be possible to say just where the Germans have determined to fix their next line of resistance. Nevertheless, it can be stated that the British now or soon will be in a position possibly to force the evacuation of Bapaume which has been the key to the German position since the beginning of the battle of the Somme. Points which already have fallen into British hands have stood out in the history of the fighting on this front and had been most stubbornly defended.

(Special to The Guardian.) FRENCH BOMBARD ENEMY POSITIONS. PARIS, Feb. 26.—Late yesterday, a French detachment broke into German lines near Ville Sur Tourbe, 25 miles west of Verdun, destroyed a number of shelters and brought back prisoners and materials, says today's official announcement. Two surprise attacks by the enemy on one side of our trenches, north of Beulne, northeast of Soissons, another on one of our posts northwest of Avocourt were broken up. We took prisoners including one officer. Yesterday our pilots brought down three German airplanes. One of these machines fell in our lines near Mersy in the vicinity of Rheims, the second south of Pinon, in Alsace, and the third northeast of Altkirch. Our squadrons threw numerous projectiles on bivouacs and munition depots near Spincourt where a number of explosions were heard; on the aviation grounds and hangars at Buzancy, the railway at Ars Sur Moselle and on railway stations at Bouse Willer and Woelfling in the region of Wissenbourg.

BRITISH CAPTURE KUT-ELAMARA

(Special to The Guardian.) LONDON, Feb. 26.—It was announced in the House of Commons this morning that the British had captured Kut-el-Amara, and that the Turks are in full flight.

PETROGRAD, Feb. 26.—A successful operation by a Russian scouting detachment in the Carpathians is announced in today's War Office statement. The Russian surprise attack resulted in the dispersal of a Turkish patrolling party near Lake Van.

ANOTHER COWARD FIGHT BY HUN DESTROYERS

Bombarded Broadstairs and Margate Killing One Woman and Child.

(Special to The Guardian.) LONDON, Feb. 26.—German destroyers bombarded Broadstairs and Margate early this morning; one woman and one child were killed and two persons were injured. Two houses were damaged. This announcement was made in the House of Commons today by Sir Edward Carson, First Lord of the Admiralty. Sir Edward Carson said that one of four British torpedo-boat destroyers on patrol duty in the English Channel last night encountered several German destroyers and a short engagement ensued. The British destroyer was not damaged though she was under heavy gun and torpedo fire. The German vessels were lost sight of, the First Lord said, but in the darkness another force of German destroyers bombarded the undefended ports of Broadstairs and Margate.

(Special to The Guardian.) LONDON, Feb. 26.—A despatch to Reuter's Telegram Company from Amsterdam quotes a Berlin message as saying:—"The German Irish League, formed here recently, has held its first meeting. General Von Ludendorff, first Quartermaster General, and Dr. Alfred Zimmermann, Secretary of Foreign Affairs, sent congratulatory messages. The League aims at the promotion of relations between Germany and Ireland and it will support all enterprises in this direction."



THE BRITISH MURDER PLOT AGAINST LLOYD-GEORGE. Picture taken in the Guildhall, Derby, of the prisoners charged with conspiring to murder Prime Minister Lloyd-George and Hon. Arthur Henderson by means of poison. They are (from left to right)—Hetty Wheelodon, Mrs. Alfred G. Mason, and Mrs. Wheelodon, mother of the other two women.

GLOUCESTER HAS ALSO GONE LIBERAL

Four Liberals Elected by Over Seventeen Hundred Majority in Deferred Election. Legislature Now Stands 27 Liberals, 21 Conservatives.

(Special to the Guardian.) MONCTON, Feb. 26.—Gloucester County today elected Byrne, Veniot, Legere, and J. G. Reboisard, the four Liberals by over seventeen hundred majority. The Legislature now stands complete 27 Opposition and 21 Government.

CUNARDER LACONIA HAS BEEN SUNK

270 Passengers on Board Including Ten Americans. Only One Casualty So Far Reported.

(Special to The Guardian.) QUEENSTOWN, Feb. 26.—The Cunard liner Laconia of 18,099 tons gross which sailed from New York, February 18th for Liverpool has been sunk. The survivors of the Laconia are said to number 270. They will be landed tonight. The Cunard liner Laconia, had 100 passengers among whom were ten or more Americans. The Laconia was one of the largest vessels of the Cunard fleet and the largest thus far sunk since the new German submarine warfare was commenced. She registered 18,099 tons, was 600 feet long, 71 feet beam and 40 feet depth. She was built in 1911 at New Castle.

(Special to The Guardian.) LONDON, Feb. 26.—It is stated authoritatively that the Laconia was torpedoed without warning.

(Special to The Guardian.) NEW YORK, Feb. 26.—The Cunard Line announces they have received confirmation from the British Admiralty of the destruction of the Laconia and that only one casualty thus far is known.

SUDDEN DEATH OF DR. HENRY HOUGH

(Special to The Guardian.) TORONTO, Feb. 26.—Dr. Henry Hough died suddenly last evening at 81 Asquith Avenue, in his eightieth year. Until his retirement he conducted the Hough Lithographing Co. in this city.

COMING EVENTS ANNOUNCEMENTS, MEETINGS, ETC.

\*\*Attention is called to the ad. in this issue re farm for sale of Alexander McKinnon at Fredericton. 4567-2-27M31. \*\*Red Cross Social at the home of Mrs. John McKinnon, North River, Tuesday evening, Feb. 27th. A good program and refreshments all for 20 cents. If not fine will be held first fine evening. 4570. Minard's Liniment Cures Toothaches.

ARMED NEUTRALITY FOR UNITED STATES

President Wilson will Submit Proposed Policy to Congress with View of Protecting "Inalienable Rights of America."

(Special to The Guardian.) WASHINGTON, Feb. 26.—President Wilson will ask for authority to establish a state of armed neutrality. He has made full and detailed plans for protecting American ships desiring to enter the German war zone. President Wilson will point out that while he desires peace there is something greater than peace, protection of the sovereign rights of America and that the untrammelled right of American ships to sail the seas unmolested by any foreign nation must be upheld. Mr. Wilson's decision to go before Congress was partly caused by the fact that Germany's campaign is in progress among ships tied up in American ports. Such a condition, the President will point out, is unacceptable. Arming American merchantmen or conveying them through the war zone are the two methods of protecting American commerce being considered. Exactly what steps will be taken has not been revealed.

of the United States to protect American rights on the high seas. The President completed his address to Congress early this morning and it was sent to the public printer at 8.30 o'clock. At the same time the President discussed his speech with Chairman Stone of the Senate on Foreign Relations Committee. No announcement was made but it was learned that the President was going to do just what he outlined in his address, announcing the breaking off of diplomatic relations with Germany. To ask for authority to use the forces of the United States to protect American rights is not in any sense to ask for a declaration of war, nor is it an act of war. It is to prepare the United States for what may be warlike acts by any other nation. The President decided that before Congress adjourned for the session it was necessary that he be given additional authority to protect American rights. There have been reports that such a move would be opposed in Congress but he decided to take this step, regardless of that. In his address the President will point out that Germany's acts since the outbreak of diplomatic relations indicate her determination to go forward with her campaign of ruthlessness despite the protests of neutrals whose rights are invaded.

PRESIDENT WILL ASK CONGRESS FOR AUTHORITY TO USE FORCES OF U. S.

(Special to The Guardian.) WASHINGTON, Feb. 26.—President Wilson will address a joint session of Congress at 1 p. m. He will ask Congress to empower him to use the forces

P. E. ISLANDERS IN CASUALTY LIST

(Special to The Guardian.) OTTAWA, Feb. 26.—Lance Corporal H. J. Byron, Iona, wounded; J. M. McLellan, Summerside, believed killed; and P. Murphy, Freeland, ill.

HOLLAND IS HIGHLY INDIGNANT

(Special to The Guardian.) LONDON, Feb. 26.—News despatches from Holland to the London newspapers emphasize the continued indignation aroused among the Dutch by the recent destruction of Dutch ships by German submarines. The despatches say there is complete shabness of noise protest, the gravity of the situation having produced a marked silence amounting to a sense of solemnity. All reports agree that nothing which has happened hitherto in the war has provoked such intense feeling.

MANY U-BOATS ARE MISSING

LONDON, Thursday, Feb. 24.—Reuter's Amsterdam correspondent sends the following account of the Reichstag meeting in Berlin:—"The main committee of the Reichstag met Wednesday morning. Vice-Admiral von Capelle, in a long speech, affirmed that the expectations of the navy had been not only realized, but surpassed. "In view of the systematic concealment in which the British press has been indulging at the instigation of its Government with regard to the number of ships sunk, it is naturally difficult to give definite figures. The figures of the tonnage sunk recently published in the Berlin newspapers are in no wise correct, as shown by the proof we already have. It would be well to discontinue such summary compilations until official data are available, as they are only used by our enemies to carry on an agitation against us and disparage the great successes of the U-boat warfare. LARGE NUMBER MISSING. "Although a number of submarines, because of their large radius of action and their instructions, have not yet returned to their bases, I am already assured the committee that the results achieved have surpassed the expectations entertained by the navy. It is very satisfactory that there is no reason to reckon with the loss of even one U-boat since the beginning of the unrestricted submarine war. The defensive measures, about which such a fuss has been made by the British press and Parliament, have remained within normal limits, according to the reports of the U-boats which returned."

GERMANY SATISFIED WITH SUB CAMPAIGN

(Special to The Guardian.) AMSTERDAM, Feb. 26.—In an interview in the Taegliche Randschau, Albert Ballin, Director General of the Hamburg-American Line, says that Germany can be most highly satisfied with the success so far of her unrestricted submarine warfare. Herr Ballin says that the object of the campaign was not to sink ships but to stop commerce with England and that this had been fully attained, as neutrality traffic was stagnating. Referring to German ships lying in the United States harbors, Herr Ballin said that a treaty existed between Germany and America which did not allow confiscation, and that he had no ground to assume that the United States would not observe this treaty.

CONDENSED ADS. TOO LATE FOR CLASSIFICATION

SAUNSONE SAUSAGES MADE fresh every day from selected young pork. Saunders, Newsome & Co., Market Buildings. LOST—in THIS CITY, GOLD LOCK, et and chain. Finder, please leave at 213 Queen St. R. Reward. 4536-2-27M31p. FOR SALE, (CHEAP), A SECOND-hand Raymond sewing machine, in good order. Mr. Merchant, 96 Green St. 4565-2-27M31p. FOR SALE, DRUG STORE FITTINGS including shelf-ware, at a bargain. Apply to J. T. Collins, M.D., Vernon River. 4573-2-27M61p. TO LET, LARGE GROUND FLOOR office, in Newson Block, recently occupied by Colonel Davidson. Possession given on March 1st. Apply 175, Euston St. 4574-2-27M61p. FARM FOR SALE—83 ACRES three miles from Rocky Point Ferry, well watered, new buildings. Apply Morson & Duffy, Charlottetown, of John Quality, South Shore. 4564-2-27M41p. Minard's Liniment Cures Colds &c. THE WEATHER, TEMPERATURE, TIDE, MOON, ETC. TORONTO, Feb. 27.—Fair at first with rising temperature followed towards night by increasing winds and local snow falls. The highest temperature recorded yesterday was 36½ degrees above. At 10 a. m., it was 9 above; at 7 p. m., 36½ above. The coldest of the previous night was zero. The tide will be high this afternoon at 2.30 and tomorrow at 3.11; it will be high tomorrow morning at 3.51 and Thursday at 4.53. The sun sets this afternoon at 6.02 and tomorrow at 6.09; it rises tomorrow morning at 6.53 and Thursday at 6.56. There was a new moon on Wednesday, Feb. 21st at 1.09 p. m. The first quarter of the moon will be on Wednesday, Feb. 23rd, at 11.14 a. m. The length of today will be eleven hours and three minutes. Minard's Liniment cures garget in cows