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IS SIR WILFRID GOING TO RETIRE?

Rumours Revived That, Owing to Dissentions in Liberal Ranks, Particularly the Cleavage Between English Speaking and Quebec Members of the Party, Sir Wilfrid has Asked to be Relieved.

OTTAWA, Feb. 14.—Rumours that Sir Wilfrid Laurier is about to resign the leadership of the Liberal party have been revived in Ottawa during the past week. While of course, it is impossible to obtain an official statement on the matter, there have been one or two significant happenings within the last fortnight which gave reasonable ground for believing that the reports are not entirely without ground. In the first place there has probably never been a session of the Dominion Parliament in which the Liberal leader evinced so little interest. In the three weeks that the House was sitting, Sir Wilfrid contented himself with brief speeches, and even then it was noticeable for a lack of the enthusiasm and vigor which used to stamp his utterances in the past. Sir Wilfrid was rarely seen in the House during the evening sittings, being content to leave the leadership of the Opposition to Hon. George P. Graham. It is said that his health is far from good, a fact that has been all too apparent to his friends for some time past.

to his friends to be relieved of his responsibilities as the party leader. He is said to have told his advisers that it would be next to impossible for the Liberal party to carry the country at the next election with a French-Canadian at its head in view of the poor showing of Quebec in the war. In this view Western Liberals like Hon. Frank Oliver and Dr. Michael Clark, and Ontario Liberals like Mr. Rowell are said to agree, and there are some who go so far as to say that the Ontario leader will be called to succeed Sir Wilfrid within the next six months. It is a significant fact that during the past few days both Mr. Rowell and Sir Lomer Gouin have been in Ottawa conferring with Sir Wilfrid. The Montreal Gazette, which, though Conservative, is close to what goes on in Quebec, says that these conferences had to do with the Liberal leadership. Whatever truth may be in the Gazette's conclusion, there is no doubt but that there has recently been a great deal of pressure brought to bear from outside for a general reorganization of the party. The first stage of the session showed the Opposition to be strikingly weak. There was no plan of constructive criticism, no unity of action along certain definite lines, and after the first day or two, what criticism there was, was scattered, haphazard, lacking in heart and mostly directed at the least serious matters in connection with our part in the war. The result has been a demand from leading Liberals outside of Parliament for more vigorous, united action, a demand that has ranged all the way from an agitation for removal of Sir Wilfrid as leader to a scheme for "National Government."

MR. D. NICHOLSON, M.P., HOME FROM OTTAWA

Mr. Donald Nicholson, M. P., of this city, returned yesterday from Ottawa where he has been attending the session of Parliament since the opening. Mr. Nicholson reports that the three months' estimates for the current year have been passed and the sum of five hundred million dollars voted for war purposes. The House adjourned on the 7th inst. in order to allow Sir Robert Borden to attend the Conference of Premiers in London. It is understood that Hon. Mr. Rogers will accompany Sir Robert. Mr. Nicholson says that the recent meeting of Parliament was purely a war session. The Government this year has largely reduced the expenditure on public works. This was found to be imperative as the administration is bent upon doing everything in its power to assist in bringing about victory for the Empire in this great struggle. All the departments are working overtime with the same object in view. The general opinion of members of Parliament on both sides said Mr. Nicholson is that there will be a further extension of Parliament until after the war. Mr. Nicholson's friends will be sorry to learn that during the last five days of his sojourn at the capital he had been confined to his room under a doctor's care, with a severe attack of a grippé. All will be glad to know that he has made a complete recovery. He says that the weather at Ottawa during the session was the most severe for years, ranging from 25 to 30 degrees below zero.

HALIFAX PORT OF CALL FOR NEUTRAL SHIPS

(Special to The Guardian.) NEW YORK, Feb. 15.—The British Admiralty has designated Halifax as port of call for neutral ships leaving American ports instead of Falmouth, it was learned here today.

UNITED STATES FLAG IS ORDERED DOWN

(Special to The Guardian.) WASHINGTON, Feb. 15.—Official word has been received here that Brand Whitlock, United States Minister to Belgium, has been ordered by the German authorities to lower the American flag over the United States Legation at Brussels. While the news aroused a deep feeling in official quarters and admittedly added to the tension of the situation in Germany, it appeared doubtful whether there was ground for taking an action as Mr. Whitlock, while in Belgium, has practically only represented American relief work.

THE WEATHER. TEMPERATURE. TIDE, MOON, ETC.

TORONTO, Feb. 14. Generally fair, increasing to gales with snow and rain. The highest temperature recorded yesterday was 23 degrees above. At 9 a. m. it was 12 above; at 9 p. m. 20 above. The coldest the previous night was 2 above. The tide will be high this afternoon at 4.11, and tomorrow at 5.24; it will be high tomorrow morning at 6.46, and Sunday at 7.54. The sun sets this evening at 5.48, and tomorrow at 5.49; it rises tomorrow morning at 7.16 and Sunday at 7.15. The moon rises tomorrow morning at 3.12. The last quarter of the moon was on Wednesday, Feb. 14th, at 8.53 p. m. There will be a new moon on Wednesday, Feb. 21st, at 1.09 p. m. The length of today will be ten hours and thirty minutes.

COMING EVENTS ANNOUNCEMENTS. MEETINGS, ETC. *John McQuillan & Co., will pay the highest cash price for potatoes and will take them every mill day. 4448-2-16M11

Minard's Liniment cures gargle in cowl Minard's Liniment Cures Toothache.

DELEGATES RETURNED YESTERDAY FROM MISSION TO OTTAWA

Graphic Account of Interviews and Prospects Held Out for Developing the Industries of the Province. Specially Written for The Guardian.

The undersigned having visited Ottawa to consult the Dominion Government on matters of interest to the Province desire to make the following statement:— On our arrival we were met by Hon. Senators McLean and Murphy, Hon. Chas. Dalton, Messrs. A. A. McLean and D. Nicholson, M. P.'s, and Mr. A. A. Lefurgey ex-M. P., and discussed with them the different subjects the delegation had on hand. The first Minister seen was the Hon. A. E. Kemp, Minister of Militia and Defence, Mr. A. A. McLean introducing the delegation. After explaining their mission Mr. Kemp made arrangements with Mr. C. B. Gordon, Vice-President of the Imperial Munitions Board, to meet us at his office. Mr. Flavelle the Chairman being absent.

The delegation was graciously received by Mr. Gordon, and the object of their visit was fully explained. He admitted Prince Edward Island was justly entitled to participate in the munition contracts, and expressed surprise that we had not made a more determined effort at an earlier date, explaining that there were at all times large numbers from all parts of Canada continuously "sitting on the doorstep" seeking orders, and had we done likewise we would have received our share. Mr. Gordon explained to the delegation that they were not at the present allotting contracts for delivery beyond a date that would warrant a new concern undertaking the work. The initial cost of the necessary plant would entail a minimum expenditure of from fifty to seventy-five thousand dollars and could not be put in operation within four months. In the event of further contracts being granted for a date of delivery that would justify the establishing of a new plant, assurance was given that this province would receive first consideration, the firm of Bruce Stewart & Co., Ltd., being ready to undertake such work. It should be borne in mind that the Imperial Munitions Board is an organization appointed by, and acting under instructions from the British War Office and is wholly independent of our Canadian Government.

VISIT CHAIRMAN MUNITIONS BOARD.

The deputation feel that it is very necessary that the service to Pictou be maintained and as the withdrawal of this service will seriously affect eastern Nova Scotia, they suggest that those interested in Nova Scotia might cooperate with them in their endeavours to have this important service kept in operation. The delegation looked into the matter of the D. G. S. Stanley being withdrawn from the Island service and were informed that the services of the Stanley were required to release certain vessels loaded with food products for Great Britain that were all bound in certain ports on the south shore of Nova Scotia and as such is available for the Island service if required by the Railway Department.

ISLAND GLASS INDUSTRY.

Upon return from Ottawa recently Premier Matheson made reference through the press to the experiments being made by the Mines Department Branch of making glass from Island sand. The delegation visited this Department and had great pleasure upon being shown a sample of the manufactured article and were told that the quality was equal to the best produced in Belgium. Here again appears to be another great opportunity for industrial enterprise on the part of the people of our Province and may we venture the hope that upon being shown a large and successful glass manufacturing plant in operation financed by local capital.

MINISTER OF PUBLIC WORKS VISITED.

The next Minister to be waited upon was the Hon. Robert Rogers, Minister of Public Works, who received us in a most cordial manner. The questions discussed with Mr. Rogers pertained to the building of the Marine slip at Charlottetown, and the establishing of a ship building plant. The Honourable gentleman readily recognized the necessity of additional slip and ship repair facilities in Maritime waters in view of the increase in shipping that is bound to develop after the war, and promised this important matter would receive his support. He suggested that when the Marine Slip was built, local enterprise should undertake to establish a ship building plant. It was ascertained that a bonus of 25 per cent. was given by the Government on the capital expenditure on works of this nature. With the revival of ship building in Maritime Canada and the possibility of a bonus on tonnage in addition to the bonus above referred to as a result of the present agitation throughout the Dominion it is important that Islanders should lose no time in getting together all necessary information and make a determined effort to establish a ship-building plant. The advantages of such to the province are so apparent that we hope our people will take hold of this matter in earnest.

MINISTER OF RAILWAYS VISITED.

The Hon. Frank Cochrane was next seen and railway and transportation matters discussed. The questions of the construction of cars at the Government shops in Charlottetown was brought into it. It was pointed out to Mr. Cochrane the facilities we have here for such work and the advantages it would be to the province by way of giving employment to our mechanics who are now going to the U. S. A. for work and also utilizing the plant and equipment now lying practically idle. It was also demonstrated that the work could be done as economically and satisfactorily as at other Government shops. The Minister contended that he was doubtful if such could be done as the scale of wages paid would be the same as paid elsewhere and the transportation charges on raw material would be in excess of that to other points, which would make the cars cost at least that much more. It was pointed out to the Minister that the raw material could be brought here from

PENSIONS COMMISSIONER.

After consulting Mr. Rogers the delegation took up with certain officials of the Prime Minister's department the question of a representative for this Province on the Pension Board, and are pleased to report that assurance was given that such an appointment would be made.

C. P. R. CONNECTION.

On their return the delegation reported for a day in Montreal, and having in view the possibility of the steamer being withdrawn from the Charlottetown-Pictou route and looking to the future welfare of the Island arranged an interview with Mr. W. B. Bosworth, Vice-President of the C. P. R. The delegation thought that going to the C. P. R. now owning the Dominion Atlantic Railway in Nova Scotia the time was opportune to bring to their attention the great possibilities of our Island province as an ideal summer resort for tourists, besides it being a good general freight and passenger proposition for them to link up their great system by establishing connections with the Island via the Charlottetown-Bruce route. Whilst the C. P. R. as well as all other concerns of a similar kind, are not at present, owing to the high cost of labor and material due to war conditions, embarking on any new construction work, Mr. Bosworth was very much interested and stated that the only satisfactory plan would be a Car Ferry connecting their system between St. John and Digby and another Car Ferry between Charlottetown and Bruce thereby giving complete connection over their entire road without breaking bulk. The Charlottetown-Bruce, Digby-St. John route would give the fresh fish shippers a great opportunity to develop this important trade in the American markets; also the Bruce route to Boston via Yarmouth and then connecting steamers would bring the former place some 200 miles nearer than via Point du Chene, Moncton, St. John, whilst to Halifax via Bruce and Truro would be sixty miles shorter.

GERMANS ADMIT REPULSE.

(Special to The Guardian.) BERLIN, Feb. 15.—Via Sayvill, Feb. 15.—German troops in the region between the Serre and the River Somme in France yesterday withdrew from some of their advanced positions, says an official statement issued today by German Army Headquarters. The British have not the

SPLENDID WORK OF CANADIAN TROOPS

In Last Thirty Hours Carried Out Three Raids on German Trenches Bringing in Prisoners, Demolishing Enemy Works and Sealing Many Germans in Living Tombs.

(Special to The Guardian.) WITH BRITISH ARMIES IN FRANCE, VIA LONDON, Feb. 15.—From the staff correspondent of the Associated Press. The past thirty hours have witnessed three of the daily and nightly with the object of making life unendurable to Germans in the trenches. Two of the raids were conducted by the Canadians, who really invented the practice of trench raiding which has now spread throughout the British army. These raids, added to the steady progress of the British on both sides of the front, are evidence that the coldest weather of the war on this front has not stopped the constant worrying pressure that the British seek to exert upon the Germans.

Old soldiers say there is nothing quite so valuable as these minor operations for keeping the troops in pressing and injurious to the morale as the constant defensive which the Germans have endured all winter opposite the British lines. In this respect British are very unlike the French in their methods of winter warfare. The general programme has been one of unceasing bombardment punctuated by daily raids and minor attacks which brought in a constant stream of prisoners and inflicted heavy toll of casualties on the Germans. The French, on the other hand, prefer lying quiet in their trenches for long periods and then attacking suddenly on a wide front in sharp fire combats. The British have not the

FRENCH PENETRATE GERMAN SECOND LINE.

(Special to The Guardian.) PARIS, Feb. 15.—French detachments made an attack yesterday between the Oise and the Aisne and penetrated as far as the second German line.

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PREPARING TO RECEIVE BERNSTORFF IN HALIFAX

(Special to The Guardian.) HALIFAX, Feb. 15.—All arrangements are completed by the naval authorities in connection with the arrival of the steamer Frederick VIII. Under ordinary conditions she would arrive here tomorrow morning, but as it is understood she will only come in the harbor under cover of darkness, she is not counted upon to come in until tomorrow night. She will proceed up the harbor where examination will be made. Nobody will be allowed to leave the ship and none but officials will be allowed on board.

GERMAN SAILORS BROUGHT TO NEW YORK

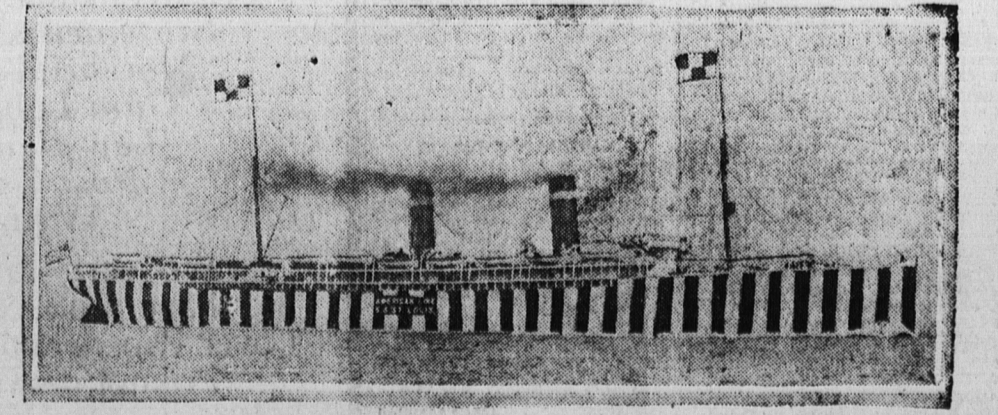
(Special to The Guardian.) NEW YORK, Feb. 15.—Seven members of the crews of German vessels tied up in the canal zone, arrived here today under guard on the Panama line S. S. Advance. They were sent to Ellis Island where their cases will be decided by a board of inquiry of the Department of Immigration.

BRITISH AIRPLANES BOMBARD BRUGES

(Special to The Guardian.) LONDON, Feb. 15.—Naval airplanes yesterday attacked the harbor and shipping of Bruges, says an official statement issued today. A considerable weight of bombs was dropped with most successful results. One of our airplanes was shot down by a Fokker. The pilot and observer were captured after having burnt their machine. A second Fokker was engaged and destroyed by an escorting machine at a range of fifty yards.

CONDENSED ADS. TOO LATE FOR CLASSIFICATION

SAUNSUME SAUSAGES MADE fresh every day from selected young pork. Saunders, Newsome & Co., Market Building. LOST—BUNCH OF KEYS, IN POST Office, on Friday 9th. Finder please leave in Post Office, Box 324. 4445-2-16M11 HORSES WANTED AT THE Highland Hotel, Charlottetown; some low set ones; express and heavy ones, young and sound. John Horne, 4449-2-16M11 Minard's Liniment cures colds &c. Minard's Liniment cures Croup.



HOW THE UNITED STATES LINER ST. LOUIS MUST BE PAINTED TO COMPLY WITH THE GERMAN ORDER This is what the American liner St. Louis would look like if painted as it is demanded that American vessels be painted in the German note. The St. Louis was due to sail from New York on Saturday but was detained for instructions from Washington. In the German note it is stated that only one steamship a week in each direction will be permitted to sail under the American flag between England and the United States. These vessels must follow a specified route and be painted as directed, with vertical stripes a bout on feet; they must carry large flags at each masthead of red and white checks and fly the American flag from the rear. They must brilliantly lighted at night,

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