

# THE DAILY NEWS

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DAILY EDITION

Monday, August 10, 1914.

It would appear that Germany has got off on the wrong foot. Her first play evidently was to induce Britain to stay out of the war. Then she likely banked heavily on Italy remaining true to the Triple Alliance. Now it turns out that those plans went wrong. Britain is already making strides for her throat and Italy has declared her neutrality, if indeed she will not join her foes. It would appear, therefore, that Germany is practically facing the world all alone, or with the assistance only of Austria-Hungary. Nevertheless she has mighty forces at her disposal, and she will put up a great struggle before she is overcome as overcome she will be, unless there is something radically wrong with all the rest of the world.

The existence of a European war is sure to throw a large number of men out of employment. As long as construction work proceeds in Prince Rupert, we are likely to feel the pinch much less than many other places less fortunately

situated. In the meantime all those out of employment should consider very carefully whether it would not be better for them to take to the land. Anyone who has a little money laid by ought to be able to get land along the railway line at a very reasonable price. Even those without capital could arrange with owners of land to secure it on extended payments on account of the value it would be to the adjoining property to have improvements done. It might be even possible to get owners of land to "stake" a rancher who meant business. The present is very opportune for a start for this fall would be required to get the land in order and a good crop would be assured for next year. In case the war should last for a considerable time, this is probably the best line to follow. Failing this, the unemployed should turn their attention toward fish. For this there is likely to be a good price and the question of licences will probably not be raised.

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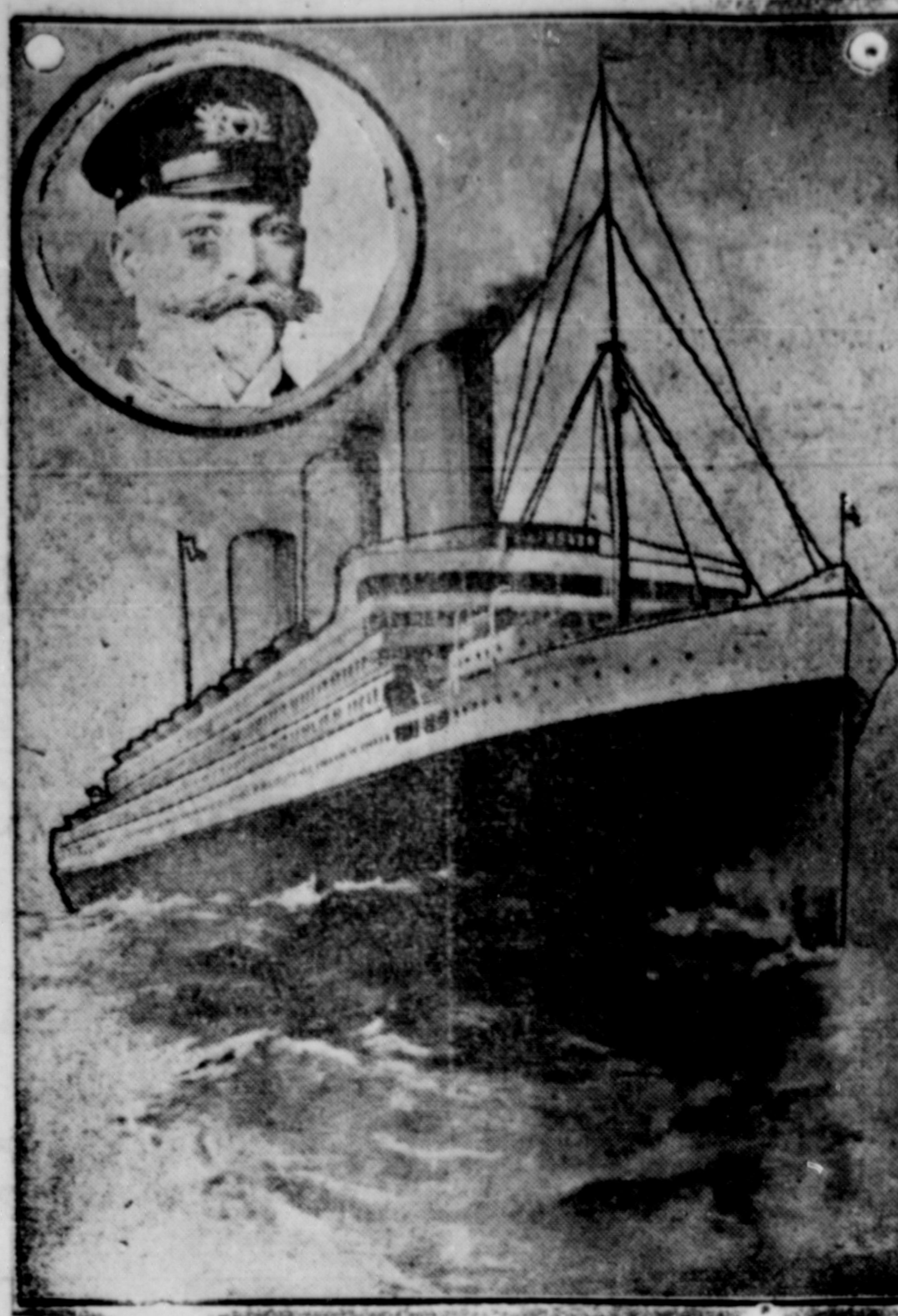
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## MOON MOVED TO OTHER SIDE OF THE SHIP CECILIE

DANCE WAS PROCEEDING ON BOARD VESSEL WHEN ORDERS TO TURN BACK TO AMERICA CAME TO THE CAPTAIN

Bar Harbor, Maine, August 8.—With a cargo of ten millions in gold and a million in silver consigned to French and English bankers, with an estimated value of five millions in herself, the Kron Prinzessin Cecelie has constituted probably the finest sea prize ever open to capture.

As she crept along the Maine coast and into the harbor under the cover of night each deck and every port hole was blanketed with canvas so that not a gleam of light betrayed her whereabouts. Her four stacks had been tipped with black paint so that she resembled an English steamship.

At one time capture seemed imminent. Captain Charles Polack reported on Sunday that he had intercepted a wireless message from one French vessel to another giving warning of the Cecelie's proximity, but under the protection of a fog the North German Lloyd liner escaped.

The Kron Prinzessin Cecelie left New York early last Tuesday morning bound for Bremen via Plymouth and Cherbourg.

She had 350 first class, 130 second class and 736 steerage passengers. About a third of the first class are Germans who failed to anticipate the war crisis whose sudden precipitation drove them back to America. Most of the others are Americans.

Friday night, while a dance was in progress, one of the passengers noticed that the position of the moon had unaccountably

shifted to the port side of the ship. Before the significance of this was realized the captain called the men into the smoking room.

"Gentlemen," he said, "war has been declared between England, France, Germany and Austria. We are going back to America. We have enough coal for our return home and it is my earnest hope that we shall not be intercepted by foreign warships."

There was nervous laughter, applause, oaths, protests, which gave way to apprehension as the seriousness of the situation became apparent.

Electric lights were turned off and the ship was covered from prow to stern with canvas. This smothered whatever beams of light escaped through chinks in the stateroom windows. In two days she would have docked at Plymouth.

A group of financiers on board offered to buy the ship and sail her under American colors. But to all proposals the captain replied that his duty was spelled by his orders from Bremen, which instructed him to turn back and save his ship.

There was a stampede for the wireless, but the captain announced that no message would be sent for fear of betraying the ship's location.

The American port which the captain would try to make was a matter for unlimited speculation. It was not until the passengers awoke on Tuesday in sight of the

green Maine hills that the liner's destination became certain.

For two nights, with her head and side lights extinguished, the Kron Prinzessin Cecelie plunged through fog with unrelenting speed and without sounding her foghorn.

Captain Polack said he was awaiting advice from his line's officers in New York.

"I can see no possibility of taking this ship to New York from here with safety," he said. "To avoid foreign vessels we should have to keep within the three-mile limit and to accomplish this the ship would have to be built like a canoe. We have reached an American port in safety and that was more than I had dared to hope. We have been in almost constant danger of capture and we can consider ourselves extremely lucky to have come out so well."

"I have not been acting on my own initiative, but under orders from the North German Lloyd in Bremen, and although I am an officer in the German navy, my duty has been to the steamship line."

Capt. Polack said later that he had decided to remain in Bar Harbor indefinitely.

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