

WENT TO NEW HIGH

Advance Accompanied by Further Strength in Grain and Cotton Markets.

New York, Feb. 20.—Leading European exchange today mounted to highest quotations in years.

Demand stilling for Brit's bills gold at \$4.30, a gain of 3-4 cents over the week-end.

Demand bills in Paris, Brussels and London centres were 10 to 17 points higher, but the German mark collapsed to the year's lowest of 44-100, or 6-1/2 points under last week's best price.

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MARINE NEWS

MOON'S PHASES. First Quarter, Feb. 19. Full Moon, Feb. 23. Last Quarter, Feb. 27. New Moon, Feb. 30.

TIDE TABLE. High Water at St. John's, N.B., Feb. 21, 1922.

Arrived Monday. St. John's, N.B., Feb. 21, 1922.

Cleared Monday. St. John's, N.B., Feb. 21, 1922.

Sailed Monday. St. John's, N.B., Feb. 21, 1922.

Radio Reports. St. John's, N.B., Feb. 21, 1922.

Steamers in Port. St. John's, N.B., Feb. 21, 1922.

Canadian Aviator—Long wharf, St. John's, N.B., Feb. 21, 1922.

Canadian Carrier—Long wharf, St. John's, N.B., Feb. 21, 1922.

Protector—No. 1, Sand Point, St. John's, N.B., Feb. 21, 1922.

Canadian Mariner—No. 12, Sand Point, St. John's, N.B., Feb. 21, 1922.

Brant County—No. 5, Sand Point, St. John's, N.B., Feb. 21, 1922.

Skanderborg—Pettigill wharf, St. John's, N.B., Feb. 21, 1922.

CUNARD ANCHOR-DONALDSON ANCHOR LINES

Canadian Services. HALIFAX-PLYMOUTH-CHEBROURGE AND HAMBURG.

MONTREAL TO LIVERPOOL. Mar. 10, Apr. 7, May 5, June 2, July 15, Aug. 12, Sept. 9, Oct. 6, Nov. 3, Dec. 1, 1921.

MONTREAL TO PLYMOUTH, CHEBROURGE AND LONDON. Mar. 13, Apr. 10, May 7, June 4, July 17, Aug. 14, Sept. 11, Oct. 9, Nov. 6, Dec. 4, 1921.

ANCHOR LINE. HALIFAX, LONDON, GLASGOW. Mar. 7, 1922.

ANCHOR-DONALDSON LINE. PORTLAND, HALIFAX, GLASGOW. Mar. 30, Apr. 6, 13, 20, 27, Apr. 4, 11, 18, 25, May 2, 9, 16, 23, 30, May 6, 13, 20, 27, Jun. 3, 10, 17, 24, 31, Jun. 7, 14, 21, 28, Jul. 5, 12, 19, 26, 31, Jul. 12, 19, 26, 31, Aug. 6, 13, 20, 27, 31, Aug. 13, 20, 27, 31, Sep. 3, 10, 17, 24, 31, Sep. 10, 17, 24, 31, Oct. 4, 11, 18, 25, 31, Oct. 11, 18, 25, 31, Nov. 1, 8, 15, 22, 29, 31, Nov. 8, 15, 22, 29, Dec. 6, 13, 20, 27, 31, Dec. 13, 20, 27, 31, 1921.

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BRITISH BLUFF CHASED RAIDER OFF THE OCEAN

Famous German Ship Prince Eitel Frederick Forced Into Newport News by English Freighter Cevic, Disguised as a Powerful Cruiser, Says Commander of the Turcoman in Port at Portland.

Portland, Feb. 18.—Unwritten stories of the World War are coming to the fore and the latest episode of the thankless struggle is given to the public today by Commander S. Bolton, S. S. O. R. D. R. N. R. of the White Star-Dominion liner Turcoman now in this port.

Today Commander Bolton, who was in the British Naval force for five years during the World War, the Prince Eitel Frederick, one of the most famous German sea-raiders, was forced to seek shelter and intern in Newport News by a ship armed with wooden guns, camouflaged as a cruiser, and which would have been an easy prey for the German raider.

Commander Bolton is authority for the information that the Prince Eitel Frederick was chased for several hundred miles by the steamship Cevic, a freight ship, which had been rigged up to represent a famous British naval cruiser. Believing that she was pursued by a craft manned by men of tremendous range and power the German sea-raider, which raised havoc with British merchant shipping during the early part of the war, finally went into Newport News to escape destruction.

With the Prince Eitel Frederick the news was sent broadcast that a British raider, which had been in pursuit of the German sea-raider, was cruising back and forth outside the three mile limit in wait for the Hun craft to venture forth. German agents were on "the job" and reported to the commander of the Prince Eitel Frederick that he was doomed to disaster if he ventured from the United States port. As a result of this information the commander of the German ship decided that he would intern his ship.

His decision ended the career of the Prince Eitel Frederick as a sea-raider, as she remained under the watchful eyes of the United States Government during the remainder of the war.

And the expression that he who laughs last laughs best is well exemplified when Captain Bolton makes an expose of the trick which resulted in the Prince Eitel Frederick's internment.

The White Star Cevic, a merchant ship, was equipped with wooden guns and other skippers fell the duty of going forth on the seven seas and out-guess the Germans. He followed the Prince Eitel Frederick for hundreds of miles, finally drove the dreaded sea-raider into what was then a neutral port and forced her to intern.

"I know that the story is absolutely true," said Commander Bolton because it was told to me by the commander of the Cevic. He spent many anxious hours while waiting for the Cevic to return to Newport News because he feared that the German sea-raider might decide to make a dash for it out in the open sea. Had the German sea-raider been in the open sea the Cevic, equipped with only wooden guns, would have been forced to "run for it" and it would have been the height of folly for the Cevic to have stood her ground and entered a neutral port with the armed German raider so it was with a sigh of relief that the skipper of the British ship finally received word that the Prince Eitel Frederick's commander.

Miller—No. 6, Sand Point. Mottoson—3, Sand Point. Batsford—2, Sand Point. Caltravona—McLeod's wharf. Langan—Coal Pocket. Maplewood—No. 14, Sand Point.

Shipping Briefs. The steamer Maplewood arrived in port yesterday afternoon from St. John's, Nfld.

The steamer Canadian Aviator will sail today for Glasgow.

The steamer Algeria arrived from Glasgow on February 17 for New York via Halifax. Her Halifax passengers include thirty-nine cabin and sixty-third class passengers and 147 pack-ages of mail for Halifax.

The steamer Scotia, which sailed from Liverpool on February 11, is due at Halifax. She has six cabin, twenty-three second class and sixty-third class passengers and 147 packages of mail for Halifax.

The steamer Brant County has finished loading grain at McLeod's wharf. She has shifted to No. 5 West Side to complete cargo and will sail about the middle of the week.

The steamer Manchester Brigades is due in port the last of the week.

The G.P.O.S. liner Scandinavia which sailed Sunday morning for Antwerp via Southampton and Havre carried 90 cabin and 135 third class passengers.

The steamer Manchester Corporation sailed yesterday morning for Manchester via Halifax.

The steamer Batholomew sailed early Sunday morning for Norfolk, in ballast.

The steamer Canadian Trooper arrived at Avonmouth from this port on Thursday.

The steamer Canadian Raider arrived at this port on Saturday, Feb. 18.

The steamer Corvian arrived at Southampton from this port on February 15.

The steamer Lord Downshire sailed from Ireland on Saturday for St. John's to land for Irish ports.

The steamer Melita arrived at Halifax from this port on Saturday and sailed for Liverpool Sunday.

The R. M. B. P. Chaler arrived at Halifax from this port on Sunday morning.

The steamer Madron Range sailed from Halifax for Liverpool on Saturday.

The next C. P. S. liner expected in port is the Minnedosa, which is due about Sunday of next week.

U. S. TROOPS ARE MOBILIZED ON MEXICAN BORDER

Washington Orders Garrisons to be on Alert for New Revolution.

Washington, D. C., Feb. 20.—American troops on the Mexican border, approximately 27,000 in number, have been ordered to hold themselves in readiness for immediate action, because of increasing unrest all along the border.

Orders to this effect have been issued by the War Department, which will continue to recruit units now there up to full strength. According to information received here, it is not believed the Mexican situation threatens a successful revolution against the present Obregon Government.

Reports are that Gen. Salvador Alvarado is in revolt in Yucatan and Gen. Carlos Green in Tabasco. Trouble in Chihuahua, recently reported, is not believed to be serious. Gen. Pancho Villa is still in possession of a potential guard and his loyalty to the Obregon Government is unquestioned. In spite of this belief the Obregon Government is not seriously threatened. It is clear the entire border is seething with unrest, with El Paso as the seat of revolutionary activity.

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