

GIRL IN DREADNOUGHT HOAX

Marine Honors for Sham Abyssinian Prince—Expensive Practical Joke Conducted by People of High Rank

LONDON, Feb. 14.—The details have just leaked out of a hoax played on the captain and officers of the great warship Dreadnought by five young men and a girl. The merry crew are all of high social position, one of them belonging to a noble family.

A well known firm of theatrical costumers was engaged to furnish four of the conspirators with costumes and makeups as Abyssinian princes, the girl being one of the four. The other three men were dressed up as an attack and an interpreter.

No expense was spared. The details of the costumes were correct to the minutest point. Gold chains, ornaments and real jewels of great value were worn. The triumph of the make-up was the thickened lips of the "princes."

After days of careful rehearsal and when they felt that no possible difficulty had been overlooked the leaders of the conspiracy sent a telegram last Monday to the commander in chief of the home fleet at Portland saying:

"Prince Makalin and suite will arrive at Weymouth at 4.30. Kindly make all arrangements to receive them."

The telegram was ostensibly signed by a high official of the admiralty. Travelling in a special saloon carriage, the party reached Weymouth and were taken in state to the Dreadnought, lying off Portland. They were received on board with all the honors, flags flying and marines standing at "present arms."

The interpreter and the attack played their parts magnificently. Wireless telegraphy, the big guns and the torpedoes were explained. Prince Makalin, when the inspection of the ship was finished, wished to confer a decoration on the officer conducting the party, but the latter had to refuse in conformity with the naval regulations. At last the prince, who was supposed to be in England arranging for the settling of his sons and nephews to Eton, withdrew with his suite, regretfully refusing a proffer of tea.

The Dreadnought, it is said, weighed anchor before the admiralty discovered the hoax from the foregoing account of it which is printed here today.

OTHERS READY TO BUILD VALLEY LINE

Mayor Chestnut Gives Premier Result of Ottawa Trip

Declines to be Interviewed on Matters Considered

Dr. Pugsley Corrects an Error Made by Conservative Organ

Experienced Railway Men Ready to Take Up Enterprise

FREDERICTON, N. B., Feb. 14.—Mayor Chestnut this afternoon met Premier Hazen and placed before him the Premier's result of his recent interview with the Dominion government last week at Ottawa, re the Valley Railway. His worship questioned after the meeting with the Premier, said that he could not say anything at the present time as to what transpired, or as to the matters considered. He requested your correspondent to forward the following to The Sun which explains itself:

I am in receipt of the following telegram from Hon. Mr. Pugsley and would ask you to publish the same in your columns. I may add that his version is entirely correct. There was no suggestion that there should be any variation in the terms proposed by Mr. Hazen for operation by the Intercolonial.

Ottawa, Ont., Feb. 14, 1910. C. Fred Chestnut.

FREDERICTON, N. B.: Am surprised to observe in Standard an Ottawa dispatch and editorial based upon the idea that I had suggested to you a modification in the scheme for operation of the St. John Valley road by the Intercolonial. Kindly take the necessary steps to correct this error. You will, I am sure, agree with me that I never suggested such a thing, but my statement to you that I was informed that experienced railway men were prepared to take up the enterprise meant simply that they would take over the St. John Valley Company and build the road to the specified standard for the guaranteed bonds and Dominion subsidy, leaving the matter of operation by the Intercolonial as proposed by Premier Hazen.

(Sgd.) WILLIAM PUGSLEY.

TELLS STORY OF DISASTER

Marcel Rodet, Only Survivor of Chansy Wreck, Talks

CIUDADELA, Balearic Islands, Feb. 14.—Marcel Rodet, the sole survivor of the steamer General Chanzy, which was wrecked Thursday on a reef off the island of Minorca, told a thrilling narrative prior to his departure for France this evening, of the terrible experiences of the steamer and those on board.

When the Chanzy left Marseilles she encountered a rough sea and north-easterly gale. The passengers were not apprehensive, however, and all retired on the night of the disaster. In the middle of the night, however, a storm sprang up. At five o'clock the next morning I was awakened by a splitting crash, as if the ship's flank had been torn on a ledge. I dressed partially and hurried out, and saw the sailors were trying to reassure the passengers, but their words had no effect on the crowd of men and women, many of whom were dragging children.

"The darkness added terror to the frightful scene. Enormous seas were breaking over the steamer. One sea ripped off a railing to which a score of women and children were clinging. Their shrieks as they disappeared were drowned by the roar of the storm.

"I saw that it was death to remain, and being an excellent swimmer I allowed myself to be carried off by the next wave. At the moment the sea swept me shoreward, the air was rent by a violent explosion, the wreckage shooting over my head. I turned to look, but the general confusion had disappeared. The horrible confusion was soon ended and the cries followed, the beating storm alone remained. Evidently I lost consciousness, for I remembered no more until I came to the rocks."

FOLLOW EDITORIAL HIS DECISION.

Doctor—Now, McTavish, it's like this; you've got to stop the whisky or lose your eyesight—and you must lose.

McTavish—Ay, well, doctor, I'm an old man now, and I've thought I've seen about everything worth seeing.



NEW YORK, Feb. 14.—Naming as co-respondent a Salvation Army captain, suit was brought in the Supreme Court by John C. Cogan, a wealthy manufacturer of Greenpoint, L. I., for an absolute divorce from Mary E. Cogan. The Cogans were married sixteen years ago and have three children, the oldest being a girl fifteen years old. In his petition, filed by Thomas W. McKnight, a lawyer, of No. 277 Broadway, Cogan declares that his wife became interested in the work of the Salvation Army a year ago and joined the order. He did not mind this, he says, but while a member of the organization she met a man named D. Lambroski, a candy manufacturer, who had the title of captain. The two were much together.

MISS DALY TO WED HUNGARIAN COUNT

Youngest Daughter of Late Marcus Daly to be Bride of Anton Sigray on March 29

NEW YORK, Feb. 14.—The engagement is announced of Miss Harriet Daly, the youngest daughter of the late Marcus Daly of Montana and New York and Mrs. Daly, to Count Anton Sigray, the present head of an old Hungarian family of that name.

Count Sigray will arrive here on Feb. 24, accompanied by the Marquis Lavinio, who will be his best man. The wedding will take place on March 29. As the count is a Catholic and will make no change in her religion, the ceremony will be performed at the residence of the bride's mother, 725 Fifth Avenue.

Count Sigray is a magnate of Hungary and a hereditary member of the upper house. Both of his parents are dead, his father having died some years ago. He has two older sisters, one being the Marquise San Mazzano, who married an Italian and lives in Rome, and the other, the Baroness Schel, who lives in Hungary.

The Sigray family is one of the oldest and wealthiest families in Hungary and holds many important positions. The count himself is a large land owner, and his fortune is quite equal to that of Miss Daly, who is one of the richest heiresses in this country.

At the wedding of Count Szechenyi and Miss Gladys Vanderbilt two years ago Count Sigray acted as best man, and it was there that he met Miss Daly.

Miss Harriet Daly made her debut three or four years ago. She is the youngest of three daughters of the late Marcus Daly and Mrs. Daly, with whom she lives. Her two older sisters are Mrs. H. Carroll Brown of Baltimore and Mrs. James W. Gerard, wife of Judge Gerard of this city.

Miss Daly is a handsome brunette, and a musician. Since her debut she has appeared with success in the various tableaux arranged for charity, and has been much admired for her charm and countess will sail for Hungary.

DECLARES PEARY IS AN EGOTIST AND BRAGGART

Osborn, Secretary of Arctic Club, Writes Letter Approving of Naval Committee's Action

WASHINGTON, Feb. 14.—Denouncing Robert E. Peary, the polar explorer as a "selfish egotist" and a "braggart," Captain E. S. Osborn, secretary of the Arctic Club of America, has written a letter to the sub-committee of the public naval committee approving the latter's action in voting down the proposition to make Peary a rear admiral. The committee has received a large number of letters, some condemning the distinguished achievement of Mr. Peary, refused to be actuated or influenced by "fanatical sentimentalism."

Another letter from Boston attacks the committee for its course and says: "Your amazing statements about Lieutenant Peary seem incomprehensible. All nations are waiting on the United States by courtesy before showering honors on Peary. He has been knighted for finding Uranus, a thousand million miles further away from the North Pole and many thousands more 'useless' by your code."

"To have given this selfish egotist, this braggart, the rank of a rear admiral would have been a foul blot on the records of congress and an insult to the navy of the United States. It would have disgraced millions of our citizens who have no confidence in this alleged pole hunter and Arctic fur trader and story teller, who for nearly a quarter of a century has been living off the people and selling under a naval rank to which he had no legal

INTERESTING BUDGET FROM THE TOWN ACROSS THE BAY

Three Young Foreigners Charged With Burglary Are Given a Preliminary Hearing

(Special to The Sun.) DIGBY, Feb. 14.—The three young foreigners, Bortello Gaetano of Italy, Kirest Eugene of Switzerland and Maurice Faivre of France, charged with burglarizing the summer residence of A. D. Donnel and Rev. L. S. Osborne, were given a preliminary hearing in the police court today. The magistrates appointed Joseph A. A. Cullen as interpreter for the three unfortunate young fellows, neither of whom could speak or understand English. They were committed for trial and will probably be tried this week before Judge Pelton under the Speedy Trials Act instead of waiting for the supreme court in June.

The funeral of the late Mrs. Raymond, wife of Captain James F. Raymond, retired shipmaster, was held Sunday afternoon. Services at the house and grave were conducted by Rev. A. J. Archibald of the Baptist church, of which denomination deceased was a life long member. Of a

quiet, charitable disposition, Mrs. Raymond was a lady held in the highest esteem by the community. She was the mother of a large family, but, besides her husband, only two sons survive, Stewart, retail grocer here, and Archibald, motorman on the Boston elevated. Mrs. Raymond, who was seventy-five years of age, was a Miss Crosby and born at Hebron, Vermont.

A party of Yarmouthians, Irving A. Lovitt, Guy Burrill, Donald Burrill and Charles Sherman, came to Digby today to take passage on the St. John boat en route to Cashmere, state of Oregon, their future place of abode. Mr. Lovitt has invested heavily in real estate on the Pacific slope and with the other members of his party intends to develop the same. A carload of his personal effects, including his automobile, was shipped all rail via Halifax and will arrive today with the party here today to accompany her husband as far as St. John only. Later on she will join him in Cashmere.

TURNING POINT FOR SISTER CITY

Halifax as Naval Base

MR. BOAK HERE

Prominent Business Man Has Great Faith in Proposed Move

GEORGE E. BOAK, one of the best known financial men of Halifax, passed through the city last evening en route to Boston.

Speaking of the Dominion government's decision to make Halifax the Atlantic base of the Canadian fleet, with a naval college, barracks and naval dry dock, Mr. Boak said he believed that the move meant the turning point from which Halifax would go on to immense commercial prosperity. The creation of a naval base at Halifax, although it would bring a great deal of money there, did not mean so much by itself as it did in the way of an indication that the commercial dry dock and shipbuilding would come there. The two together would increase every branch of business to a great degree and would be a great drawing power for new industries.

NEW YORK, Feb. 14.—Frederic Meadows, of Toronto, tonight in one of the greatest indoor professional running races ever seen in this country. His time, 1 hour, 21 minutes and 24.1 seconds, however, is 0.1-5 seconds behind his own world record, made last week at Toronto. He was never beaten before.

The starters were: Hans Holmer, Halifax; Fred Meadows, Guelph, Ont.; Gustave Lundstrom, Sweden; Percy Sellen, Toronto; and Charles Mueller, New York.

Meadows established himself as champion of the world at his own distance. Lundstrom, who pressed him hard at Toronto, finished second again, but never was in the running with Meadows, who took the lead at the outset. Across the Indian, finished a poor fifth, two laps behind Crowl, fourth, who in turn finished 1-2 laps behind Sellen, third. Meadows was two laps to the good at the finish, or his time might have been better.

Cutting out meat ought to insure the Easter bonnet.

LARGEST IN ITS HISTORY

Splendid Year for N.S. Company

ANNUAL MEETING

Profits of Steel and Coal Company \$907,949.06 During Year

MONTREAL, Feb. 14.—A meeting of the board of directors of the Nova Scotia Steel and Coal Company, Ltd., was held today at the Windsor Hotel, President Robert E. Harris, presiding, with whom there were present Hon. Jas. McGregor, vice president, Hon. Robert Jaffrey and Messrs. Robert Reford, J. W. Allison, Jas. C. McGregor, W. D. Ross, R. B. Chambers and Thomas Cantin, second vice-president and general manager.

The general manager's report reviewing the business of the past year was submitted and showed that the volume of business was the largest in the company's history. The president submitted the statement of assets and liabilities, and profit and loss account, and the directors reported on the shareholders, showing the profits for the year 1909 to be \$907,949, as compared with \$734,701.53 for the previous year, an increase of \$173,247.47.

Other gratifying features of the report was the fact that the sum of \$184,453 for premium and commission on redemption of old and new issues of bonds has been paid out of the profits of the year. This is regarded as a very satisfactory showing. Other features that call for more than ordinary attention is the fact that cash in bank is \$907,929 and bills payable and cash advances is now reduced to \$907,458, compared to \$989,109 last year. This is there is almost half a million better showing than a year ago. This is made up of cash in the bank and reduction in bills payable.

On Wednesday evening a meeting of the executive of the Exhibition Association will be held to pass the estimates. This matter will be thoroughly discussed at the meeting, in order that Manager Good and the members of the executive may know exactly the financial standing of the Exhibition Association.

HAMILTON, Ont., Feb. 14.—The doctors here are much interested in a case at the Maternity Hospital, where a woman gave birth yesterday to a child without arms or legs.

Rev. Father Morrissey

'Father Morrissey's No. 10'

Cures Coughs, Colds and Lung Troubles.

Father Morrissey's remedies have been known for years throughout the Maritime Provinces, and thousands testify to the remarkable cures they have wrought.

The very same remedies, with all their healing virtues, are now on sale throughout the Province of Quebec.

The "Lung Tonic," commonly known as "Father Morrissey's No. 10," is one of the best remedies ever put up for Coughs, Colds, Bronchitis and lung troubles of all kinds. It removes the mucus, quickly drives away the inflammation and congestion and heals the membranes, leaving them stronger than before and better able to resist disease.

"No. 10" is absolutely free from Opium, Morphine or any harmful drug, and is perfectly safe even for babies.

Trial size 25c. per bottle. Regular size 50c.

At your dealer's.

Father Morrissey Medicine Co. Ltd. Chatham, N.B.



EM WONDER

their foundation—greater safety, the original construction on this to a breaking or on an English when you catch they are laid full consciousness are dependent unworthiness. In-rail in place by the and left of it the underneath, a metal casting set. This casting the tie and the bolted into the rted in every two nigh in this way by space, and ere that even if the rail would be only objection method of laying t this case should why not in Canada, where each gines and freight

a single passenger to three compartments is of the will reach your in one as in the erences. In the nt the upholstery pleasing in the its color scheme, at only foot and class, but of quite true. Yet, your money when in third class is a neat. The system class distinctions, longer travel as comfortably as first class, but he into contam- with common persons who every a question as to or as to a train y in a third class as sacred respect- loquacious travel- superior persons ouble fares. as most pos- ne cents per mil- ore for his money continent at three great thing is that ively on time that it the timetable, to boll three min- Of course, they con- ters to contend sals which disturb but even our win- it all. The right sager to the space fort in travel is n a compartment ber of passengers as a rule nobody nter, nor will he has his ticket, the railway answer where he is to sit. a man who comes rior does not now that the man sit on his lap or they put on an- in up another train The square foot ent passenger gets greater than with a coach into com- sible down the side one coach will not many passengers Of the same size they adopt our rail- land? They may perhaps, to the ex- tend class compart- but it is very un- adopt ours.

en Cry for Fletcher's CASTORIA



Children Cry for Fletcher's CASTORIA