



BRITISH ADMIRAL SAYS

ROYAL NAVAL CLUB,
 Portsmouth, England.

To the Zam-Buk Co. Dear Sirs,—I have found Zam-Buk most reliable for healing cuts and abrasions; while for the relief of skin-irritation it is invaluable. (Signed) RODNEY M. LLOYD, Admiral.

ENTIRE CREW PRAISES ZAM-BUK

From Admiral to stoker, all grades of service praise Zam-Buk. "Stoker Kingsnorth, of H.M.S. 'Cochrane,'" says—"I slipped and fell on an exhaust steam pipe, which fairly frizzled the skin on my arm. At once the ship's surgeon dressed the burn, but the injury would not heal owing to a lot of dirt from the pipe causing blood-poison. I was in fearful pain and didn't know how to get ease. For weeks I remained under treatment, but the ordinary ointments proved no good. Indeed, I got worse. I therefore obtained a supply of Zam-Buk and almost as soon as this was applied I got ease. From the very first application, healing commenced; and a few boxes of Zam-Buk healed my wound completely."

Zam-Buk cures eczema, stercor, abscesses, ring-worm, bad leg, various insect bites, cold sores, chapped hands, babies' sores, etc. All stores at 25c. per post free from Zam-Buk Co., Toronto, for price.

FREE TRIAL BOX will be sent on receipt of this advertisement and 1c. stamp for postage.

USE ZAM-BUK

The Parker Trial.

(Continued.)
 YESTERDAY AFTERNOON'S PROCEEDINGS.

Dr. J. S. Tait, who visited the scene of the tragedy in company with the Inspector General and Detective Byrne, gave evidence as to the cause of the death of Ethel and Douglas Chafe, who, he said, met death by being struck by a motor car at the Goulds on the afternoon of August 26th, 1917. Dr. Thos. Anderson, who was also at the scene and assisted in the post-mortem, concurred in the statements made by Dr. Tait.

Serjt. Byrne was again called and in giving evidence said: "I found this piece of paper under the mud-guard of the car and on it were signs of blood. The road from the scene of the accident to Doyle's Bridge was in apparently good condition. There is no change in the road other than a small bridge which has since been taken up. On going to Doyle's Bridge I found a piece of wood broken fresh from the rail on the left hand side of the bridge, coming to town. I noticed at the time the trail of the wheels of the car came close to the rail of the bridge. From the measurements of the wheel I judged the hub of the wheel must have struck the rail. I measured 180 paces (about 160 yards) from the bridge to the scene of the accident. I came back to the scene of the accident and the Inspector General told me to go and find Parker and arrest him. About 10 minutes to 5 I left for Brennock's; I arrived there about 8 o'clock. I asked if there was a volunteer in the house. Someone said yes. I found Serjt. Major Gardner. He told me Parker was in the house. I next saw Mrs. Brennock, who showed me upstairs and pointed to the room in which the accused was resting. He lay across the bed face downward, his legs drawn up. I called him and caught him hold by the shoulder and said: 'Jack, Jack,' the accused rubbed his eyes for a few seconds and threw himself back again on the bed. As he did so, Gardner said, 'Jack, Detective Byrne wants you.' About the same time I caught hold of him and he got up. I was under the impression that he was under the influence of drink. We came out of the

house and got into the motor car, and Parker took out a cigarette and asked me for a match. I said, 'Put that in your pocket; do you know the woman is dead?' We stopped in front of Mr. Chafe's house while Mr. Sullivan was speaking to Mr. Chafe. I should say that Parker was sobered before I left him, which was about 15 minutes after. I did not put him under arrest in a formal way as I did not think he was in a fit state to understand me. I remained there till midnight and instructed Dodd to take charge of the car."

Cross-examined by Mr. Higgins: "The car was given over to Dodd and was to remain in his possession till an order from the Court asking for it would be given. I expected to find a drunken man on going to Brennock's. Parker's position in the bed was an unusual position, with his face resting on the back of his hands. The impression that I had that Parker was under the influence of liquor before I saw him, helped me to believe that when I saw him lying on the bed at Brennock's he was under the influence of liquor."

At 3.50 o'clock by arrangement of the counsel and by consent of the Bench, recess was taken till 8 p.m. in order to allow the Jurors to visit the scene of the tragedy and also inspect the damaged car, which is being kept at Dodd's Garage.

LAST NIGHT'S PROCEEDINGS.
 After returning from the scene of the tragedy and visiting Dodd's garage, where Parker's car is kept, the Jury took their seats in court at 8.10 p.m.

Dr. J. Clarence McDonald, house surgeon at the General Hospital, was called on and being examined by Mr. McNelly testified as follows:—"I was passing Brennock's on my way home when someone told me of an accident. I then proceeded to the scene where I saw the body of a woman in an express wagon. I also saw the children in a house. I examined them but found there was nothing I could do for them immediately. I met Dr. Braham. We went to the house where the woman was, but when we arrived she was dead. I saw Parker. He walked up to me and said: 'This is a terrible accident. Doctor.' I said: 'It cannot be helped now.' I could not say if the man was drunk or not; he walked straight."

Joseph Cocker, motor engineer of 19 years' experience, who was called by the Crown to give expert evidence on motor cars in general and particularly the class of car owned and driven by the accused, testified as follows: "I have a repair shop and am acquainted with the Hudson Car. I know Parker's car. (Witness here leaves the witness box and standing in front of the jury with photos and diagrams of the Hudson Motor Car, describes the different parts of its engine and how it is operated.) A car being driven through the streets of the city would be going at the proper speed if making only 15 miles an hour. A car going at 10 miles an hour is certainly going at a slow rate. I know the capabilities of Parker's car. I haven't driven the car to say what it can do, but if properly driven it should do 40 miles an hour. I have had considerable experience as a driver. Going at 15 miles an hour I could stop the car within ten feet or within two-thirds of the length of the car, if properly handled. Going at 25 miles I would bring up the car on a level road within 15 feet, but that mainly depends on what pressure you put on the foot brake."

Cross-examined by Mr. Higgins: "In pulling up a car within ten or fifteen feet at the speed given it is necessary

that you apply the hand brake as well as the foot brake. When applying the hand brake one hand would be free to use the wheel. In changing speed of Hudson car the left hand would be free."

Mr. Cocker's evidence concluded, Mr. McNelly, Crown Prosecutor, asked leave to call Mr. F. W. Bradshaw but was refused permission by the Bench on the ground that his evidence in connection with the condition of Serjt. Major Gardner had nothing whatever to do with the condition of the accused. This finished the case for the Crown and at 9.30 adjournment was taken till 10 o'clock this morning when the case for the defence was commenced.

THIS MORNING'S PROCEEDINGS.
 The Court opened at 10.15 o'clock. Mr. Higgins, Counsel for the accused, addressed the Jury.

Frederick Dodd was called to give evidence, and on being examined by Mr. W. J. Higgins, said:

I am the proprietor of a garage and driver with about 14 years' experience. I was coming from Bay Bulls, and arrived at the scene of the accident about quarter of an hour after it happened. I just took a casual look around and did not notice much. The car was stopped. The side brake was on. I spoke to Mr. Cocker about the car and he spoke to Mr. Sullivan about having it removed. On driving the car to town I found the steering gear very stiff. I had trouble with the top gear. I drove about ten miles an hour owing to an odd wheel being on the car. I had that car in my hands for the past two years and had trouble with the gear box before. Last year the connecting rods had a habit of dropping down. I made an examination of the car on the 6th of September in company with Mr. McNelly and made a written report for the Inspector General. I found the steering gear very stiff. I found the clutch was slipping. The side brake locked the right hand wheel. The brakes should apply on both wheels equally. They were not working as originally fitted. They were out of order. I had the same trouble with the top speed, which was slipping out of engagement. Mr. McNelly, Detective Byrne, Mr. Silverlock, Mr. Parsons and myself were in the car on the examination. We went a distance of about four miles.

Cross examined by Mr. McNelly, he said, the clutch was slipping (here witness explained plans of Parker's car to Jurors). For the past two years I have repaired Parker's cars. Car was in good condition when I put it out in May last. It was capable of going 40 miles an hour on a good road. It would take a distance of 150 yards to bring the car up when going at 40 miles an hour. It would be dangerous to drive that car at 40 miles an hour. If car was driven at 25 miles an hour it would take 100 yards to bring it up. If going at 15 miles the car could be brought up in about 30 or 40 feet. The car weighs about 3,500 lbs. When travelling 25 miles an hour and within 100 yards of an object the car could not be stopped within that distance. The ordinary speed of a motor car on a country road is from 18 to 25 miles. If a car was going at a rate of 18 miles an hour on a properly level and straight road I would risk looking off the road for five seconds but would first take a glance at the road ahead. I do not know when Parker commenced driving. I went over the Portugal Cove Road with Parker last year. We were going at the rate of 15 miles, which Parker said was reckless driving. I have deduced from my own experience Parker was not a reckless driver. I put in four years learning my trade in motor factories.

Richard Silverlock, proprietor of a garage on New Gower Street, with about 18 years' experience as a motor engineer, said: I had one run in Parker's car which was at the time of the examination on Sept. 6th, in company with others. The gear box was in apparently good condition. I drove the car but found it uncomfortable; it had a tendency to turn to the right. When going on high gear she slipped out of gear. The brakes were poor. I would not say they were absolutely as far as I know bad. There was nothing deranged as far as I know.

WOMAN HAD NERVOUS TROUBLE
 Lydia E. Pinkham's Vegetable Compound Helped Her.

West Danby, N. Y.—"I have had nervous trouble all my life until I took Lydia E. Pinkham's Vegetable Compound for nerves and for female troubles and it straightened me out in good shape. I work nearly all the time, as we live on a farm and I have four girls. I do all my sewing and other work with their help, so it shows that I stand it real well. I took the Compound when my ten year old daughter came and it helped me a lot. I have also had my oldest girl take it and it did her lots of good. I keep it in the house all the time and recommend it."—Mrs. DEWITT SINCEBAUGH, West Danby, N. Y.

Sleeplessness, nervousness, irritability, backache, headaches, dragging sensations, all point to female derangements which may be overcome by Lydia E. Pinkham's Vegetable Compound. This famous remedy, the medicinal ingredients of which are derived from native roots and herbs, has for forty years proved to be a most valuable tonic and invigorator of the female organism. Women everywhere bear willing testimony to the wonderful virtue of Lydia E. Pinkham's Vegetable Compound.

Joseph Cocker, motor engineer of 19 years' experience, who was called by the Crown to give expert evidence on motor cars in general and particularly the class of car owned and driven by the accused, testified as follows: "I have a repair shop and am acquainted with the Hudson Car. I know Parker's car. (Witness here leaves the witness box and standing in front of the jury with photos and diagrams of the Hudson Motor Car, describes the different parts of its engine and how it is operated.) A car being driven through the streets of the city would be going at the proper speed if making only 15 miles an hour. A car going at 10 miles an hour is certainly going at a slow rate. I know the capabilities of Parker's car. I haven't driven the car to say what it can do, but if properly driven it should do 40 miles an hour. I have had considerable experience as a driver. Going at 15 miles an hour I could stop the car within ten feet or within two-thirds of the length of the car, if properly handled. Going at 25 miles I would bring up the car on a level road within 15 feet, but that mainly depends on what pressure you put on the foot brake."

Cross-examined by Mr. Higgins: "In pulling up a car within ten or fifteen feet at the speed given it is necessary

far as I could see. I also found the steering gear to be very stiff. Cross-examined by Mr. McNelly. I served my time as a motor engineer at Kingsley, Yorkshire. In testing Parker's car I got 25 miles out of her. In pulling her up she could be stopped within a distance of say, 40 yards. I did not stop the car but could have done so within a distance of 5 yards further. If going at 15 miles the car could be pulled up within a distance of 15 yards.

Geo. Parsons, proprietor of a garage on King's Road. (Examined by Mr. Higgins.) I have been connected with motor cars as a driver for 14 years. I remember the day of the tragedy. I reached the scene at about 6.45. I examined the car as a garage man naturally would. One of the headlights was lit. The accelerator was jammed down. The engine was not running. I did not examine the brakes. The throttle on the steering wheel indicated an ordinary rate of speed. I made an examination on Sept. 6th for the Inspector General and reported to him in writing. I found the steering gear very stiff and impossible to steer with one hand. The car would steer readily to the left but not to the right. The car had a tendency to jump from high to second speed. It was very hard to get a supply of air. I could not get the car over 25 miles an hour, as when she attained that speed she would drop back again.

Cross-examined by Mr. McNelly. (Witness here gives further technical explanations.) If the car was being steered with one hand it would have a tendency to leave the road. On Sept. 6th adjournment was taken till 2.30 o'clock, when Private John Parker will give evidence.

McMurdo's Store News
 FRIDAY, Oct. 19, 1917.
 We have a place here for a strong boy 14-16, to do errands and make applier general. I found the stevedores, and offer good wages to the right boy.

Among new arrivals we note a consignment of McMurdo's Hair Dye. This is the original recipe which has given such satisfaction in the past. Almost Toilet Lotion is coming to the front as the fall season advances. Many people are finding it valuable to keep the skin soft and smooth and preserve the complexion. Men use it after shaving with the best results. Price 50c. a bottle.

From Cape Race.
 CAPE RACE, To-day.
 Wind N. light, weather fine; a large number of schrs. passed in this a.m. Bar, 29.95; ther. 45.

Here and There.
 When you want Minceed Collops, try ELLIS.
 PERSONAL.—We are pleased to learn that Mrs. P. T. Butler, proprietress of the International Restaurant, Water Street, who has been seriously ill, is very much better and her speedy recovery is now looked for.

When you want Sausages, why—get ELLIS; they're the best.
 GOOD FISH MARKET.—According to a late communication to the Board of Trade, the fish market continues active at Oporto and the demand good. Prices are being well maintained.

A meeting of the Farmers' Union will be held in the British Hall on Tuesday next, at 12 o'clock, noon. Business important. E. J. COWAN, Sec.—oct19,2i

DIED.
 On the 17th inst., Clifford, darling baby of William and Laura Gorman, aged 6 months. Sydney and Canadian papers please copy.
 This morning, William Anthony, of Combing, Devonshire, England. Funeral at 2.30 p.m. on Sunday next, from the residence of E. J. Berrigan, 209 Gower Street. English papers please copy.

Notice!
 Ship Building Bounty!

I am instructed by the Government that it is their intention to submit to the Legislature at its next session a Bill to limit the class of vessels entitled to Bounty from the Government under the present Shipbuilding Bounty Law. Hereafter Bounty will be payable on vessels not exceeding 120 tons gross measurement. Vessels exceeding 120 tons gross will not qualify for any Bounty whatever. It is intended that the Regulations shall apply to all vessels of which the keel has been laid at the date of this notice; but all vessels, the keels of which are not now laid, shall come within the scope of the proposed new Regulations, and shall not be entitled to Bounty when the vessels exceed 120 tons gross measurement.

J. G. STONE,
 Minister of Marine & Fisheries.
 oct19,17

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A Get-Your-Money-Back Sale

OF
BOYS' SUITS.




HERE IS OUR STORY:
 We have between
200 and 300 Boys' Am. Suits,
 in
Tweed, Serge and Corduroy,
 Mostly Norfolk style, with two pairs of Pants. These must be sold within the next ten days to make room for our large stock of Boys' Overcoats.

These Suits run in sizes to fit boys from six to sixteen years, and at present would be good value at \$9.00 to \$12.00.

Our Special \$8.75.
 Sale Price: \$8.75.

Then, as a special inducement to clear these Suits in a hurry, we offer to return your money on every tenth Suit sold.

We are safe in saying that this is the most novel offer ever tendered in the city.

HURRY UP AND GET TO THAT BUSY LITTLE CORNER STORE—YOU MAY BE THE TENTH.

Strictly Cash. Absolutely No Approval.



ESTABLISHED 1875

MARVELLOUS Value.

Girls' Dainty White Felt
Crusher HATS

With Patriotic Bands.
Newest Styles, Exceptional Value

85c. each.

Also, a New Selection of American and British Made Millinery Trimmings, in Flowers, Wings, Mounts, etc. Just the time for renewing your Autumn Millinery.

S. MILLEY

Advertise in "The Evening Telegram."