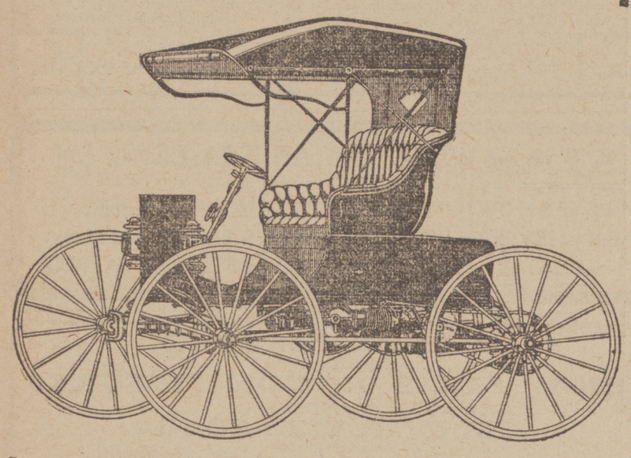
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Model HH - $550.



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Second, because it has a double cylinder, 12-14 horse power motor, that can push this carriage through mud, sand, wash-outs and snow-drifts, and up hills, that a horse would balk at.

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This Motor Carriage runs from 3 to 25 miles an hour—and

Will Travel 30 Miles On One Gallon Of Gasoline.

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Write for 1909 catalogue, showing the entire line of Tudhope-McIntyre Motor Vehicles.

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12

JURY RETURNS A VERDICT OF ACCIDENTAL DROWNING

Conflicting Evidence is Given at Inquest Into Death of Frederick L. Robinson—Life Belts are Recommended on Yachts

At the coroner's inquest into the death of Frederick L. Robinson, held at Westfield on Saturday afternoon, after hearing some rather conflicting evidence the jury rendered a verdict of accidental death.

Louis G. Sinclair, the first witness called, described the circumstances at the time of the accident. He said that he heard some one from aboard the yacht Fei Yuen sing out a warning before the yacht struck his boat. The cry was that they were going to strike. Robinson went forward on the port side.

Mr. Sinclair said he heard some one enquire if the anchor of the yacht was broken but was informed that it was not. A cap which had dropped overboard drifted toward the salmon boat and the witness asked Robinson to secure it. The latter got the cap with a pike pole and gave it to Sinclair. A few seconds later the witness heard a splash and saw Robinson in the water.

The boat hook was too short by four or five feet to use in reaching him and the witness then went into the water in an endeavor to rescue his friend. He carried him to within thirty feet of the end of the wharf but was compelled to drop him. He did not see efforts made by those on the Fei Yuen.

George Jenkins, of the customs, said he heard the Fei Yuen hit the salmon boat a number of times and saw Robinson in the water. He did not notice any effort by those on the yacht to render assistance.

Geo. A. Law told of the facts leading to the sad occurrence. He saw the splash and considered that some one had fallen overboard. He saw a boat put out from the Fei Yuen to the rescue but the boat did not reach the scene of the accident in time to be of any service.

Claude F. Cassidy was the next witness called. He said he was working at repairs to his own boat. He noticed the Fei Yuen strike the salmon boat and it struck the latter the second and third time. Two tenders put out from the yachts Water Witch and Privateer to the rescue.

Roy R. Burley testified next. There was, he said, some difficulty in raising the anchor on the Fei Yuen. A member of the Fei Yuen crew had entered the tender and gone to the scene of the accident. The witness assisted in search for the body.

James I. Rootes, of the Fei Yuen, declared there was no disposition on the part of those on the Fei Yuen to shirk assistance in efforts to rescue. He told of Stone putting out in the tender to the rescue. He repeated his version of the sad occurrence as told in The Telegraph.

Harold H. Stone followed and corroborated the evidence given by the previous witness and also repeated his statement as given in The Telegraph.

Charles O. Morris, of the Fei Yuen told of being a guest. He also told of efforts to save Robinson.

F. Harahan, the next witness, also of the Fei Yuen party, said that at the time Robinson fell overboard Stone got out the tender.

Charles Elwell, the last witness, told of renting the yacht to the party. He found the yacht in fairly good condition on her being returned.

Coroner Ballintine then addressed the jury. He said that several rumors had been going the rounds about the conduct of the men on the Fei Yuen but in his opinion the unfortunate affair was purely accidental. He thought the witnesses had made conflicting statements and it was impossible to reach the real facts at issue. Every precaution should be taken by yachting parties to have sufficient life belts on board. Great praise was due Sinclair for risking his own life to save Robinson.

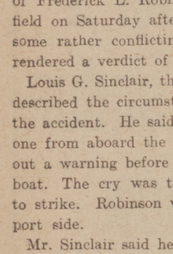
The jury then retired and after twenty-five minutes returned with the following verdict: "We, the jury empanelled to enquire into the death of Frederick L. Robinson, find that the deceased was accidentally drowned while endeavoring to prevent a collision between the yacht Fei Yuen and a salmon boat on which he (Robinson) was at the time. The jury recommend that better provision be made on pleasure yachts for the protection of life, and that one life preserver be placed on the yachts for every occupant."

The jury were G. W. Crawford (foreman), H. L. Watters, F. L. Flewelilng, R. A. Finley, S. W. Caulfield, W. S. Stephenson and C. H. Hutchings.

There was a large number in attendance at the inquest.

THE BEST REMEDY

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For 30 years it has been curing women from the worst forms of female ills—inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, and nervous prostration.

If you want special advice write for it to Mrs. Pinkham, Lynn, Mass. It is free and always helpful.

MR. E. W. McCREADY'S IMPRESSIONS OF THE GREAT NAVAL SPECTACLE

Daily Telegraph's Editor Writes for London Mirror a Pen Picture of a Spectacle Never Equalled in History—John Leyland Also Writes Description of Stirring Scene.

(London Daily Mirror, June 14).

The delegates to the Imperial Press Conference attended the great fleet review arranged in their honor at Portsmouth on Saturday, and one of them, E. W. McCready, has given the Daily Mirror his impressions of the great spectacle, which will be found below.

Mr. McCready, who comes from St. John, New Brunswick, and is editor of The Daily Telegraph there, was a war correspondent during the Spanish-American war, and therefore he has had some experience of the work of fleets.

(By E. W. McCready).

All the world, and, most of all, the British peoples oversea, will be quick to seize the significance of the picture of sea power spread on the grey, rain-splashed canvas at Portsmouth on Saturday, when the imperial press delegates saw for themselves, and for the dominions whose eyes they are, the striking power of the empire, concentrated, sombre, ready.

Yet had Nelson taken his old place on the Victory's quarterdeck after his guns had saluted the admiralty flag, clapped his glass to his good eye and swept the scene before him, it occurs to one oversea observer that he might have been struck by the absence of something, and have gazed expectantly seaward.

For there was good anchorage space and to spare beside and beyond that mighty fleet, even though it represented sea power without parallel; and one diffidently ventures the surmise that Nelson would have expected to discern, steaming in through the seaward gate, the auxiliary fleets of Canada, of Australia, of New Zealand, of the Cape. Once their anchors had plunged down to holding ground, and the sailor of sailors had seen that one and all had paid his shot, seaman-like, in the current imperial coin of the hour, one thinks that the great figure here conjured up would have shut his telescope and smiled, content. His was the great heart.

Well, one widespread conviction growing out of the events of the last ten days is that the shot will be paid. If so, pageant and powder-burning, even upon so magnificent a scale, were happily conceived.

Saturday's was a picture for Verestchagin, who won immortality seeking the final canvas in the crash of battle. It had been the good fortune of some of Sir John Fisher's guests to have seen other fleets in stirring days elsewhere, but one and all of them had borne in upon them the common and abiding realization how the gigantic and various armada of Britain dwarfed the fleets of the world, alike in power and in purpose.

Each had had his own long range conception of the navy; but the thing itself, grouped in its might under his eye, instantly swept away all previous impressions and left a new, a living and enduring picture whose effect, carried oversea and forming the basis of innumerable articles in the press of outer Britain, cannot fail of some imperial harvest.

The very perfection of the admiralty's arrangements and one's recognition of the quick and farreaching fruition of the idea behind the press conference made one regret that the millions of oversea Britons could not, by some magic, have been enabled to see, as their delegates saw, the massed sea forces of their empire, bespeaking amazing organization, untold expenditure of public treasure, vast and yet silent sacrifice, uniting to produce this unparalleled preparation to keep the sea and thus make empire still possible in this day of titanic and ominous competition for place by the races of the world.

Since it was impossible that all the far-flung British peoples could see for themselves the stage as it was set at Portsmouth, one's news sense compelled the further regret that a cheapened cable did not make it a matter of everyday newspaper work to have sent, within a few hours of the event, an extended story of the day to the millions who honor the common flag, but who live remote from the sea, unquestioned command of which alone makes it possible for them to work out their destinies untroubled by the stroke of war carried to their own thresholds.

Not a few of the press visitors had heard oversea a whisper that England was faltering, that the beat of the heart of the empire had become weaker. They have seen what to them is abundant evidence that the truth is the reverse.

They find the motherland both alert and resolute, greatly burdened, but more greatly resolved and fitted to play the grim game out, be its demands what they may.

And among this evidence of Britain's sound heart and high purpose we must count no contribution more convincing than the sight of the grey ships at Spithead, the most visible and speaking proof of England's great spirit since "Drake went down to the Horn."

In their own way, but without delay or trafficking, the outlying dominions will come into line. Until they do (and the forthcoming defence conference will mark a common and effective agreement) one of Portsmouth's Saturday visitors will still be aware of a figure in blue on the deck of the Victory, his expectant glass trained upon the seaward gate.

(By John Leyland in the London Chronicle.)

Every vessel of the 144 at Spithead—battleship, cruiser, destroyer, and submarine—was a really live vessel, completed to the last man in he complement, the whole fleet aggregating something like 40,000 officers and men. It is certain that every one of the vessels will bear the strain throughout the coming manouvres. Five years ago all vessels not in commission were laid up in "reserve" with certain shipkeepers to look after them, their machinery rusting, with the inevitable result that, when new complements were rushed on board a considerable number of the vessels proved "lame ducks" and presently broke down. The system of maintaining nucleus crews in the ships has been splendidly vindicated, and has contributed enormously to the fighting value of the fleet.

The fighting efficiency of the fleet is demonstrated by nothing so completely as by the great advance in gunnery, which has attained a marvelous degree of accuracy. On this subject it would be easy to write columns. Notwithstanding that in the gunlayers' test a much smaller target is used, and that in the battle practice the target is towed to an unknown speed and range, and on an unknown course, the advance in efficiency continues uninterruptedly. Indeed, in the battle practice, the traget being of the length of a torpedo boat, the accuracy was such that many of the ships in the last test would have put every shot into a Dreadnought. Some of the ships made excellent practice in rough sea and hard-blowing weather, and the Indomitable put eighteen shots out of thirty-two into the target with her 12in. guns at a range of 8,000 yards.

GUNNERY EFFICIENCY

Such surprising accuracy is due in part to the extraordinary keenness and emulation in gunnery matters that pervades the fleet, and in part to the advance in the mechanical and electrical means of controlling fire and sighting guns, upon which accurracy depends.

Something may now be said about the qualities of the ships themselves. The representatives of the Imperial Press had an opportunity of seeing the Dreadnought which, as a type, is so much in the public mind. She herself, and her three sisters in the line, are by far the most powerful completed battleships in the world. Their guns entirely outrange those of the German fleet, and, apart from this consideration, they, and the Lord Nelson and Agamemnon, which were next astern of them in the line, are more than equal to the whole seventeen battleships of the German high sea fleet in the number of their big guns.

MORE DREADNOUGHTS NECESSARY

Of course we must go on building Dreadnoughts in superior numbers, because the Germans and other nations are constructing them. The Lord Nelson carries four 12in. and ten 9.4in., and the Dreadnought is a development of that type with her ten 12in. But the Dreadnought herself is a developing type, as might have been suggested on Saturday by her single tripod mast, as compared with the two in her sisters, which have a better anti-torpedo armament. These splendid ships are built on the "all-big-gun" principle, with the object of fighting "at long bowls," when all smaller guns will fall short. That battles will be fought at long range is clear enough when we hear of the new Hardcastle torpedo with a range of 7,000 yards and a speed of thirty-one knots.

To describe the fighting power of all the ships at Spithead is impossible. The Lord Nelson and Agamemnon are little inferior—and there are some who even think them superior—to the Dreadnought class. The eight noble battleships of the King Edward VII. class might be the pride of any navy. All completed in the years 1905-6, they carry among them thirty-two 12in. and the same number of 9.2in. guns, besides a 6in. armament. They are themselves the equals of the whole German high sea fleet, now in commission. The ships of the Albermarle and Formidable classes are also modern, though not of the latest date, each of them carrying four 12in. and many 6in. guns. The twenty-four battleships at Spithead carry in all 120 12in. guns and fifty-two 9.4in. Bare figures can give no idea of the tremendous hail of deadly projectiles which these monsters can project from their mouths of steel to a distance of 7,000 or 8,000 yards while accuracy that means destruction. The 50-calibre 12-inch. will fire a projectile weighing 850lbs., with a charge of 225lbs., and this projectile is capable of perforating fully 17 inches of hard Krupp steel at a range of 3,000 yards.

SPLENDID CRUISERS.

The armoured cruisers Indomitable, Inflexible, and Invincible deserved to be noticed as much as the Dreadnoughts themselves. They are, in effect, Dreadnoughts of higher speed, being nominally of 25 knots, as compared with 21. Each of them is much more than equal to any foreign battleship yet completed. The Indomitable conveyed the Prince of Wales to Quebec, and on th return gave the astonishing ocean average of 25.13 knots on the whole distance from Belleisle to Fastnet. The Inflexible did splendidly on her passage to the Mediterranean and back, and the Invincible has steamed at 28 knots and kept it up for eight hours. These be wonders, indeed, and powers hitherto unthought of. What are such cruisers to be used for? For any purpose of war that is presented to them—to act as a fast wing, perhaps, of a battle-fleet, falling on one end of an adversary's line with destructive concentrated power. For a ship of war, be she battleship, cruiser-battleship, or ordinary cruiser, armored or unarmored, is no more than a huge gun-mounting manoeuvred to bring her guns to bear in individual efficiency and concentrated power.

There were other armored cruisers at Spithead, not to be denominated as cruiser-battleships, but having a powerful armament with their well-steeled flanks. There were the three Minotaurs, each with four 9.2in. guns and ten 7.5in., the three of the Achilles class, each with six of the former and four of the latter guns; the Duke of Edinburgh, with six of the bigger guns, and the three Drakes, each with two of them, besides a 6in. armament, as well as three of the County class.

OTHER VESSELS.

The destroyers were forty-eight in number, all swift messengers of destruction, as the visitors to Spithead were able to see, though the range of the torpedo-firing was short. Most interesting to most people were the stealthy submarines, of which there were thirty-five, representative of the newer classes B and C. Once regarded as the defensive weapon of the weaker power, these strange vessels of war are now the offensive weapon of the strongest, and are possessed of a force that is both moral and material. No one can tell whence they come nor whither they go, and thus they carry with them the menace of the unknown.

Less noticed than they deserved were the Fleet repair ships at the ends of the lines. These are the work of a new spirit in the Navy, which forbids the warship to resort to a dockyard for any but a considerable work of repair. By their own means, their workshops and artificers on board, all modern vessels are made in a large measure, independent, and the repair ships are capable of executing quite large operations of fleet repair. A truce, the reader may say, to bare facts, figures and enumerations, and so nothing shall be said concerning the scouts and depot ships, all contributing to the aggregate total displacement of 771,200 tons of the Fleet assembled at Spithead.

STREETS OF SHIPS

Slowly the flotilla of yachts and special service vessels passed down the long orderly streets of gray-painted men-of-war, covering altogether about eighteen miles. There were:—

24 battleships,
16 armored cruisers,
8 other cruisers,
4 scouts,
48 destroyers,
35 submarines,
9 auxiliaries,

constituting a majestic, massive, and powerful armada ready for war at a moment's notice.

Nature's cure for Liver and Stomach Troubles—

Abbey's Effer-vescent Salt

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AN INTRUDER ON THE GOLF LINKS

Moose, Chased by Dogs Ran on Moncton Links and Fell in Midst of Startled Players.

Moncton, N. B., June 27—In soccer football league match here Saturday afternoon between Moncton and Springhill the latter won by a score of two to nothing.

Local Masons this morning marched in a body to the Presbyterian church, where an appropriate sermon was preached by Rev. D. MacOdrum.

The death of Edward Wood, of Portland (Me.), occurred at Coverdale, Albert county, this evening. He was brought here a few weeks ago for special outdoor treatment. Deceased, who was 52 years old, leaves a wife and one son. He was a son of the late John Wood, of Hopewell Cape, but had lived in Portland some years. Heart failure was the immediate cause of death. The body will be taken by Mrs. Wood to Portland (Me.) tomorrow for interment.

A moose which is in the habit of feeding in the vicinity of the Moncton Golf Club links, one mile west of the city, created some excitement Saturday afternoon by taking the unusual liberty of roaming over the course while some twenty golfers, including ladies, were playing. The animal got started from its usual haunts by dogs and ran through the fields into the city. Then it doubled back and passed down over the golf links, paying no attention whatever to the golfers who were scattered all over the field. It passed over a corner of one green where two ladies were playing before its approach was noticed and at another point ran so close to one of the gentlemen golfers that he could reach it with his stick.

In descending a steep hill on the links the moose fell and was so exhausted from the dogs chasing it that it lay five minutes surrounded by golfers while a caddy, more daring than the others, approached and put a hand on its head. Eventually the animal leisurely arose and walked off in the direction of the woods.

AN IDEAL EVERY DAY CLUB

Rev. C. W. Townsend Delivered an Excellent Address at Every Day Club Last Night

Despite the heat a large audience assembled at the Every Day Club last evening to hear an address by Rev. C. W. Townsend, who is supplying St. John Presbyterian church. An Ideal Every Day Club was the topic. He said he liked the name of the club because it implied that the members believed in putting its principles into practice every day. He himself did not believe that only certain times and places should be held as sacred, but that at all times and in all places men should live holy lives.

He liked the club because it was a club for every man. There was no distinction of creed or class. This showed that the members believed in the solidarity of the human race. Nothing appealed to the speaker so much as the coming into touch with the life of the people—all the people. They had no titled class among them, and never would have them.

He held up as good examples men like Lincoln, who rose from the common people to serve the people in the highest capacity. Emphasis was laid upon the value of character that served human need and was steadfast, without bigotry or pride. In conclusion he directed attention to the every day Christ, the historic Man who summed up the glory and perfection of manhood, and who lived the common life of the people, feeling all that they felt in toil and suffering.

It was not the common people who put Him to death. They would have crowned Him. It was the classes who condemned and crucified Him. But he was today the every day Christ, the inspiration of every effort to uplift humanity.

CUT OUT ROTHESAY STOP, ON EXPRESSES

Beginning today the C. P. R. express for Halifax and the C. P. R. through train from Halifax to Montreal in the evening will not stop at Rothesay except for passengers coming from or going to points west of St. John. The new arrangement goes into effect under the revised I. C. R. schedule.

F. B. Brady, of the I. C. R. commission, was in the city on Saturday and among other matters discussed were the proposed changes which, according to the new time table, should go into effect today. The revised schedule, besides cutting out the stops at Rothesay, also cuts out Norton and Salisbury on the C. P. R. trains. It is understood that for the present, on account of the mails, the trains will stop at Norton and Salisbury as formerly and only the stops at Rothesay for local passengers will be discontinued.

Mr. Brady returned to Moncton on Saturday evening.

At the closing exercises of the Royal Military College, Kingston (Ont.), on Wednesday, K. W. Ederiston, of Sussex, passed the entrance examinations. Corporal T. M. McAvity, St. John, won the prize for the best shot in the second class in the musketry contest. Cadet J. A. Mackenzie, St. John, is the only maritime province man in the list of thirty-one graduates.

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