

Inquiry Into Manuels Tragedy.

(continued from 8th page.)

used to see her centre board come out of the water. It was blowing a strong breeze and a lot of three or four feet, but she was alright when we passed her. I returned to my place at Manuels at 11.30 p.m. Before going I went to the telephone station and asked him if he would make arrangements for a motor boat to go out the next morning and he said he had arranged with the Minister of Shipping to send a steamer. So far as I know the steamer "Pawnee" came across from Carbonear at 2 a.m. and took on board Mr. Isaac LeDrew, James McKee and others. When they went out cruising around, when William Smith reported the matter to me he left and went to his home. He told me he had no idea of going out to the scene of the accident. The wind was about southwest and cloudy, and the sun used to shine out sometimes. There was a strong breeze of wind blowing especially at the time of the accident. As far as I could see when standing on the beach there was a big top off in the Bay. There is a long pier near the Talville Stores and the nearest telegraph office is Manuels station, which is about a mile distant. The first thing that came to my mind after Smith reporting the matter of the accident to me was to go to Fox Trap, which was to the windward, where I knew I could get a boat. Smith told me that I would not be able to go off from Manuels as I would have to beat to the windward. The reason why I did not go to the telegraph office at Manuels to report the matter was because Smith did not tell me that the boat was upset, he said she was in distress, and besides I would be losing time in trying to get a boat. By going off from Fox Trap before the wind, if we could get back we could bring up in Large Cove or Bell Island pier. I do not know what kind of boats they were at Manuels. I had been three years bank fishing and in my opinion there was too much wind for ordinary fishing boats to go off from Fox Trap that day. There would not be too much wind in my opinion, for Butler's boat at Fox Trap to go out to the scene of the accident, but there would be too much wind to come back. It would not be necessary to have the engine in working order to go out provided she had sail. There are some large cabin skiffs at Fox Trap, but they were hauled up on the bank having been hauled over the beach. It would be possible to launch one of these cabin boats provided you had a crowd of men, but these boats had neither sails nor oars and they had not been used since cabin season, and the owners of some of these boats lived two or three miles away where they kept their gear. I have been out in a dory with a much wind and lap as there was that day. I would have gone out to the scene of the accident if I could get anyone to go with me. I did all I possibly could to get someone to go out with me. There is no telegraph station between Manuels railway station and Kelligrews and I could not report the matter by telegraph until I got to Kelligrews. At the time of the accident the only boat at Kelligrews that was capable of going out to the scene of the accident was the one owned by William LeDrew, that is so far as I know. You could not go out in that boat unless the engine was working, as she was not provided with sails or oars and it would be necessary to have the engine working when you went to the scene of the accident in order to cruise around. These motor boats as a rule, are not provided with rowlocks and they depend upon the engine entirely. There are several men by the name of Greenshield living at Long Pond and one of them did have a motor boat this spring, but I heard the engine was taken out of her early this summer and has not been replaced since. As far as I know, all the time of the accident I never came to my mind that a boat should go out to the scene of the time of the accident. I did not know he had a boat. It is since the accident I learned he has a boat. As far as I know no one went out in a boat to the scene of the accident on Saturday. A boat going out from Manuels would have to beat to the windward and in my opinion there was too much wind for an ordinary fishing boat to go out. I did not know Mr. Anderson or Mr. Southgate. I never saw the boat that Mr. Anderson and Mr. Southgate were drowned from. I do not know that William Smith reported the matter to the operator at Manuels. The operator is the Winnie Duff of Topsail. She informed me that he reported the matter to her between 1.40 and 1.45 p.m. on August 14th. In my opinion there was nothing I could have done that day as regards reporting the matter by telegraph or getting a boat to go out to the scene of the accident other than I did. William Smith, of Manuels, lives about a mile and a half from my house and I cannot understand why he did not make some effort towards saving the men's lives instead of coming to me as he was losing valuable time and could do

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more than I could, as he had been there under his control and he knew more about the water than I did, and had also witnessed the accident. I cannot understand the conduct of the two men Butler, the owners of the motor boat at Fox Trap, in not coming to the beach when I sent for them and they knowing that an accident had occurred and their brother William J. Butler had witnessed it. In making my investigation regarding this matter, I found that amongst others William James Kennedy of Long Pond witnessed the accident, and that he was standing near his house on the beach at the time the accident occurred. Mr. Kennedy has been a fisherman all his lifetime. I understand that Albert Smith of Manuels also witnessed the accident. That is all the information I can give on this matter.

Improvements Wanted at St. Joseph's.

Editor Evening Telegram.

Dear Sir:—A mass meeting was held at St. Joseph's, Salmonier, to protest against the treatment we are receiving as regards the public service. Our principal grievances are roads, Ferry, and the lack of steam communication. Our roads are in a deplorable state, being scarcely safe to drive over. They require at least \$4000.00 to put them in perfect repair. The Ferry which was the greatest convenience to the people of Salmonier while making her regular three round trips per day from the public wharf, and calling at various points has now been changed to a few trips per day, across the Arm from Mt. Carmel to King's Landing a distance of less than half a mile, and for which the contractor is receiving a salary of \$1000.00 per annum or to be more accurate \$1000.00 per six months as the Arm at this point is frozen over for six months of the year. This change of service is a disgrace and an insult to the intelligence of the people of Salmonier. With regard to steam communication, we are the most isolated people in the Dominion.

We may say the coastal boat was practically the only means of communication with the city and since the S.S. Portia was taken off the only means we had of getting to the city was over twenty-eight miles of a road which would be a disgrace to our forefathers one hundred years ago. We strongly protest against such treatment and demand that the Government put back the Ferry on her former schedule viz. three round trips daily from the Public Wharf calling at the various places and if the contractor cannot give this service for \$1000.00 give him his former salary of 1800.00 and give us an efficient service. Otherwise put him on tender and see if the service cannot be done for \$1000.00.

We also demand the insignificant sum of \$4000.00 to put our roads in perfect repair. We say insignificant advisedly when we consider the cost of the motor road from the head of Salmonier to Placentia, and we also demand a steamship service twice a month regularly. We trust the Government will accede to these just demands and give us a square deal.

Signed on behalf of the people of St. Joseph's, Salmonier.

JOHN NORRIS,
P. J. McCORMACK,
RICHARD GOUGH.

St. Joseph's, Salmonier, Sept. 11, 1922

Brilliant Titles in C. B. DeMille Photoplay.

THEY SERVE TO MAKE "THE AFFAIRS OF ANATOL" ONE OF SEASON'S BEST PICTURES.

Subtitles of epigrammatic brilliance are taken for granted in a Cecil B. DeMille production following the high mark set by the subtitles in "Way Change Your Wife," "Something to Think About," and "Fruit of the Loom." However, "The Affairs of Anatol," the latest production of the famous producer which will be the feature at the Nickel Theatre next Monday, is said to excel all previous efforts in this respect.

Jeanie Macpherson, author of the story—suggested by Arthur Schnitzler's play of the same name—is responsible for these subtitles and to her goes the credit for their scintillating phraseology, thought and wit. "The Affairs of Anatol" is a searching analysis of the matrimonial and divorce problem handled with the mastery which is Cecil B. DeMille's chief distinction. He has developed a powerful story that deals in real truths, it is said, and to this he has added a sympathetic comedy note that serves to relieve the serious vein of the story without in any way detracting from the power of vividness of the central theme. Wallace Reid and Gloria Swanson head an all-star cast in this picture.

The effect of these subtitles is materially increased by the symbolic art work which decorates them. This art work is from the brush of Paul Iribe, the famous French artist and designer, who is now serving as art director for Cecil B. DeMille productions. His color on the screen is secured by the quadri-color process which is the exclusive property of Paramount Pictures and which has been developed under the direction of Loran Taylor.