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Forty-Three Years in the Public
Service--The Evening Telegram**Enquiry Into**
Manuel's Tragedy.

JAMES DAWE (Sworn)—I am 31 years old and married, and reside at Kelligrews. I am employed as agent for the Reid Nid. Co. and I am also operator for the Anglo-American Telegraph Company. I remember the day of the loss of Mr. Thos. Anderson and Mr. Southgate. I was on duty in my office at Kelligrews that day. It was a very good day and the wind was about S.W. and blowing a very good summer breeze. I first heard about the accident between 2 and 3 o'clock (Anderson's time). Mr. Jerome Williams, Postal Telegraph Operator told me about the accident when I was passing his office. He came to his window and asked me if I would see William LeDrew and ask him of he would go to the scene of the accident in his motor boat. He said the operator at Kelligrews had called him up and told him about the accident. I went and saw Mr. LeDrew and told him that Mr. Williams wanted to see him and I told him what Mr. Williams wanted him for. LeDrew told me the engine of his motor boat was not in good working order and required to be cleaned. He came with me to see Mr. Williams and I was present when he told Mr. Williams was not in working order. I then went back to my office to go to work and LeDrew went off to his motor boat and started to clean his engine. I did not do anything else in the matter and I did not make a report to anyone else about the accident. I did not report the matter to St. John's over the Anglo wires or over the Reid wires. Mr. LeDrew did not go to the scene of the accident on account of his motor boat being out of order and as far as I know no one went out from Kelligrews to the scene of the accident until late in the afternoon, about 5 o'clock. The reason why I did not report the matter around Kelligrews was because Mr. Anderson's wife and two children were there and I did not want to spread the news her husband was drowned, until I found out if it was correct. I knew Mr. Anderson to see him pass back and forth but I did not know Mr. Southgate. I saw both of them put off in the little boat about ten o'clock in the morning. I was near the boat that morning and I told him what Mr. Williams would call a shell and she appeared to me to be about ten feet long and about 15 inches deep. The mast was stepped about six inches aft of the stem and she had quite a large sail. The boat, in my opinion, was not safe to be out in a place like Conception Bay, when there was any wind. After the people in Kelligrews heard about the accident it was between 5 and 6 o'clock and it was then too late to go out as night was coming on. If the men around Kelligrews knew about the accident it would be possible to go out to the scene of the accident in the boats that were there. Constable Forsey arrived from Manuel's about 4.30 and I met him near the railway station and he told me about the accident. He said he was looking for someone to go out to the scene of the accident and he went to see Isaac LeDrew so far as I know, about going out. Isaac LeDrew then got ready to go out with William LeDrew, but when William LeDrew had the boat fixed it was too late to go out. There were other boats that they could get to go out in but I do not know why they did not get one of these boats. Constable Forsey came to my office about 5.20 and gave me a message to the Inspector General, telling about the accident. Rev. Mr. Forsey was with Constable Forsey. I immediately transmitted the message to our head office in St. John's. I received a reply for Constable Forsey at 5.50 from the Inspector General and I delivered it right away. I was never to sea myself and consequently I do not know much about boats. I have often crossed from Bell Island in sail boats, and I have crossed in as much wind as was blowing that evening. There could not have been much of a lull that day on account of the southwest wind, and in my opinion there would be nothing to prevent anyone from launching a boat and going out to the scene of the accident. According to the conditions at Kelligrews there would be nothing to prevent anyone going out from Manuel's or Fox Trap. I mean the ordinary sail or motor boat. No boats went out from Manuel's or Fox Trap to my knowledge, but I do not know why. When I was looking at the little boat that morning the centre board was down and I noticed that she had a rudder hung. The spar was up when I saw it. There were no back stays on the spar. That is all the information I can give in regard to the accident.

JOHN FORSEY (Sworn)—I am a police constable and am stationed at Kelligrews. I remember the 19th. I was on duty at Manuel's on that day. The first I heard about the accident to Mr. Southgate and Mr. Anderson was between 1.30 and 2 p.m., when Mr. William Smith of Manuel's came to my house and informed me that there was a boat in distress and he was afraid there had been an accident off Manuel's. I immediately left my house and went to Long Pond beach which

it right opposite my house, and when I got to Long Pond I met a man named Benjamin Bishop and I asked him if there was any chance of putting me across the pond to the beach. He said if we can get a boat I will put you across. I asked him then if he saw any sign of a little boat going up the bay, and he said no. We went to the edge of the pond, found a Rodney boat half full of water and we bailed the water out of the boat and rowed across to the beach a distance of about 500 yards. He landed me on the beach and I proceeded on to Fox Trap. When I got to Fox Trap I found three men on the beach namely Wm. J. Butler, Wm. J. Kennedy and an old man, Wm. J. Butler's father, and a boy the son of W. J. Butler. Before I spoke to them W. J. Butler said: "I bet you have a message about a small boat," and I said yes. He said she is gone. I said what do you mean. Mr. Butler said she is gone. He said I saw the sail of a boat when it went out from the scene of the accident and he said a minute and then I saw a bit of a sail rise again out of the water." I asked him then if he could not go out to their assistance and he said no one had a boat fit to go out in. I said it's hard lines to see a boat in distress and probably men drowning, and could not go off to them. I then asked him what about the two boats on the collars and he said that small one is not able to go out to the scene of the accident. I asked him if the large one was able to go and he said he did not know. He said she is a motor boat and I think she is out of order. I asked him who owned the motor boat and he said his brother. I asked him to go for the owner of the motor boat and he said yes he would. I told him to tell the owner of the motor boat that I wanted to go to the scene of the accident and to tell him to never mind about the gasoline as I would pay for it out of my own pocket. He went away and returned again in an hour. He had to go about half a mile to the owners home. On his return he told me the motor boat was out of commission. I said, did you tell those men that I wanted them to go to the scene of the accident. He said yes I told them you wanted them to go to the scene of the accident. He said they told him it was no use for them to come down as they could not do anything as the boat was out of order. I asked William James Butler if we could not go out in that motor boat and he said "no Constable. I don't think she is able to do it. I said, it's hard lines, there is nothing left for me to do only to go to Kelligrews. I may possibly strike a boat there. I do not remember the time I reached Fox Trap beach as I was not troubling about the time but was trying to get a boat to go to the scene of the accident. By getting taken across Long Pond I was saving time. William J. Butler said: "you need not walk to Kelligrews, I will get my son to take his horse and drive you there." I left the beach and walked to Butler's house, and got on board the express wagon, and he drove me as far as Hynes at Kelligrews. Rev. Mr. Forsey saw me coming and came out to the road and asked me if there was any truth about Southgate and Anderson and I told him yes. I asked him if there was a motor boat at Kelligrews and he said yes. LeDrew has one. He said you had better see Isaac LeDrew. I left Mr. Forsey then. I had no idea of the time when I had arrived at Kelligrews. I went to Isaac LeDrew's house which was about half a mile distant. I saw Isaac LeDrew and asked him if he had a motor boat and he said no, but that William LeDrew had one. Isaac LeDrew and I walked to the railway station and met James Dawe, the Anglo Operator. I asked him where Will LeDrew was and he replied on board of his boat on the collars. He said it was no good to try and get William LeDrew to go out as his boat was out of order and had the engine apart cleaning it. By this time Mr. Forsey had come in his motor car, and myself and he went to the Anglo office and wired a message to the Inspector General, telling him that a little white boat left Manuel's Beach about one o'clock and that people from the shore report the boat upset and would advise steamer being sent from Bell Island. Too stormy for boats to go out from here. This was sent about five o'clock as near as I can judge. Fifteen minutes after sending my message to the Inspector General, I received a reply from him saying: "Minister of Shipping wiring Bell Island for steamer to go in search of Southgate and Anderson." Wm. LeDrew came ashore from his motor boat and I said "Mr. LeDrew, you already know about the accident" and he said "yes, I would have gone there for long ago if my engine was in commission." I asked him if he could go now (this would be about six o'clock as far as I could go) and he said no, as he had no oil to run his engine and he said he would have to wait until the seven o'clock train came as Mr. Forsey was in St. John's and he could not get any oil until he came. After the arrival of the 7 o'clock train it was too late then to go to the scene of the accident. I then went to the Government Telegraph

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