

Say! Mr. Blacksmith,
What about investing in a good Portable Forge?
We have them.

'The Celebrated Champion'

—Also,—
A word to our friends THE MILLMEN. We carry a full line of your supplies. Outport orders promptly attended to.

Reid-Newfoundland Co., Limited
WATER STREET STORES DEPT.
aug 26, 28, 31-sept 1, 5, 7, 9, 11, 13, 15

Enquiry Into Manuel's Tragedy.

William James Butler, sworn.

I am 44 years of age and am married and reside at Foxtrap. I am a fisherman-farmer, but I spend most of my time farming. On Saturday the 19th inst. I was around my home that day and I went down to the beach about 11.50 a.m. William J. Kennedy came on the beach while I was there and my father, Albert James Butler was there also; he is 77 years of age. My father and I were working at the punt getting her ready to go fishing. Between 12 and one o'clock I should say about 12.30 (Anderson's time) I saw a boat out from the shore about a mile or a mile and a half and bore about N.N.E. from where we were. She was reaching about in a westerly direction. The boat was painted white but I cannot say what build. She had one sail colour white, but I do not know whether they were any gaffs or booms on the sail or not. When I saw the boat the wind was about S.W. and was blowing very heavy, and there was a big top and was so heavy that we could scarcely see the boat at all. The day was fine but the sky was cloudy. I saw the boat lift up to the wind. The wind was very squally. I have no idea why the boat was brought up to the wind, probably it was to avoid the squall or there was water in the boat. She was in the wind for two or three minutes when the boat was kept away evidently with the intention of keeping on her course and she suddenly turned right over. We could see the side of the boat coming up when she turned over and we could see the sail going down on the water, and then boat and sail disappeared from view. About two or three minutes later we saw a part of the sail appear on the water. It looked like there was wind under it. The sail rose on the water once or twice and then disappeared from view; we could not see the whole sail, only a small part of it. I did not know who was in the boat at the time, but I learned since that the occupants were Mr.

F. L. Southgate and Mr. Thomas Anderson. I saw the same boat going down the shore about 10.30 the same morning. After seeing the sail disappear we did nothing because it was blowing too hard to go out in a boat to the scene of the accident. There were only three of us there on the beach and my father being so old would not be much good at a time like this. There were two boats on the collar, just off Foxtrap beach, one owned by Eli Kennedy which was fitted with sails and oars and she is what is called a three handed boat and was about 15 feet long; the other was a motor boat and was owned by Albert Butler of Foxtrap. It was not possible for us to go out in one of these boats under existing weather conditions, as my opinion is if we had ventured out we would have been lost. The engine of the motor boat was out of commission at the time. There are sails belonging to the motor boat, but I do not know if they were on her at the time. There were four or five three caplin boats on the banks, but they were not fitted with oars or sails as they had not been used since caplin time. Each of these boats was hauled up with a block and tackle by a horse and nine or ten men, and it would take 12 or 13 men to launch one of them. Even if one of these boats could have been launched there would have been too much wind to go out to the scene of the accident. If the regular crowd that usually man these caplin boats were present, and the fittings put in place, I could not say but it would be possible for them to get out to the scene of the wreck. They might do it but would be in danger and in my opinion they would not be able to get back but they might get ashore on the back of Kelly's Island. My little boy, John, aged 12 years, was also on the beach that day. There was no effort made by Kennedy or myself to look for other men to man a boat as we did not know where to look for men; the men of Foxtrap

were scattered about that day, some being in St. John's, others in the woods and others at their farms working. We did not go to see whether any of the men were home or not. I would not like to be the one that would call on any man to go out that day, as the man who went would be taking his life in his hands and I would not like to be responsible for his life. I do not know how long I remained on the beach, but I was there when Constable Forsey came and that, in my opinion, would be about an hour after the accident. During that hour there was no effort made by either Kennedy or myself to man a boat to go to the scene of the accident; neither did we go to Kelligrews. It came in my mind to go to Kelligrews to report the matter, but at the time I did not know what to do. As soon as Constable Forsey arrived he asked me did I see a boat off the land and I told him what I saw, and he asked me did I know where the boat belonged and I said no. He asked me if there was one in Kelligrews like her and I said I did not know. He asked me about the motor boat which was on the collar and whether she would be able to go out and I said she was out of order. He asked me then who owned the boat and he sent me for the owner. My two brothers, Albert and Abraham Butler owned the boat. Constable Forsey told me to ask them if they would go out in the boat with him to the scene of the accident. I delivered the constable's message to the two men who were both together stowing hay on the stable loft and they said the engine of the boat was out of order and she was not able to go. They did not come down to see the constable at all, and stayed on at their work. So far as I know they did not witness the accident, but I told them what I saw. They did not say whether they would be able to go out with sails or not. When I delivered Constable Forsey's message to the two men it was about three hours after the accident and during that time there had been nothing done around Fox Trap about going to the scene of the accident. When I came back I told Constable Forsey the boat was out of order. I did not come back to Constable Forsey right away because I saw a carriage coming up the road towards Kelligrews and I stopped him and asked him if there was a boat like that in Kelligrews. The man was Samuel Hynes of Middle Bight. I told him what happened and he told me that either Ledrews or James Payne had one like it. He did not know anything about the accident until I told him. I went back to the constable and told him about the motor boat and about what Hynes said and the constable said he would go to Kelligrews and I ordered my boy to tackle up the horse and drive the constable to Kelligrews. From Manuel's beach to the place where my brothers were stowing hay would be about as far as from the Court House to the Cabot Tower in a straight line. After the constable went off that was all was done around Fox Trap that day as regards rendering any assistance in connection with the accident. When we saw the boat disappear Kennedy said she's gone and I said yes she's gone and we can do nothing. It is blowing too hard and there is too much sea. It

Another Big Picture

—AT THE—
MAJESTIC
TO-DAY.

First Show at 7.15
Second " " 9.00

Admission 20c.

The Wonder-Picture of the Century
GEORGE KLEINE
presents
QUO VADIS
["Whither Goest Thou?"]
From the world-known novel by
HENRY SIENKIEWICZ



With 30,000 Players
enacting the rise and
fall of Imperial Rome
under the reign of
mighty Nero
SEE: The battle of the
gladiators.
The Christians de-
voured by lions.
The burning of
Rome.

IF It's too warm you are SEE

The Christian Slave rescued
from the back of the mad bull—
"The Lion's attack on the
Christians"—
"The Burning of Rome"—

**These Few
Thrillers
Will Make Your
Blood Run Cold**

SIX SPECIALS At WALTER CHAFE'S.

LADIES' HOSE.
Black and Tan.
Only 20c.

CHILDREN'S HATS.
Red, Navy & Black
Felt, trimmed with
Black Leather binding.
Only \$1.98.

CHINTZ.
300 yards Linen
Chintz; beautiful floral
designs.
Only 28c. yd.

LADIES' VESTS.
with long sleeves.
Only 25c.

MISSES' HATS.
Just the hat for
school wear. Colors:
Navy, Saxe, Red,
Fawn and Grey.
Only \$1.50.

EMBROIDERY.
Just a few yards
left of our wonderful
Bargain in Embroid-
ery, 10" wide.
Only 17c. yard.

Open Every Night until 10 o'clock
Walter C. Chafe

274 WATER STREET (opp. Bowring Bros.)
Jae22,5mo,th,1m

**DICKS
MADE BY
DICKS**

This Label Guarantees

QUALITY

PRINTERS.
BOOKBINDERS

DICKS & CO., Ltd.
PHONE 47.

LOOSE-LEAF
SPECIALISTS

Big Footwear Values!

VALUES NOT HEARD OF FOR YEARS

MEN'S BLACK WORK BOOTS

All Solid Leather,
\$3.50 Pair.

**MEN'S HEAVY DARK TAN VEAL CALF
WORK BOOTS**
\$4.00 Pair.

**MEN'S BLACK GUN METAL CALF
BLUCHER,**
Rubber Heel, Round Toe,
\$4.75 Pair.

MEN'S BLACK VICI KID BLUCHER,
Improved Cushion Sole, Rubber Heel, Comfort
Last,
\$7.50 Pair.

LADIES' BROWN KID LACED BOOTS,
Cushion Tread, Rubber Heel,
\$4.75 Pair.

**MISSES' BLACK GUN METAL CALF,
HIGH LACED BOOTS,**
Sizes 11 to 2,
\$2.90 to \$3.10.

STEER BROS.

DELCO-LIGHT

Specified and used by
the U.S. Army and Navy
the Red Cross and the Y.M.C.A.



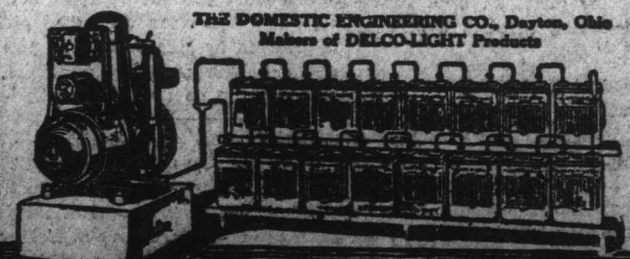
More than 100,000 Delco-Light plants were delivered for war work. They were used to supply electric light in camps, storehouses, hospitals, Y. M. C. A. huts, air-raid kangas, sub-casars and other branches of the service.

In Red Cross hospitals at the front, Delco-Light operated life-saving X-ray apparatus. Delco-Light was specified by the Government because it is dependable, efficient, simple to operate—requires little attention, and because it is AIR-COOLED.

The result of Government tests and the satisfactory use of Delco-Light on over 50,000 farms are your assurance that Delco-Light will give you the same dependable service.

It better living conditions—increases farm efficiency, and soon pays for itself in time and labor saved.

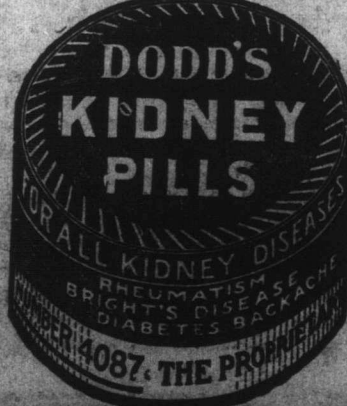
BOWRING BROTHERS, LIMITED,
Electrical Department.



DELCO-LIGHT is increasing the efficiency of 100,000 farms.

is about a mile from Fox Trap to Kelligrews by land. I have been engaged at fishing on and off ever since I have been old enough to go. I have been fishing around Conception Bay all the time. I have been trawling around the place where the accident occurred and the water is about 35 or 40 fathoms deep. I have never been out in a boat in Conception Bay or any other place with as much wind blowing as was blowing at the time of the accident. I have often crossed in a boat back and forth to Bell Island, but never with as much wind as was blowing at the time of the accident. I would not attempt to go with as much wind. I would not be able to say whether I was out in as much of a way as was on that day. The water was all white that day and while we could see the sail of the boat we could not see the boat itself or the occupants until she came up in the wind. The wind was partly on the land that day and in my opinion there would be too much wind for even a larger boat than we had to go out. I do know that one motor boat crossed from Bell Island to Foxtrap on the evening of the accident about 8 o'clock. The wind had dropped off considerably about that time. Mr. Henry Hibbs of Middle Bight was in charge of the boat; he landed some men at Foxtrap and then he went on to Kelligrews. He works on Bell Island all the week and generally comes home on Saturday night. In my opinion there would be too much wind for any motor boat to cross from Bell Island to Foxtrap at the time of the accident. About 5 o'clock the wind veered further western blew hard for some time as hard as it did at any time during the afternoon but coming on nightfall the wind dropped off. To my knowledge there were no boats went out to the scene of the accident even after the wind had dropped off. I asked one of the men who came over on Mr. Hibbs's boat, named James Butler of Foxtrap, if he had been anything of the boat and he said no. On

Sunday I heard from Mr. McKay of the firm of Campbell & McKay that the boat had been picked up in Portugal Cove. Taking into consideration the state of the wind and sea at the time of the accident I do not think it possible for the men to hold on to the boat for any length of time. It would be too rough for the men to hold on long even if they caught hold to the bottom of the boat. If there was a centre board in the boat and it was in place it would be possible for the men to hold on to it for some time. Looking back now to the time of the accident myself and the other people of Foxtrap did all we could possibly do under the circumstances in my opinion and I am of the same opinion now, as I was then, that it would be impossible to get to the scene of the accident without endangering the lives of those attempting to do so. Kelly's Island lies about N.W. from land and with the direction the distance is about three miles. When I saw the little boat first she was about a mile and a half south of Kelly's Island and with the direction the wind was blowing we figured the boat would probably drift ashore at Lance Cove, Bell Island but the wind veering more western in the evening caused the boat, in my opinion, to drift towards Portugal Cove.
(To be continued)



remarkable
"Money"

A FASANT
DOPEL' FRANK
YEARS.

belong to four men
was the lady of a
years ago, all Paris
Daugnac's name
of her history
as, she said, the
an American
Henry Crawford
years, had been
and been his favourite
course, and, in great
her entire fortune
pounds.
all so very simple
charming smile
pretty shoulders.
story of it" And
she produced a
the will, signed
dated September
earlier.

Her Claim Dismissed
all wonder that a
and so romantic story
of the object of the
She was invited
houses in Paris
by high-placed
to win her
share. And it was
automobile had
seigneur Humbert, the
one of France's

however, Paris
that Madame
Billions was to be
at the time of the
red another will
September 1914
was left to be
them and the
while Madame
of £14,000.

A Cunning Plot
nephews, however,
later, were two
erates masquerade
ter, were anxious
settled as amica
and they were
Madame Humbert
the of the securities
four millions will
settled in the
while, the securities
ed in her safe, she
opened except by

fortunately, the case
for some months
Madame wanted mo
But she founde
ing as much as
all, Madame was
of £14,000. But
it was possible
full four million
the established
quite eager to ad
in such security
Thus she had no
under.

In the case came on
Madame won the ve
she promptly
of the expected
the securities' bou
under seal in the safe
there was 111,000
four millions
bankers had mon
fell over each othe
to lend money
she was finally
they asked.
she borrowed a mil
two millions there
ranging from 20
until she sold her
pounds to play
the proceeded to squa
it.

content with respo
s and money-lenders
est established a com
posed capital of £400
and available boyfo
ferred depositors 8 per
on their money.

All France subscribe
in every part of Fran
into Madame's
she sent the bounde
time; it was a small
poor persons and cle
blindly at the safe
her houses and few a
right live on the inc
ments would yield.
year after year made
each harvest from her
squandering. In ev
disgrace that broke
Meanwhile, the law co
and again decided the
original securities in
each time the neph
with the result th
millions were still kep
ed seal.

That the safe contain
five years rent
e Humbert had deposi
of sums exceeding t
ounds when the first
ot and suspicion were
all France was humi
the four millions mis-
ing tongue. The cred
larded and clamorous
became the story of ind
last the court was per
my serious and to be
May day, 1914, the
and the safe was op
money of a grand