

News of the City and the Outports

Whiteway Lodge Hold Installation

The adjourned installation ceremonies of Whiteway Lodge took place at the Masonic Temple last night.

The ceremonies were performed by the District Grand Master, Wor. Bro. J. A. Chit, K.C., assisted by Wor. Bro. C. R. Duder, D.G.M., R.S., Wor. Bro. J. Stott, D.D.G.M., and Wor. Bro. W. J. Edgar, D.G.S.

The District Grand Master referred to the very sad circumstances which had postponed the ceremony last week and paid tribute to the memory of Past Deputy District Grand Master, Bro. Pinsent, who had been so suddenly called away.

Reference to Disaster

Touching reference was also made to the terrible disaster of our sealers. The officers of Whiteway Lodge for the ensuing year are:

- W.M.—Bro. R. F. Goodridge.
- I.P.M.—Bro. Dr. H. Rendell.
- S.W.—Bro. A. Macpherson.
- J.W.—Bro. W. Campbell.
- Secretary—Bro. W. Barker.
- Treasurer—Bro. T. J. Duley.
- Chaplain—Bro. Rev. W. H. Thomas.
- S.D.—Bro. C. Duley.
- J.D.—Bro. W. H. Rennie.
- D. of C.—Bro. H. R. Brookes.
- Organist—Bro. F. J. King.
- I.G.—Bro. L. P. Chaplin.
- S.S.—Bro. W. McNeilly.
- J.S.—Bro. H. W. Dickinson.
- T.—Bro. G. Morris.

The usual congratulatory speeches were then made, and the retiring Master, Dr. H. Rendell, was presented with a Jewel.

A collection was taken up in aid of the Tasker Educational Fund. Owing to the death of the late Bro. Pinsent and the sealing tragedy the banquet was not held.

Selfish, Greedy Action of Man

A selfish and greedy action and an uncalled for assault was what happened yesterday afternoon at the Southside amongst the sealers.

As it is the custom the "small boy" of the city is ever on the alert on the arrival of the first steamer from the icefields, and will do all sorts of things to get a "gad" of flippers.

It is true the persons having the first right to the flippers are the crew; this cannot be denied. Therefore in many cases the outport man provides a beef barrel and secures as many flippers as he can to forward them to his family.

Caught Him.

One of the men mentioned above, last evening was packing his barrel, when he noticed that two of his flippers had suddenly disappeared. Looking around he caught sight of a youngster of about 10 or 12 years of age, running up from the wharf with the "dainty morsals," which he had "snipped" from the owner. The man gave chase and captured the youngster and taking his goods from him.

Hit the Kid.

But not satisfied in recovering his property he, a stalwart sealer, gave the "kid" a stunning blow in the face which caused clare to flow copiously from the lads nose.

Now, we don't wish to condone the boy for his tricky action in taking what did not belong to him; but we do strongly protest against the brutal action of this or any other stalwart mankind treating a mere lad for such a trifling offence as snipping a flipper.

This is not good enough just at this particular time especially. We would say to our outport friends, don't be so greedy when packing your barrels in future.

THE EMBALMED BODIES

The following bodies were embalmed by Undertaker Oke: Edgar Howell, Newtown; Alfred Dowden, Newtown; Mark Howell, Newtown; Adol Howell, Newtown; Robert Brown, Fair Island; Jonas Piccott, Fair Island; Daniel Cuff, Dotting Cove; David Abbott, Dotting Cove; Fred Collins, Newport; Robert Malmont, Greenspond; Job Easton, Greenspond; Albert Malmont, Shambler's Cove; Eli Kane, Pound Cove; Percy Kane, Valleyfield.

The first has been sent home by train, but the others are still at the morgue, and will be sent by the Beothic. The work has been very creditably done.

STEPHANO ARRIVES

S.S. Stephano, Capt. A. Kean, arrived from the icefields yesterday afternoon with 22,000 seals. She berthed at Harvey & Co.'s pier.

PERSONAL

Mr. George Pike, formerly engineer of the S.S. Glencoe, has been awarded a second's certificate.

Mr. N. Snow, buyer for Messrs. Bowring Bros., has returned from his trip to the Old Land. He bought extensively for his firm.

Mr. J. J. McKay, of the firm of Campbell & McKay, who was on a visit to Canada and the States, returned Tuesday. He was away longer than he intended.

Miss Etta Gardner, who will appear at the Nickel Theatre on Monday next, arrived by Tuesday's express. She is from Montreal, where she sang with success, and was given flattering press notices.

Mr. P. E. Outerbridge, who was visiting Canada on business, has returned, and is busy with his agencies. He secured many good lines, which are in demand in the Newfoundland trade and which retailers would do well to inspect.

Mr. J. P. Kieley of the Nickel Theatre, who was visiting Canada and the United States, returned by the express on Tuesday. Mr. Kieley visited all the leading film firms of America and made arrangements for several feature pictures to be landed in St. John's before they are shown outside New York. His trip was purely a business one but the weather was all that could be desired and it proved a very pleasant one.

Mr. John Williams, Manager of Messrs. Bowring Bros. hardware department, who was visiting the Old Country on business and pleasure, is back again and we are glad to say that his health has greatly improved. It was his first visit to the British Isles, and it proved a most enjoyable one. He met many of the principal hardware people and made many new friends and connections which will be of great service to him in the conduct of his business.

Mr. Mark Chaplin, who was visiting the fashionable markets of London, Paris and New York, returned by Tuesday's express. He looks remarkably well, after his tour. Although very busy while in the Old Country he found time to take in one or two of the big football matches. The footer authorities gave him a hearty welcome and every day he had invitations to see one or more contests, but could only take in one or two. The "King" is as popular on the other side as he is on this.

HYMENEAL

Baird—Carmen

The wedding of Miss Enid Baird, second daughter of Mr. J. C. Baird, and Mr. Bruce Carmen, assistant accountant at the Bank of Montreal, took place yesterday afternoon at the residence of the bride's parents, Bryanmuir.

Rev. J. S. Sutherland officiated. The bride was assisted by her sister Eileen, while Mr. James Baird, Jr., supported the groom. The wedding party were then photographed and after refreshments the happy couple proceeded to Donovan's where they will spend a week. They will reside at the Cochrane.

The express is due at midnight.

GIVE THIS YOUR ATTENTION.

A. L. C. Relieves a Starving Woman.

Ray Roberts, March 10th, 1914. I have been troubled with indigestion for a number of years. In fact I have been so bad I couldn't eat a half meal of anything.

A friend advised me to try A.L.C. and one half pint bottle cured me. I couldn't believe I could be cured in such a short time and now I can eat anything and food does not trouble me in the least.

I think I am perfectly cured. I haven't felt indigestion this month. I recommend this medicine to all sufferers for indigestion.

You are at liberty to use my name and anyone not believing this statement can write or consult me personally.

MRS. MATTHEW FITZPATRICK, Cross Road, Bay Roberts.

Manufactured by Saunders & Mercer, Shearstown, Nfld.

Sold at St. John's by Soper & Moore, C. P. Egan and John J. Healey. Price \$1.25 and \$2.25.

Still No Word of Southern Cross

There is still no news of the Southern Cross.

At nine last night the following was received by Hon. J. R. Bennett from the Kyle:

"Spoke to schooner John Hammond of Gloucester, fisherman, at 6.30 a.m. anchored in lat. 43.30 long. 55.10, one hundred and eighty-nine miles S.W. by S. half S. of Cape Race; she reports seeing nothing of any steamer or sail. At noon to-day Cape Race bearing N. E. by N. half N. 242 miles. Course changed at noon to north which will take us over edge of St. Pierre bank; barometer falling; and looks for a stormy night; sorry have nothing to report; yesterday very stormy. Every man on board this ship anxiously watching, scanning the horizon for anything that might be seen; let me know if you have any news; all crew and passengers well on board."

"PICCOTT."

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

Sudden Death of W. J. Redstone

The sudden death of Mr. W. J. Redstone, buyer for Messrs. Marshall Brothers, which occurred at Halifax at 3 this morning, caused a great shock.

Messrs. Marshall Brothers had a cablegram from Mr. G. Summerville, of G. Barr's, that he died at the hour stated.

Deceased reached Halifax yesterday by the Tunesian from England, and on reaching his hotel collapsed.

He was removed to the infirmary. At 5 last evening he became unconscious and at 3 this morning died. The day after leaving Liverpool he became ill, suffering from jaundice, and received medical attendance all the way.

Deceased was 48 years old, and leaves a wife and 7 children.

Mrs. Redstone is very ill at present, and a couple of the children have been in hospital during the winter suffering from fever.

The body will be brought home first chance.

To the sorrowing relatives The Mail extends sympathy.

"THE CADET"

The Mail thanks Editor Foran for a copy of the "Cadet," an interesting quarterly which will be published quarterly in the interests of the Catholic Cadet Corps, and Brigades generally.

It is profusely illustrated, the articles are well written, and there is a generous display of advertising, and the editor is to be complimented on it. We wish the "Cadet" a full measure of success.

THERE ARE PLENTY OF GOOD SEATS AT THE ATLANTIC BOOK-STORE FOR "PEPITA"

Remains of Victim Are Laid to Rest

On Tuesday, the remains of Fred Hatcher, belonging to Cat Harbor, and one of the victims of the sealing disaster, was conveyed to the General Protestant Cemetery for interment, the Rev. C. Whitmarsh conducting the funeral ceremonies.

Mr. Halfyard, the member for the district, who has been most diligent in looking after the bodies of those belonging to his district, made all necessary arrangements for the funeral.

Fred, though only eighteen years of age, was a splendid specimen of manhood; strong, stalwart, bright and promising. He was the eldest of four sons of John Hatcher.

The parents in common with many others have been dealt a severe blow by the awful disaster.

The Mail extends its sincerest sympathies to the bereaved family.

NOTICE!

Tenders are invited for the purchase of the property of the Estate of the late Dr. Robert White, Trinity, consisting of land, dwelling house, and stable.

All Tenders will be opened on Thursday, April 30th. The Executor does not bind himself to accept the highest or any tender.

REV. CANON WHITE, St. John's, Executor. ap10.14.16

CAPT. KEAN THINKS WIRELESS WOULD HAVE SAVED LIFE

(Continued from page 1)

I felt sure my men were on board, and was making good headway towards the Stephano, and expected to reach her in an hour, so did not think of trying to signal. We did not reach that evening and worked all night through ice until 2 a.m. Thursday when we were jammed.

I think we were then a mile and a half from the Stephano. When we got that near I was expecting to see her come out and give me my men, but then if the seals are there they would keep my men till daylight and put them out, which seemed a reason why she did not come towards me.

Other reasons for her not coming occurred, one was that the seals may have laid towards the Florizel and my men might be on her.

I began to get fidgety about my men that night as to what ship they were on board, and I thought of making some signal with lights, but if I made such distress signal, some of the other ships would think we were in distress would send me to find out what was the matter, or send my whole crew, and if some of them fell in the water or met with accident, I would be blamed, as it would be dangerous on the ice at that time of night.

I made no night signals for the reason given. My men might have been safe and I would be risking other lives for no purpose.

Early in the Barrel

Before it was well light I was in the barrel spying what was going on, expecting to see all hands on deck ready to get out for seals. Only a very few men were seen.

I then cast my glass around the horizon, and suddenly caught sight of nine men walking towards my ship.

Right then it occurred to me what had happened, that my men had got adrift and I know what must have occurred. I don't remember what I did for some time after being paralyzed with fright, but called Mr. Green and the steward and told them what I had seen.

The men appeared to be about two miles distant, some were lagging behind showing signs of fatigue. I went to the hold, called out the crew and dispatched them at once with everything possible in the way of nourishment.

Hoisted Distress Signal

I hoisted the ensign with ball under it, as a distress signal, and then saw two men coming from the Stephano which showed she was hopelessly jammed. I think about a mile and a half distant. We were nearest our own men.

The men from the Stephano when they got within hailing distance asked "What's the matter," I said "Are any of my men on board you?" They said "No, they left again at 12 o'clock Tuesday."

I had the ensign flying from mizen peak with coal basket underneath, in place of a proper signal ball which I did not have.

The Stephano's men said their captain told them to ask us if that was a distress signal we were flying, as if it was to lower it further down. I told Mr. Green to put up a proper distress signal, and he put up the International code signal of distress. The Stephano's men went back to their ship almost immediately.

Shortly after they left, the nine men of my own whom I sighted began to arrive on board, and they were probably all on board by nine. We were jammed and could do nothing towards rescuing, but the ice was covered with men from other ships, doing everything possible to assist in picking up our crew.

Weather Forecast

The ordinary Toronto weather forecast might or might not be useful. If I knew a storm was due I would try to get my men in before it came. If I received the weather report that a storm was due, I would direct my men to look out for it, but I would not plead guilty to the charge of keeping my men on board when there were seals because Toronto predicted a storm even for that day. We rely on our glass and our eyes.

The glass is the safest guide at the seal fishery. I have the barometer logged on this trip. It was kept by the navigator, Mr. Green. I watched the barometer frequently, it was second nature to me.

I have never known a captain to keep his men from panning seals that were near by on account of the glass being low, but would always warn the men and take stricter precautions about getting the men aboard.

From Monday till Tuesday the barometer was fair and showed no exceptional conditions. I cannot say whether there was a gradual rise or fall during that night. I saw no noticeable change.

ULSTER THINKS HOME RULE IS DEAD

(Continued from page 1) the King's support of officers who refused to serve against Ulster that Belfast attributes failure.

Master Four Springs

Have been master of the Newfoundland four years, sixteen springs to the ice. Am 29 years old. I had not wireless on board. We had it on board four years ago. The next year we had

EASTER OFFERINGS
--IN--
EGG NOVELTIES!

This week we show a good assortment of
EASTER EGG NOVELTIES!

CARDBOARD EGGS, prettily colored, all sizes, suitable for Candies, Gloves, Lace and other Easter Gifts,
4, 8, 10, 20, 25, to \$1.20.

NATURAL CHICKS and DUCKLINGS..... **25c.**

FLUFFY BUNNIES, DUCKLINGS and CHICKS..... **4c. up.**

RABBIT and CHICKEN NOVELTIES.

PLASTER OF PARIS RABBITS, HARES, CHICKS, etc.

FOLDING EASTER BELLS..... **2, 3, 5, 9, 15c. each**

Chocolate Eggs
2, 3, 5, 8, 15c. each.

Ayre & Sons
LIMITED.

IN DEFENCE OF CAPT. KEAN.

(Editor The Daily Mail)

Knowing that there has been lots of adverse criticism of Captain A. Kean, I beg to ask that you print in your esteemed paper my opinion regarding the terrible calamity which befell the "Newfoundland's" ill-fated crew.

My story of the events which took place up to April 7th was written from facts taken from my log and that of Dr. Dr. Wallis.

As you will note I have stated that the men came aboard our ship at eleven o'clock a departure from the usual statement of twelve o'clock. I am prepared to prove this from the fact that our lunch hour was twelve o'clock and the Newfoundland's men had left the ship from ten to fifteen minutes before I went to dinner.

Another thing Captain Kean ordered these men out in order to let them get some seals, having told Mr. Geo. Tuff the bearing of a spot believed to contain at least one thousand. I doubt very much if any of the men had desired to stay, Captain Abram would have prohibited them from doing so.

At the time of leaving there was only a very light snow falling and our barometer gave no sign of the approach of a blizzard.

The allegation that Captain Kean drives his men probably originated with people who have been out with him and who are only after notoriety. Of course he gives orders in a commanding sort of way, but any captain anywhere will do that. I, for one, know it is necessary. But this much I'll say, that Captain Kean would never order a man to a thing he wouldn't attempt himself.

If you do not care to print my account of the disaster written on the scene, please return it. Doubtless it will be difficult to read, but I haven't time to type it at present.

GEORGE F. SHEKLIN, ALLRIDGE L. WALLACE, St. John's, April 9, 1914.

Seek Runaway Nfld. Husband

The immigration authorities here are endeavoring to locate the whereabouts of the man Taylor, who came here on the steamer Beothic last February from St. John's, leaving a wife and family at the latter place.

So far as can be learned, he was a stowaway of the steamer, and eluded the immigration officials when the steamer entered port. Later his wife came here on the steamer Lintrose, and sought the assistance of the police, stating that her husband deserted her.

Since then the Newfoundland police took the matter up, and last Friday and Saturday immigration officer J. J. Dooley, accompanied by a member of the police staff, made a thorough search of some of the southern colliery towns, where Taylor is believed to be, but were unable to affect his arrest.

C.L.B. Bazaar Is Postponed

The ladies who are in charge of the C.L.B. bazaar met in the Sydney Hall, yesterday afternoon, and decided to postpone the bazaar owing to the sealing tragedy.

LT.-Col. Rendell was present and addressed the audience. He was pleased to see so many present and to know they were taking a great interest in the bazaar.

Owing to the disaster it was decided to postpone the event until the latter part of September.

This will meet the approval of the general public. The bazaar will be held Sept. 22, 23 and 24.

ARRANGED PASSAGES HOME

A number of the Newfoundland's crew waited on Mr. A. B. Morine, yesterday, and he arranged with Mr. Harvey for their passage home with meals. They will leave by the Beothic to-morrow.

Moors Hacked Aviator to Death

Rabal, Morocco, April 8.—Captain Harve, French military aviator, and a lieutenant, whom he was carrying as a passenger, were hacked to death today by insurgent Moors, after they had escaped, uninjured, from an aeroplane accident in the desert.

"PROGRES" REPAIRING

The little Bell Island steamer Progres has just had a new cabin built on her deck. She is also undergoing extensive renovation.