

# The Evening Telegram.

W. J. HERDER, - - Proprietor. | C. T. JAMES, - - - - Editor.

ST. JOHN'S, NEWFOUNDLAND, DECEMBER 24, 1920.

## The Xmas Message.

MUSIC heralded the Birth of Him whom Christendom acknowledges as its King and Saviour. The Gospel tells us that on that wondrous night of the Divine Birth the heavens opened and from out their shining portals issued a multitude of celestial beings praising God in song as never before or never will again fall upon the ears of mankind. The wondering Shepherds, who alone of humanity were granted the privilege of being the first to receive the announcement that "Unto you is born this day in the City of David, a Saviour which is Christ the Lord" were men of no great average intelligence, but to them it was seen fit by the inscrutable wisdom of the Omnipotent to communicate first the "Good tidings of great Joy." To these keepers of the flocks (symbolical choice) the greatest, the most stupendous proclamation of all times was made, concluding with a chorus at once supernatural and transcendent, which allayed the fears of the simple Judeans, and left them to think over the startling message they had received, the message for all time, the message which will be repeated from thousands of altars, the message which is to all people. And since Christ's birth was divinely announced in a burst of heavenly harmony, so the celebration of that mysterious birth has ever since been a season of music and melody. Around Christmas has been written some of the finest, most exalted and most heart-stirring musical compositions, and the Christian Church recognizing that the season demands a service of praise, has ever been mindful of the grandeur of the appeal which music makes to the hearts of humanity, and in perpetuating that first angelic "Gloria in Excelsis," has brought the real meaning of the true message of Christmas more near the heart and mind of her people.

MORSHIP is the sequence of praise. St. Luke does not tell us that the Shepherds, after finding Mary and Joseph and the Babe, lying in the manger, made adoration of the Child, but it is assumed that they did. The Gospel narrative merely relates that "When they had seen they made known abroad the saying that was told them concerning the Child" and returned, "Glorifying and praising God for all the things that they had heard and seen as it was told unto them." To them was given the pleasure of witnessing, and afterwards of circulating the tidings that Christ was born in Bethlehem, as they went back to resume their so marvellously interrupted labors. But if the Shepherds are not recorded as having bent the knee at the manger, there were others, who were on their way in great haste to be first to salute the new born King. Great men from far off countries, sages learned in the lore of the Orient, wise men, magi, from the East were journeying with speed to reach the place where the young Child lay. Led by a star they came to Bethlehem rejoicing with exceeding great joy, and when they had come into the house and saw the young Child, with Mary his mother, "they fell down and worshipped." Recognising the King, these kings from the East, without hesitation and simultaneously with their first glance at the Babe, did not salute, as they would have done to an earthly monarch, but fell down and worshipped. Their knowledge told them that the King of the Jews, whose star they had followed, was not a terrestrial potentate, but of far transcending regality, and they adored Him, as to-morrow millions of knees will bend in adoration, millions of heads will bow in reverence, and millions of hearts will lift up their Magnificat as they approach in spirit the manger at Bethlehem.

CHRISTMAS is inseparably connected with giving. The wise men after their act of homage opened their treasures and presented the infant Christ with symbolical gifts. Gold for the Kingship; Incense for the Godhead; Myrrh foreshadowing the Selpulchre. The significance of the gifts were emblematical of prescience, and the acknowledgment of the Divinity, the Royalty and the Humanity of Him whose star they had seen in the East. Gifts meet for the King. Such is the message of Christmas. We all deem it a pleasure to give, and the season upon which we are now about to enter, is not only a festive anniversary, but a time when out of the abundance of our substance we make gifts to others. It is a season when giving is always exceptional in its character. It is the great Jubilee Celebration for children, when Santa Claus comes down the chimnies and departs via the same route, leaving plethoric stockings hanging from mantel and bedpost, as a reminder that he is not dead nor has forgotten the little ones. And even the big ones enjoy their Santa Claus presents. No home so poor or lowly but does not look forward to Christmas. The exchange of gifts possesses a sentimental rather than an intrinsic value, and the sixpenny handkerchief is as greatly appreciated by the wife and daughter of the peasant as is the diamond necklace by the female relatives of the peer. It is not the article. It is the spirit in which it is given. And so once again all are making ready for Christmas. There is vast bustle of preparation, but how quickly the great event comes to an end. But one short period of twenty-four hours' festivity ought not to be, and is not, the whole of Christmas. "We cannot," says a writer, "repeat our gifts every day, but if every gift is the token of a personal thought, a friendly feeling, an unselfish interest in the joy of others; if our hearts are free of every trace of jealousy and hatred toward any, then the Christmas spirit will remain with us and show itself long after the gift season is over." And that after all is the real message that Christmas brings us.

### Greeting:

To all its patrons, contributors, friends and readers The Evening Telegram offers Greeting and Best Wishes for

A Merry Christmas.

### Star Association Loss.

In yesterday's fire the Star of the Sea Association lost many valuable trophies which cannot be replaced. In a case in the billiard room were some 12 silver cups won by the Society's Athletic Club during the past quarter of a century. The "Knowing Cup," won in three consecutive years; the Jackman Charity Cup, the Chaplin Charity Cup, three Trio Cups, etc., were all destroyed. These were won in the good days of Jim Vincombe, Dick Power, Will Ryan, Ned Brophy, Jack Condon, Paddy Gail, Will Collins (the best goalkeeper St. John's players ever had), Tony Evans, Dick English, Noddy Power, "Twister" Brophy, Jack Cowan and several others who have passed beyond.

On the walls were hung paintings of some of the past presidents and members who did yeoman service to the Society, amongst whom were Capt. William Jackman, late Hon. Jas. McLoughlin, late Hon. E. M. Jackman, W. Duggan, late John Burke and late Very Rev. Dean Ryan.

The site of the Star Hall was formerly that on which the old Orphan's Asylum stood. The "Old Chapel" was built close by. Very few remember the older buildings.

### For the Poor.

Colonel Martin acknowledges with thanks receipt of the following contributions towards the Christmas Appeal for the Poor:—

\$10.00—D. Monroe, The Direct Agencies.

\$5.00—Geo. Knowling, F. G. House, M. Morey & Co., Parker & Monroe, Capt. T. J. Connors, Skinner's Monumental Art Works, Thomas Winter, George Snow, Anglo-American Telegraph Co. (grocery order), J. W. Withers.

\$3.75—Trade Review.

\$2.50—S. T. Harrington.

\$2.00—Harris & Elliott, J. White-way, Nfld. Wholesale Dry Goods, N. J. Vincombe, L. C. Morris, Thos. Fitzpatrick, W. A. B. Slater, A. Friend.

\$1.00—Dr. V. P. Burke, T. Clancy, W. F. Donnelly, M. C. Caul.

5 lbs. Tea—F. McNamara.

5 lbs. Beef—P. J. Reardon.

### McMurdo's Store News.

CHRISTMAS EVE, 1920.

On this day as is our custom we say a few words to our readers wishing them the Season's Compliments. This year we offer them the same, with the most cordial feelings. The years are bound to bring changes, and each year has brought, and will bring, its own problems. But the old wish has its place every year; our lines are not intended to be controlled by outward circumstances; peace and happiness are within. And so, though there are some things around us as a community which create sadness and disquietude, we still make bold to wish all our friends this year, A Happy Christmas.

### Fire at Marystown, C.B.

At Marystown, C.B., on Tuesday, Dec. 21st, the house with all its contents belonging to Thomas Ducey was totally destroyed by fire. Unfortunately the owner had no insurance and the loss to him is a serious one. How the fire originated is not known, but the inmates were awakened about 4 o'clock in the morning by the smell of smoke. They had barely time to escape with their lives. Assistance was rendered by neighbours but nothing could be done to save anything. By a curious coincidence, on the same date and hour last year, the house and contents belonging to a cousin, Alphonsus Ducey, was also burned and the family rendered homeless.

### Digby Reaches Port.

The S. S. Digby, 9 days from Liverpool, arrived here at 9 p.m. yesterday. Good weather was experienced throughout the voyage. The ship brought the following passengers to this port: J. Austin, Miss M. B. Blackmore, Mrs. W. H. Jones, Miss E. Jones, C. McNulty, Erick Robertson and J. St. John.

### Purchase Your Rubbers

And register your name with us at our Retail Department, 186 Water Street.

Our stock of Rubbers is complete. Our styles are manufactured especially for us by the Columbus Rubber Company of Montreal.

Every pair of Rubbers guaranteed to give satisfaction.

Bring your boy in for a pair of the greatest Rubber Boots made—BUDDY.

Our specials for this week are:

FELT TOP RUBBERS.

For Men . . . . . \$2.00

For Women . . . . . \$1.50

CLEVELAND RUBBER COMPANY.

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### PARADE RINK—Books of

Tickets now on sale at W. J. Clouston's, E. Murphy's, Water Street West; Mrs. J. Rice's, Harve Road, and Mrs. Farrell's.

Gent's Book of 30 Tickets, \$4.00; Lady's Book of 30 Tickets, \$2.50.

dec24,11

### A MARINE CENTENARIAN.

BY C. T. JAMES.

DURING the Great War the sailing vessel may have been said to have come into its own again. For many years previously the "wind jammer" had been steadily and surely pushed out of existence by the steam carrier, and even in Newfoundland, steam vessels were being used to freight bulk fish to the European markets, work done heretofore by square rigged vessels and fore and afters of our own mercantile marine, with numerous chartered craft from abroad. But the war changed all this, for every thing of size that possessed a boiler and engines was requisitioned for transport and food carrying purposes and upon the sailing vessel devolved the duty of holding trade and maintaining commerce. So much was this so that vessels laid up and condemned were overhauled and repaired and put into commission by every country possessing a sailing fleet. And the return of the ancients passed out, leaving it to be carried on by new successors which were being rapidly turned out the stocks to supply the vacancies created by foundering or piling upon the rocks or being sunk by enemy submarine of the last of the old guard.

There is not any comparison between a modern steam vessel and a ship under full sail. The latter is a beautiful sight, but does not commend itself to shippers or trading firms; and alas, that we have to say it, is gradually being pushed out of existence by the superior speed, greater cargo capacity, and ability to go ahead against the wind, of the steam freighter. The hemp and canvas of fifty years ago did its work as effectively as the fastest tramp afloat to-day, but it has almost become obsolete.

The famous line of Liverpool clipper ships were once the pride of the ocean, but their day is done; yet many a race had they with the tea ships of America which old salts yet remember and look back on with pride. Nothing can match a ship with every stitch of cotton crowded on, from the belling course to the diminutive sky-scraper, with every stay and rope defined against the rounded canvas, as if drawn by the magic brush of a magic artist. Place this picture alongside the ocean tramp of to-day—short, squat, bulky, dirty and ill-kept; built solely for carrying, without the redeeming feature of a single graceful line, just an iron tank with an engine inside.

There used to hang in the office of a prominent mercantile firm on the West Coast, the Bill of Sale of the barkentine Eliza, which at the time of her purchase in 1870 was supposed to have been the oldest vessel afloat. In the space designated for the name and address of the builders on this document, the following is written: "Not known; condemned as a prize 'in the High Court of the Admiralty,' 27th January, 1808, and made free 'at Plymouth 26th August following.'"

Around this old ship gathered a halo of romance, which only the pen of a Marryat could do justice to. So far as can be gleaned from the musty and forgotten past, the Eliza was the last of the famous and notorious St. Malo privateering fleet; was built expressly for that business, and sailed very successfully under letters of marque for many years, principally in and about British waters, capturing uncounted—and isolated merchantmen—and generally assisting in the demoralization of British commerce, until the victory of Rodney over De Grasse gave English ships once more command of the home seas, thereby virtually ending the life of St. Malo and all other systematic privateering.

From this work, the Eliza having eluded the light cruisers of the English fleet, was chartered by the French Government to act as a despatch boat to the allied vessels besieging Gibraltar 1779-1782. This was during the later years of the American War of Independence, when France, Spain, and Holland were in arms against England, while Russia, Sweden, and Denmark forming an armed neutrality league were ready to pounce upon her when a safe opportunity occurred.

This alliance however collapsed for a time, after the defeat of the combined fleets of France and Spain by the Gibraltar garrison, commanded by General Elliott, who was subsequently raised to the peerage for his gallant defence. It arose again, however some fourteen years afterwards, to be finally and irretrievably broken by the splendid victories of Jervis at Cape St. Vincent and Duncan at Camperdown, February and October 1797. During this period the Eliza was in active service but the records of the time are so vague that very little can be discovered of her doings. As an almost continual warfare was raging, there is every reason to believe that she returned to her old privateering habits, and doubtless many a missing British vessel was intercepted by, and fell captive to her crew, who were noted for their desperate courage.

The year following witnessed the famous battle of the Nile, when Nelson annihilated the fleet of France, in Aboukir Bay, and imprisoned Napoleon and his army amid the burning sands of Egypt. Acre, defended by Sir Sidney Smith, the soldier-sailor, saw Napoleon's first military reverse, and the rout of his army by Abercrombie at Alexandria caused him to give up all hope of conquering the land of the Pharaohs.

Three years after the Nile, Nelson by an act of "glorious disobedience" overthrew the Northern Powers armed neutrality league, at the battle of Copenhagen, and four years later, at his crowning triumph, utterly broke the naval power of France and Spain at Trafalgar. His immortal signal, "England expects that every man will do his duty" still rings with trumpet tone throughout the Empire, but in the hour of victory stricken though epaulet, shoulder and spine by the fatal bullet, he fell, and covering his face with his handkerchief, that his men might not recognize him and be disheartened, he was borne below to expire, after twenty of the enemy's ships had struck, his last words being "Thank God I have done my duty." He was buried in St. Paul's Cathedral, the whole nation mourning for their hero and thus passed away the greatest sailor since the world began. This victory once and for all prevented the invasion of England. Napoleon's wish for command of the Channel for but six hours, was not to be fulfilled. That which Nelson's death had left undone Collingwood completed, and the "all-venerable" still remains inviolate.

In the same year, 1805, the Eliza hauled down her colors to H. B. M. gun-brig Phaedra, after a stubborn engagement lasting nearly six hours. Both vessels suffered severely and were obliged to effect repairs at sea, which being done the victor took her prize in tow and sailed into Plymouth Harbor, and the fighting days of the Eliza last of the privateers were ended for ever.

So much was there to do by the authorities, that it was not until three years later that she was condemned as a prize and the prize money distributed to the survivors of the Phaedra. In August 1808, then thirty-seven years old she was made-free.

Her next appearance in marine circles, flying the British flag, was as Royal Mail packet from Plymouth to Halifax, N.S., and until the advent of more modern vessels continued successfully in her new role, but with the introduction of steamships the Eliza had to fall out of the front rank and subsequently was relegated to the timber trade in which she remained as a carrier for many years, afterwards becoming well known in dry fish freighting. Finally she was purchased by one of the largest firms doing business on the West Coast of Newfoundland and became Commodore ship of its fleet.

About twenty-two years after the purchase this centenary vessel was leaving the Brazilian Coast in ballast for Gaspe in Canada to load fish when she went ashore in a storm and was totally wrecked. Thus closed the existence of one of the most remarkable vessels ever built, and doubtless has severed the link which bound the marine architecture of the eighteenth century with that of the present day.

### Street Car Accident.

Whilst street car No. 7 was turning from Holloway Street into Water Street the wheels skidded on a slippery part of the track, causing the car to leave the rails and plunge head on towards the railings between the Seamen's Institute and the Commercial Cable Company's building. The force of impact was so great that the concrete foundation of the railings was smashed in, and the fender of the car driven back on the wheels. The few passengers who were in the car at the time were badly shaken up, but were otherwise unharmed. It is very fortunate that the car did not collide with the building as serious consequences would have undoubtedly resulted. By 9.30 the car was replaced on the track and taken back to the barn for repairs.

### Digby's Small Freight.

S. S. Digby, which arrived last night from Liverpool, had only 250 tons of cargo for this port and hardly any for Halifax. This is indeed a good proof of the unsettled conditions which exist at present. We have heard that the Sackem, which is now at Halifax, will sail direct from that place to Liverpool, as there is not enough outward freight offering to make it worth while calling at St. John's.

### The Injured Firemen.

The firemen Neil, Adams and Walsh, injured by yesterday's conflagration, are doing fairly well in hospital, except the former, and it is feared that it will be some time before he fully recovers. Walsh and Adams will probably be able to get away from the hospital within a couple of weeks.

### "GIFTS THAT LAST."

Diamond Rings from \$15.00 to \$200.00. See our Special Solitaire Diamond at \$25.00. R. H. TRAPNELL, LTD.—dec24,11

## Santa Claus Headquarters!



It is our very great pleasure to extend

THE SEASON'S GREETINGS

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CHRISTMAS

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### At the Casino.

The Frank Urban Stock Company open their engagement at the Casino to-morrow with "Cappy Ricks." The opening scene takes place in the office of Alden P. Ricks, known to his friends as "Cappy," and very early in the action of the play you are made acquainted with the fact that "Cappy Ricks" is a weather beaten old sea dog, gruff, blustering, headstrong, but never vindictive. He is a replica of a sea faring man whom Captain Peter Kyne found and visualized for the printed page and Edward E. Rose took from the speaking stage. As a mother of real truth all the characters of the play are products of the San Francisco waterfront. You meet early in the action of the play John Skinner, the general manager for "Cappy," but in name only, for "Cappy" has a way of doing what he likes irrespective of the general manager. You meet Cecil Pericles Barnard, a young waster from New York, whose father, an old friend of "Cappy," has tired of his son's pursuit of the chorus girl of Broadway and sends him out to "Cappy" for the latter to put him to work and make a man of him, incidentally with a weather eye to business, for the father has hopes that Cecil will become attached romantically and legally to Florence Ricks the pretty daughter of "Cappy" and his heiress. This is a pleasing love story.

### STAR OF THE SEA MEETING.

The regular monthly meeting of the Star of the Sea Association will be held in the T. A. Hall on Sunday next.

## Just Arrived : Religious Supplies

KNOWLING'S

R. C. PRAYER BOOKS —

22c., 45c., 50c., 75c. up to \$1.70 each.

R. C. PRAYER BOOKS —

Celluloid Covers, \$1.75 and \$2.00 each.

PRAYER BEADS—25c. to \$1.00 each.

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J. W. N. JOHNSTONE, General Agent

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## Attention!

WE ARE OFFERING TO-DAY:

P. E. I. Potatoes .15c. gall.

Green Peas . . . . .12c. tin

Sun Maid Raisins .30c. pkg.

Mystic Baking Powder, 35c.

Choice Corned Salmon, 5c. lb

EVERYTHING FRESH AT

DUFFEY'S Grocery, Cabot St.

nov11

### FUNERAL TO-MORROW.

The funeral of the late William Harvey, reserve fireman, who was killed on Thursday's fire, will take place to-morrow afternoon. All the reserve firemen have been called upon to attend.

### NOTE OF THANKS.

Mr. and Mrs. McGilvray wish to thank the Doctors and Matron of the Fever Hospital, also Nurses Cronan, Farrell, Miller, and Hampton for their kind attendance to their little daughter Gladys, while at that institution.