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MASONIC NOTICE.

The Brethren of the Craft are reminded of the Annual Church Service which takes place in Gower Street Church on Thursday night, March 26th, at 8 o'clock. The Rev. Hammond Johnson will deliver the Sermon. A collection will be taken in aid of the Tasker Educational Fund. Brethren are requested to repair to the Church at the hour mentioned. No regalia will be worn.

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Baine Johnston & Co.'s Ocean Greyhounds

(H. F. SHORTIS.)

We are essentially a maritime people. We were this originally by force of circumstances, and to-day it is the pursuit of our choice and habit. Nature made us a maritime people, and for generations the sons of Newfoundland have been battling with the elements. The main wealth of the country was in the past, and will be in the future, drawn from the deep. The deeds and adventures of our old masters and their crews of our mercantile marine have been preserved from generation to generation, and handed down from father to son. The real history of Newfoundland is preserved in the traditions of her people. It is only from this source that we can learn of the bravery and heroism of her sons. Tradition unfolds to us the story of their determination and pluck, their self-sacrifice, their almost superhuman powers of endurance, and their dauntless courage. The Newfoundland sailor is a combination of the shrewd and calculating Scotchman, and the ready wit of the Irishman, along with the bulldog tenacity of the Englishman. When occasion demands it, all these qualities quickly come to the surface. Such was the race which manned the ships in our mercantile marine in the past century, and in those days perhaps no firm possessed a fleet of barques, brigs and brigantines as the time-honored and enterprising firm of Messrs. Baine Johnston & Co., which is with us to-day, conducting the general trade of the country as full of life and vigor as was displayed a century and a half ago, and down to the present day. It was a pleasure to witness the splendid fleet of Scotch-built vessels, owned by that great firm, anchored in the harbor or moored to the wharf, when at 8 o'clock on a Sunday morning, the codes of signals, with the blue and white at the foremasthead sported to the breeze, as it do honour to the day, as well as give a practical and brilliant display to the visitors of the prosperity and happiness of our people. Such was the great fleet of Baine Johnston & Co. in the past century, those days when our mariners were pronounced to be the most expert and best qualified to battle with cold and hardship on the face of the globe. Our merchants, masters, crews, as well as our people generally, took a special pride in this fact. Time was, and that within the memory of numbers now living, when the harbor of St. John's would, at this time of the year, be difficult of navigation from the great fleet of square-riggers anchored in the harbor waiting an opportunity to load for their various destinations. The sailing fleet has dwindled within the past quarter of a century to comparatively nothing. The square-rigger has almost entirely disappeared, and her place is fast being taken by the coaster, a small and insignificant class of vessel, which was never destined for the trade of the colony. On several occasions, through the columns of the Telegram, I gave accounts of great ocean races, which took place between our greyhounds of the Atlantic, such as the Tasso and Rothesay, the Christopher and Seaview, etc., and although they made remarkably quick passages, I must say that I have to give the palm to the old fleet of Messrs. Baine Johnston & Co. in the past century. In fact, were it not that the subjoined list is most authentic, and cannot be successfully contradicted, I would be almost inclined to doubt, as never before in the history of our mercantile marine were there such quick passages recorded. What splendid vessels, and what hardy, capable and fearless crews! Every one of the crew was a sailor, which was afterwards proved in the mercantile marine of England, America and elsewhere. I hope that our lively, interesting and patriotic little journal, the Newfoundland Weekly of Boston, will publish the list below, and give our Yankee friends some idea of the quality of our vessels of the old days, as well as the seamanship, courage and capability of the crews. Nearly every week we see an account of the passages made by the ships of England, America and elsewhere published in the leading journals, with full details of events. But I am safe in saying that they must have more records from the musty past, before they can equal much less outdo, the voyages of the mercantile marine of the grand old firm of Baine Johnston & Co. The following is the list of passages made by several of the fleet, and it will take much hunting up from the records of the past to equal, much less eclipse the deeds of our heroes in our mercantile marine:—

Earliest Cross-Word Puzzles

The editor of an American dictionary declares that something very similar to cross-word puzzles took up much of the time of the Hindus and Chinese 1,000 years B.C. The Indians who lived in America before the arrival of the whites used to play a crisscross puzzle with grains of corn, each marked with some Indian sign. It is probable that the Indians brought puzzle working to America from Asia, when there was a stretch of land all the way. The cross-word puzzle of the present is evolved by combining the anagram, the acrostic, the rebus and so on, with ancient magic squares, the editor says. "It is also closely allied to chess, and is possibly an earlier form of that game. The magic squares played an important part in the occultism and mysticism of the Middle Ages. They were known to Hindus and Chinese, however, before the Christian era, and were introduced into Europe in the fifteenth century."

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