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One of the most acceptable gifts to almost every smoker is a pipe. It doesn't matter how many he may have, a new pipe at any time—but particularly at Christmas time—is most welcome by the receiver.

For years the Royal Cigar Store has made a special feature of the pipe trade and for this season's gift it has received some very high-grade pipes.

Pipes in cases are always a very popular gift and our selection generally is, we believe, the best in the city. We shall therefore esteem it a favor if intending pipe purchasers will visit our store and look over our Christmas Pipe offerings before buying elsewhere.

Pipes at Prices to Suit Every Purchaser.

The Royal Cigar Store

C.P.F.

The "Ferm" Inquiry.

Finding of The Marine Court of Enquiry Into The Stranding of The Steamship "Ferm" at Knight's Cove Point, Bonavista Bay, on The 9th of June, 1919.

The steamship "Ferm," a wooden ship of 972 tons register, gross tonnage 1,579, was built at Slied, United States of America 1817-1918; the original owner being Jens Blings, Norway.

The "Ferm" was registered in the name of the "Newfoundland Ship-building Company, Limited, of Harbor Grace" at the office of the Registrar of Shipping, St. John's, on the 15th day of February 1919. She was well equipped with boats, compasses, charts, life-saving appliances and had electric light installed. Her coal consumption was sixteen tons per day, and the maximum speed obtained would be about six knots per hour. Her Captain, Rolf Waldemar Linderup, born in Norway, is now a naturalized British subject. He holds a Master's certificate from the British Board of Trade.

The Chief Officer was Perry Parks, Second Officer C. Jorge, Chief Engineer James P. Holt, Second Engineer Thomas Hughes. Including firemen and crew, the ship's company consisted of twenty-six men all told.

The ship was chartered by Eastman, Gardner & Co., Mobile, Ala., her cargo with a deck load, consisted of Pitch Pine and was consigned to Messrs. Stahl & Son, Rotterdam. The Captain received his instructions from Christopher Hannevig of New York.

The ship left Mobile, Alabama, on the 15th day of May of this year, bound for Rotterdam under orders to call at Louisburg, C.B., for bunker

coal, and arrived there on June the first. Being unable to procure coal at Louisburg, she proceeded to Sydney, C.B., and arrived there on June 2nd. Before leaving Sydney, it appears, the ship was in a seaworthy condition. She had three hundred and fifty tons of coal in her bunkers and a reserve of thirty tons on her deck.

The "Ferm" sailed on her voyage to Rotterdam on June 5th, the weather was fine and clear. Cape St. Mary's on the South Coast of Newfoundland, was sighted, and subsequently Cape Race was made, and abeam, at 1.30 a.m., on the 8th of June. A course was then set to pass Cape Spear and Cape St. Francis on the East Coast of Newfoundland, thence through the Tickle between Baccalieu Island and the mainland, thence North to Cape Bonavista, with the apparent intention of making Cape Bonavista the point of departure. This decision calls for severe comment, and, in my opinion, was quite unjustified. The course was a most unusual one for the ship to steer especially as quite a number of icebergs were seen after passing Cape Race, and in view of the fact that the Captain had not provided himself with a copy of the Sailing Directions, and that he was totally unacquainted with the coast and prevailing ice conditions. In this opinion I am supported by the evidence of Captain Taylor and Captain Couch. It may be observed here that the passage through Baccalieu Tickle is never used except by small coastal craft or steamers, and in a ship like the "Ferm," the passage should not have been used.

After passing through Baccalieu Tickle, field ice was encountered and

as the ship advanced towards Bonavista Cape, the ice became much heavier and growlers were scattered around, one of which it is alleged, the ship struck, making a hole in her bows and somewhat disabling her. The Captain then decided to seek some place where he could beach the ship, which was accordingly done at a place called Knight's Cove Point, on the South side of Bonavista Bay.

It is difficult to understand, how an apparently stoutly built ship, striking a growler at a speed of one to one and a half knots, should sustain such extensive damage on her port and starboard bows, as to necessitate her immediate beaching.

The taking of soundings in the hold, after the collision with the growler, appears to have been ineffectually carried out, in so much as no record was kept of any soundings taken. The Captain in his evidence stated, he had other things to think of, but it appears to me, it should have been a very important part of the Captain's duty at the time, to frequently ascertain the amount of water in his ship; whether it was gaining or losing, and to what extent. No record of such procedure has been produced. Two entries only, are in the log, "5 a.m., starboard thirteen inches, port fifteen inches, port, "seventeen inches."

In the evidence given by the Captain (page 6): "Between 5 and 5.30 a.m., the fore hatch was opened and water was reported in her hold, whilst "from the deck of the vessel." Taking the depth of the hold as approximately twenty feet, this would give, roughly, thirteen feet of water. At 8.30 the Captain states that seven feet of water was reported in her hold, whilst the log states sixteen or seventeen inches at 8 a.m.

I find the whole evidence, as regards the soundings, is most unreliable. The log is the official record, the Captain signed it, and by so doing he concurred in the entries made therein, and his statement in his evidence (page 7) that "I signed the log, but did not see the figures of the soundings; they might have been there, but I never looked at them, the entries are all wrong and the record a 'mistake,'" is, to say the least most unsatisfactory and unreliable.

Assuming the Captain's statement as correct regarding the great quantity of water in the ship, this would very naturally bring her down by the bow. The evidence, however, given by the residents of King's Cove, disprove this statement, as they state the vessel appeared to be in trim and they saw nothing unusual about her as she passed in and out of the Bay.

Serious comment is called for, regarding the action of the Captain after the collision with the growler. By his own statement he took no steps to prevent or minimize the inflow of water immediately after striking the growler.

After reaching Cape Bonavista, no attempt was made by the Master to communicate with the Lighthouse keeper, or to make any signals whatsoever for assistance, such as hoisting the signal "N.C." and for immediate assistance from St. John's. No endeavour was made to communicate with the fishermen living in that vicinity, notwithstanding the fact that motor boats were off near the vessel, one motor boat going within the ships length, and although seen by the Captain, was not asked for advice or assistance generally, or as to the prospect of safely entering the harbour of King's Cove. (See R. W. L. 12.)

This course would have been the right and proper one for the Captain to have adopted, considering the condition of the ship, the dangerous locality, and that immediate action was necessary to be taken to lighten the ship in order to make temporary repairs and so enable her to proceed on the voyage or return to St. John's for docking. The Master evidently contented himself with steaming in and out of the Bay, when the ship under pilotage, which could have been availed of by the Captain, might have entered the harbour of King's Cove, the extent of the damage ascertained, and an endeavour made to have her deck load removed. The Captain made no attempt to immediately save his cargo or ship and did not use every endeavour to obtain assistance after grounding.

The reason put forth by the Captain for making Cape Bonavista his point of departure, that "by taking the northern course he would have approximately one hundred and twenty miles of nothing in hand "should be encountered N.W. winds "and be forced to run to the southward," is correct, as far as the distance is concerned, with the possibility of encountering strong wind from that direction but; the theory of departing from the definite route as laid down on the chart, on the assumption of a problematical wind, is unsound. His statement (R. W. L. 17) that coal is difficult to obtain at the Western Islands may be correct, but the ship had her bunkers full and a reserve of thirty tons on her upper deck, a total of three hundred and eighty tons, her coal consumption being sixteen tons per day.

Taking the distance from Sydney to Cape Race as about three hundred miles, and from Cape Race to the Scillys as about eighteen hundred and seventy miles, at a speed of four knots, the ship would have, under ordinary conditions, a balance of about fifteen to twenty tons of coal

upon arrival at the Scillys. By taking the northern route, and making Cape Bonavista the point of departure, the Captain increased the distance by approximately ninety miles. The distance from Cape Race to Bishop Rock (Scilly Islands) is one thousand eight hundred and seventy miles; from Cape Bonavista to Bishop Rock one thousand eight hundred and thirty-one miles; add one hundred and twenty-eight miles from Cape Race to Cape Bonavista and you have one thousand nine hundred and fifty-nine, or eighty-nine miles increase over the direct and regular course.

The Crown having desired the opinion of the Court on certain questions, they are here set out in detail, the answer following each question.

1. Was the steamship "Ferm," when she left Sydney, C. B., on June 5th, 1919, on a voyage from that Port to Rotterdam, Holland, manned with a competent crew and properly and sufficiently equipped for such a voyage?

(A) The ship was properly manned and equipped.

2. Did the Captain act properly and with due care and skill in the matters following?

(a) In hauling in to St. Mary's Keys?

(A) There appears to have been no necessity to close St. Mary's Keys as the weather was fine and visibility good.

(b) In shaping his course northward from Cape Race and proceeding to Cape Bonavista?

(A) Decidedly not; there was no justification for taking this course.

(c) In not going south and east when he discovered heavy ice to the northward?

(A) No; he should have avoided the ice.

(d) In continuing to proceed northward when the ship was in ice in the vicinity of Baccalieu?

(A) No.

(e) In not then stopping, going back or proceeding to the nearest safe port?

(A) He should not have attempted to force his way through the ice. He should have stopped and turned back.

(f) In not making, or attempting to make some safe port after he discovered the ship to be leaking badly on the morning of June 9th?

(A) He did not apparently make any endeavour to save his ship.

(g) In not jettisoning the deck cargo in order to lighten the ship?

(A) An attempt should have been made to jettison the deck cargo.

(h) In waiting until the tide was high to put the ship ashore?

(A) High tide is not suitable for beaching a ship owing to the difficulty of getting her off again, and if the Captain could wait until high tide to beach his ship, he could have gone into some harbour.

(i) In not flying any distress signals or endeavouring to obtain assistance of any sort?

(A) The Captain should have flown distress signals.

(j) In not making any attempt to communicate with, or gather information from, any of the nearby inhabitants?

(A) Every endeavour should have been made to obtain information from the inhabitants of King's Cove, some of whom were out in their boats near the ship.

(k) In putting the ship ashore?

(A) There did not appear to be any immediate necessity to beach the ship. She could have been anchored and lightened.

3. Was the place where the ship was beached, a suitable place for that purpose?

(A) It was unsuitable in so much as it was unnecessary to beach the ship so far away from means of assistance.

4. Was there any more suitable place available for that purpose?

(A) King's Cove would have been more suitable where the vessel could have been anchored.

5. What, in the opinion of the Court, was the cause of the ship springing a leak on the morning of the 9th?

(A) By forcing through and striking heavy pieces of ice.

6. Were any measures taken to stop or check the inflow of water after the ship began to leak?

(A) No.

7. Was everything reasonably possible done for that purpose?

(A) Nothing was done by the Captain or crew to check the inflow of water.

8. Were all necessary and proper measures taken to save the ship and cargo between the time the ship began to leak and the time she was put ashore?

(A) Nothing whatever was done.

9. Were all necessary and proper measures and precautions taken by the Captain for the protection and preservation of the ship and cargo after she was put ashore?

(A) The Captain took certain measures for the protection of the ship, but not all that was necessary. It was inadvisable to discharge all the crew. The Court is of opinion the stranding of the Ferm was the fault of this

WINDSOR PATENT

Ye Olde English

Christmas Cake Recipe!

INGREDIENTS.

"Windsor Patent" 8 lbs. (to which add 3 teaspoons Baking Powder.)
1 lb. Fresh Butter.
1 lb. White Sugar.
3 lbs. Seeded Raisins.
3 lbs. Cleaned Currants.
1 lb. Citron.
1 lb. Sweet Almonds.
1 dozen Eggs.
1 teaspoon Allspice.
1 teaspoon Cloves.
2 tablespoons Cinnamon.
2 Nutmegs.
1 glass Wine.
1 wineglass Brandy.
1 cup Molasses (with the spices in it).

DIRECTIONS.

Steep this gently 20 or 30 minutes—not boiling hot; beat the eggs very lightly; put the fruit in last, stirring it gradually, also a teaspoon of SODA dissolved in a teaspoon of Water. The fruit should be well floured with "Windsor Patent"—if necessary add flour after the fruit is in.

Butter a sheet of paper and lay it on pan. Lay in some sliced Citron—then a layer of mixture—then of Citron again, etc., until the pan is nearly full.

Bake three or four hours in a tolerably hot oven and with steady heat.

Let it cool in oven gradually.

Ice when cold.

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GIVE HER A BLOUSE FOR XMAS GIFT.

The most practical as well as the most pleasing gift to many women folk is a dainty Blouse. We will help the man select what we know the woman will like.

Surprise her with that Blouse that she has been wishing for. You will make her Xmas one great, grand, glorious day.

Exclusive styles in Embroidered Voiles and Muslins and in Plain Lawn. Literally hundreds to select from in the daintiest of new models.

\$1.80 to \$3.75.

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IS ALWAYS ACCEPTABLE.

Surely your Xmas list calls for a box of Writing Paper. Here is Stationery put up in dainty boxes especially for the Xmas trade. It will make a tasteful gift.

35c., 70c. and 90c. a box.

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Imperial silver frames warranted not to tarnish. We have them in oval and oblong shapes, and in many different sizes. Your friend will be delighted with one of these.

33c., 55c., 60c., \$1.10 to \$1.80.

MILLEY'S

Master. The ship was not navigated with proper care and skill; that a safe and proper course was not steered after, and when, Cape Race was abeam on June the eighth.

No careful or experienced navigator, no matter what may be the speed of his ship, or the necessity to economize his coal supply, would have adopted this course.

Having made Cape Race, the Captain should have shaped his course by the great circle route to make the Scilly Islands. Instead of this, he came up the East Coast of Newfoundland to Cape Bonavista, which is considered a most dangerous headland to approach, as innumerable rocks are

scattered profusely about this part of the coast, and especially with the presence of field ice and numerous icebergs, which he could not avoid encountering.

Considering all the facts disclosed in relation to the departure of the S. S. Ferm from her proper course at Cape Race, and her subsequent stranding at Knight's Cove Point, Bonavista Bay, the Captain's certificate is hereby suspended for a period of twelve months from this date.

In view, however, of his previous good record, and certain meritorious services rendered by him to the Empire during the war time, we recommend that he be allowed a Chief

Mate's Interim Certificate during the term of suspension.

Dated at St. John's, this thirteenth day of December, A.D. 1919.

(Sgd.) F. J. MORRIS.

We concur:
(Sgd.) EDWARD ENGLISH,
C. D. FENN (Lt.-Com.)
W. MAJOR.

Assessors
Mr. H. A. Winter appeared on behalf of the Crown; Gibbs, K.C., for the Captain; Howley, K.C., for the crew; Mr. L. E. Emerson for the Owners.

The Trusting Heart.

Let others sing of blighted hopes
And joys for ever past.
And aching hearts, and gloomy shades
Across our pathway cast.

I'll sing the joys of earth and heaven
And blessings given to men;
The pleasures of glad years with love
All blissful now and then.

There's many a smile on this old world
For every tear we shed,
And many a hope is living still
To every hope that's dead.

Distrust makes more than half our grief;
Let faith in Heaven appear—
The man that's just and does his best,
Need never have a fear!

PILES

Do not suffer from Piles. Dr. Chamberlain's Remedy will relieve and cure you. See a reliable dealer, or Edman, Bates & Co., 1000 Broadway, New York. Sample box free if you send ten cents. Paper and envelope to, stamp to pay postage.

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Why Do They Call It Pin Money?

This expression originally came from the allowance which a husband gave his wife to purchase pins. At those times were dreadfully expensive so that only wealthy people could afford them and they were saved so carefully that in those days you could have looked along the pavement and found a pin when you happened to find in need as you can and often do today.

By a curious law the manufacturers of pins were only allowed to sell them on January 1st and each year and when the days came around the men whose husbands could afford to secure pin money from them and put out and got their pins.

Pins have become so very cheap in these days that we are rather careless of them, but the expression has continued to live although to-day when it means any allowance which a husband gives a wife for her personal expenses.

Pins were known and used as long as 1437 A. D. They were introduced into England in 1540. In 1824 an American named Wright invented a machine for making pins which enabled them to be manufactured cheaply. Over 1500 tons of iron and brass are made into pins every year in the United States.

For Chest Colds and Croup, in the Back, Spasmodic Croup and any congestion, inflammation or pain caused from Colds, use Grove's Peppermint Cure. It opens the throat and Penetrates the Skin. Its stimulating and Healing Effect soon gives relief. 35c. per box. If your druggist hasn't any, send 35c. in postage stamps to Paris Medicine Company, 193 Spadina Ave., Toronto. A full-size box will be mailed to you promptly.

Red and black are combined in hats for the South.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS.



Two Ide Xmas G

FOR Her—For Camera, "Kodak" Next an Album for shots that will be coming year. Kodak is "worth while" mas offerings that ated to the fullest

TOOTON For Everything