

Beatty's Opinion of German Sailors.

Allies Receive 122 U-boats.

Hohenzollern, Jr., Makes a Statement-- German Diplomats Destroy Documents-- Roosevelt on Britain's Part in War.

THE CROWN PRINCE.
AMSTERDAM, Holland, Dec. 3. (A.P.)—"I have not renounced anything and I have not signed anything whatever," the former Crown Prince declared to the press to-day.

MEMORANDUM OF WARSHIPS.
BASEL, Dec. 3. (A.P.)—It is reported from Berlin that the terms of the armistice have been carried out with respect to the battleship Koenigsberg, which is to be taken to England this month. The last of the submarines left Holland on Monday. The little Baltic and North Sea may now be crossed by a pilot.

DUTCH GOV'TS DECISION.
LONDON, Dec. 3. The Dutch Government has decided to stop all exports in reprisal for the stoppage of the export of the German coal to Holland, according to an Exchange Telegraph despatch from Amsterdam.

DISINTEGRATION CONTINUES.
VIENNA, Dec. 3. (By the A.P.)—The disintegration of the former Austro-Hungarian empire goes on apace and is accompanied by fighting here and there and predictions by marauding bands. Meanwhile the food situation in Vienna becomes more perilous each day. Although the government appears to be composed of competent and well-intentioned men they are being overwhelmed by the problem of feeding and keeping warm two million persons. The price of food continues to jump.

WANT PROTECTION.
LONDON, Dec. 3. The diplomatic corps has asked the German Government for protection against the anarchistic propaganda of the Spartacus group, which is agitating for the general arming of the proletariat, according to an Exchange Telegraph despatch from Amsterdam.

GIVE THEM UP.
LONDON, Dec. 3. Marshal Foch has sent a new ultimatum to the German armistice delegates demanding that Germany give up the rest of the locomotives agreed to, according to an Exchange Telegraph despatch from Copenhagen, transmitting advice from Berlin. Matthias Erzberger, leader of the German armistice commission, protested that it was impossible and asked for a respite. The ultimatum expired on Monday forenoon with what result it has not been learned.

ARE IN AGREEMENT.
LONDON, Dec. 3. The British War Cabinet and the French and Italian representatives in London are in agreement as to the proposed punishment of William Hohenzollern, the former German Emperor, but have decided to take no action until President Wilson arrives in Europe. The Evening News says it learns the Allies are not willing to allow a technicality to prevent bringing Hohenzollern to trial. If Holland refuses his extradition without the consent of Germany, the newspaper adds, pressure will be brought to secure consent.

QUIBBLING.
WASHINGTON, Dec. 3. Senator Sherman, of Illinois, Republican, introduced to-day his resolution proposing that the office of President be declared vacant upon Wilson's departure for Europe and that the Vice-President assume the executive's duties. He was given unanimous consent for an address criticizing the President's course.

ITALIAN SOCIALIST TALKS.
ROME, Dec. 2. "We demand a Wilsonian peace, excluding any imperialist aims," declared Deputy Giuseppe Catana, former Food Controller, at a meeting to-day of the Socialist Party favorable to the war to discuss its attitude toward the conclusion of peace and problems attending it.

Bargain in COAL.

A Small Quantity North Sydney Coal.

Price: \$15.50 cash, per ton, Sent Home.

Geo. M. Barr

ter the war. "Out of this peace," he added, "must come a world without soldiers and without fleets. Any germ of new wars must be destroyed absolutely."

GERMAN SPIES CAUGHT.
BRUSSELS, Dec. 3. The German espionage service in Belgium continues active notwithstanding the armistice, according to the Gazette. In a village near Brussels the police arrested two German soldiers disguised as women who were taking photographs of passing French troops.

DOCUMENTS DESTROYED.
PARIS, Dec. 3. The German Foreign Office destroyed by fire all damaging documents in the archives of the German Government, says the Gazette. It destroyed all documents at Berlin which might be useful in placing responsibility for the war on the German Government, says the Gazette. Brunsden, former Socialist member of the Reichstag.

Railway Accident Enquiry.
(Continued.)

Joshua Sheppard, sworn and examined by Mr. News, B.L.—I am a section foreman with the Reid Nfld. Co. over that part of the road, about six and a half miles long, between Curlew and Cook's Brook, going west. I have two men under me and it is our business to look out for the repairs to that part of the track. The place where the accident happened is in that section; the section is No. 49. I have been section foreman for 22 or 23 years, and have been foreman about 20 years. I have been working on section 49 since I joined the company. I know that section very well, every part of it. I remember the accident that happened on Tuesday, Sept. 24th last, when that express train passed through. I was working two miles east (about) where the accident occurred. We were doing general repairs to the track. The first knowledge I had of the accident, was from some people from Petrie's Crossing and told me. I went to the scene of the wreck the minute I heard of it. I went there on my trolley car with my two men, William Leggo and George Propper. When I got to the wreck, the passengers were all out of the cars. As soon as I got there I met Conductor Newberry and the informant of the car. He told me to get a 'jack' and lift the car off her, which I did with the assistance of my two men and others. After the body was removed I started doing general repairs to the track. I first examined the point where the second class car left the rails. That point would be about 30 feet east of the edge of the dump, at the beginning of the dump. I found marks of the wheels of the car on the ties. These marks were made by the wheels of the truck that came on the car. The marks were on the inside of the tie rail and on the outside of the high rail, which shows the truck went off on the upper side of the car. The marks on the ties were showing going west up to the point where they commenced to bunch, a distance of about 30 feet. For about 50 feet more going west, the track was torn up and the ties were bunched, but beyond that, for a further distance of 30 feet, the track had to be repaired. At the point where the marks began to show on the ties, the track was in good condition. Up to the place where the ties commenced to bunch, the track was also in good condition. That would be a distance of about 30 feet. We did not do, nor have to do any repairs whatever over that 30 feet of roadbed beginning where the run-off occurred for a distance west of 30 feet. This curve is to the right and it is on an up grade. It is a ten degree curve and about 2 per cent. up grade. I cannot give any explanation to account for the truck leaving the rails and going over the high side. To do that the wheels of the truck must have jumped the high rail. In my examination of the track I found no foul joints. A foul joint is where one rail is inside or outside the other, but there was nothing like that showing. There was nothing that I could see in the rail that would cause a wheel of a truck to jump the rail, and if there had been anything there to cause the truck leaving the rail, I could not help seeing it. In my opinion there was nothing wrong with the roadbed or the rails to cause the accident. At the point where the wheel came off, the road was built on hard original ground and ballasted afterwards. In building the road, there may have been six or eight inches of ballast put under the track. That part of the road has received its proper ballasting ever since. About a fortnight before the accident, I and my men repaired this curve, including the place where the accident happened. We then spiked it in, wrenched the joints by tightening the nuts of the fish plates and took out a low joint that was in the curve, and put in ties, and generally repaired the curve. When the repairs were made, a fortnight before the accident, we found that part of the curve where the accident happened to be in fairly good condition on account of the hard road

bed. The dump, just west of the point of the accident, was originally a hollow, and was made or built up level with the road on both sides of it. That would account for the ties being bunched up owing to the softer ground. The engine, tender and baggage car passed over the dump all right, therefore the cause of the accident would appear from something unusual, and out of the ordinary run of cases, as it happened on perhaps the best part of the road. The following things might cause a wheel to jump the rail, for example: a foul joint or something falling from the truck on to the rail, or a low joint. These are some of the causes that occur to me at the moment. When I examined the track, I put the gauge bed and I found the gauge all right. This gauge was all right up to where the rail was torn up. At the point where the wheels of the truck mounted the rail, the gauge was all right. The joints were all right and the spikes were all right, not one started. I put the elevation board on it over the same curve and found the elevation all right. When I arrived at the scene of the accident, all the cars were off the track but the leading truck of the second class car was on the road bed, and about 30 feet west of where she left the track. I picked up a brake shoe from the end of the track where it was lying. I have it over the dump and about two days afterwards, I found it down in the bottom of the dump and I sent it on to St. John's along with the truck. Mr. Hall, Government Engineer, asked for this brake shoe and I got it from the bottom of the dump for him. I cannot tell if the brake shoe was right or left. Speaking generally, the engines now in use on the road, are heavier than they used to be. In my opinion, if the engines were too heavy for the rail, they would bend the rail. That is it would press the top nearer to the flame. The web of the rail would sweat, at Brussels and destroyed all documents at Berlin which might be useful in placing responsibility for the war on the German Government, says the Gazette. Brunsden, former Socialist member of the Reichstag.

Sailors Entertained.
When the crew of an outport, craft returned on board their vessel last night a jolly action they found two men sitting comfortably in the fore-cabin with a large bottle of H. P. on the table, and each with a mugful in hand. They had stowed away a considerable amount of the stimulant, and were then so far gone as not to be able to stop to enquire for seeing a fine man, and from the particular knowledge I had of the locality where this accident happened, and from the examination that I made on the spot immediately after my arrival, I could not find present, any of the causes as to the condition of the rails, fish plates and ties, that would explain a run-off. I can give no opinion as to what caused the accident.

To the Rescue.
The Salvation Army's effort to get a new and up-to-date Rescue Home for Newfoundland, to be located in St. John's, is progressing very favourably. Several letters have been received from some of the most influential citizens of this City, speaking in highest terms of commendation for the scheme, and wishing the Army success in the undertaking. Of the institutions throughout the world for rescue purposes, it has been found that in one year 7,176 cases passed through the Army Homes, and out of these 6,628, or 92.5 per cent. turned out satisfactory. In addition to the firm already reported, two other prominent firms, The Royal Stores and T. & M. Winter, have each subscribed \$1,000.

Walked Over Wharf.
Last night a sailor from a vessel lying at Hickman's wharf stepped into the water by accident. He was not intoxicated, as one would suppose, but the night being dark and the wharf not very familiar to him, he walked over the head, not knowing that he had reached the end. A couple of men on a nearby schooner hearing the splash, threw a rope which the struggling man grabbed and was thereby drawn aboard the vessel, where he dried his clothing by the galley stove, and soon after could go to his own floating home nothing the worse for his immersion.

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THE SUNLIGHT SERVICE IS THE MOST COMPLETE SOAP SERVICE IN THE WORLD. SUNLIGHT SOAP IS MADE FOR THE HOUSEWIFE'S PROFIT, FOR ONLY THEREBY CAN THE MAKERS HOPE TO PROFIT BY SUNLIGHT SOAP.



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OUR FINAL SHIPMENT FOR THE WINTER SEASON OF A MOST DELIGHTFUL ASSORTMENT OF GIRLS' READY-TO-WEAR FELTS AT A PRICE THAT MAKE IT A PLEASURE TO BUY.

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NOTE HOW REASONABLY WE HAVE PRICED THESE HATS. COME AND EXAMINE THEIR EXQUISITE FASHIONING. NOW IS THE TIME TO BUY AND WE URGE THAT YOU LET US SHOW YOU HOW ECONOMICALLY WE CAN SERVE YOU.

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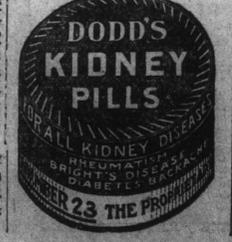
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