

HOSTILITIES CEASE!

Armistice Signed by Germans.

AMERICANS CAPTURED SEDAN BEFORE AGREEMENT REACHED.

The following message has just been received by F. B. McCurdy & Co., from their Paris correspondent:

"Paris reports Allies and Germans signed Armistice at 11 o'clock to-day, and hostilities ceased at 2 p.m. American troops captured Sedan before Armistice became effective."

TODAY'S MESSAGES.

NET LOSS \$500,000 TONS.

LONDON, Nov. 6. (By Reuters' Ottawa Agency.)—The House of Commons today passed a resolution that the British Government should not be bound by any agreement which might result in the withdrawal of British troops from the Western Front.

SPANISH CABINET RESIGNS.

MADRID, Nov. 6. After a long session in the Chamber today, Antonio Maura, the Premier, went to King Alfonso to submit the resignation of his entire Cabinet.

LONDON BELIEVES FIGHTING WILL SOON BE OVER.

LONDON, Nov. 6. Reports that German delegates have started from Berlin to meet Marshal Foch are considered here as an assurance that fighting will be over in a few days. This causes satisfaction everywhere, but there is no celebrating here and London is as quiet and dark as it has been at any time during the past four years. The last days of the war have been so crowded with enormous events that there is no capacity left for surprise or sensations. The terms of President Wilson's note to Germany, dealing with the freedom of the seas and compensation to the Allies, are endorsed by all newspapers here. It is believed that Germany knew from the terms of the Austrian armistice the sort of peace she had to expect, and that her military and political situations give her no alternative but to bow. News comes from the front that the hard pressed German armies have no fresh divisions left to throw into battle. They have no great reserves of ammunition. A few Junker newspapers are still crying for war to the last ditch, but the Socialists seem to have turned the scales decisively in the other direction. From a British standpoint the greatest humiliation Germany will suffer will be in having her fleet surrendered, or pass out of the war without one great fight to the death. News from the Kiel makes it doubtful whether the sailors would go into battle even if the officers decided to fight. Even the best informed men here are unable to arrive at a clear judgment from the many conflicting reports as to the magnitude of the demand for the Emperor's abdication. One fact is plain, there never was such freedom of speech as in Germany to-day. Discussion here centres about the Peace Conference, where it is held, and what programme be followed. One of its most v problems will be to arrange for

ed, on third reading, the bill permitting women to sit in Parliament.

DEMAND THAT GERMAN TROOPS WITHDRAW FROM POLAND.

AMSTERDAM, Nov. 6. Demands that the Germans withdraw their troops forthwith from Poland and have been forwarded to Berlin by the new Polish National Government, according to the Rhineische Westphalen Gazette of Essen.

WILL RESIGN.

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Yesterday's Street Car Accident.

We give the following further particulars of yesterday's street accident. A Telegram reporter was on the west-bound of the two street cars and so witnessed the accident in its entirety. One street car was coming east, the other was going west. A cab was also going west being slightly ahead of the west-bound car on the right hand side of the street, in this case the wrong side. Seeing the east-bound car coming the cabman turned the horse across the street, to go on the left hand side, his right side. He barely crossed the track in front of the east-bound car, and was between the two street cars which were running parallel. Meanwhile the west-bound street car which had almost been abreast of the cab, came along, and the cab was pinned between the two cars. This happened directly opposite Jackson's tailor shop. The horse broke away from the tackling and dashed up the street at a mad gallop. The driver was thrown to the ground between the two cars, narrowly escaping death, while the high seat was carried completely away. The shafts of the cab and some rugs went under the west-bound car. Several windows on the side facing the cab, of the same car, were smashed, falling on the seat. Nobody was hurt, however. Meanwhile, the cars having stopped, a large crowd collected, while the conductors worked hard to remove the damaged vehicle. The space between the two street cars was much narrower than the cab, consequently it was crushed like a match box, and much difficulty was experienced in clearing away the wreckage. However, in about ten minutes all was clear and the cars moved on once more.

W. P. A.

In Aid of the Sick and Wounded and of our Soldiers and Sailors at the Front.

Subscriptions may be sent to Miss Armored Harris, President, Mrs. Emerson, Hon. Treasurer, or any of the following members of the Finance Committee: Mrs. John Ayre, Mrs. Garrett Byrne, Miss Browning, Mrs. T. J. Duley, Mrs. T. J. Edens, Miss Hayward, Mrs. Archibald Macpherson, Mrs. Herbert Rendell. Already acknowledged. \$19,827.51

Wool and Material to Outfits. 340.91
Miss Bessie Thomas, Alliance. 1.00
Proceeds of Reception given to R.N.R. boys home on furlough, by the Lamlaine Branch of the W.P.A., per Miss Gladys Kelland, Sec. for Red Cross Work. 45.00
W.P.A. Moreton's Harbor, per Mrs. A. W. Brett, for Red Cross Work. 42.00

Bills paid in Sept. and Oct. to Hospital Bureau of Standard & Supplies, New York, \$9,500; Local Bills, \$2,300; Balance in hand, \$8,000.

KATHERINE EMERSON, Hon. Secretary.

REPORTER WANTED FOR "The Evening Telegram." Application to be made by Letter ONLY.—Oct 14, 1918.

MORE ALLIED GAINS.

PARIS, Nov. 7. News that a German white flag party had left for the front, made a deep impression in France, where the prompt action of the German Government took the people by surprise. The last lingering doubt as to Germany's sincerity in asking for the Allied terms for an armistice, still held in certain quarters, seem to be removed and on the contrary the impression now held is that Germany is really worse off than generally believed. In the meantime the Allied troops are giving the enfeebled enemy no rest. Deserted by their last remaining ally the retreat of the Germans verges perilously near a rout. British forces are within a few miles of Maubeuge, the fall of which is imminent. The French first army is converging on Heron. The enemy is falling back on the Meuse before the French fourth and fifth armies which are driving his rear guard and capturing many machine guns, so the German white flag party may hear of the fall of the German Emperor's former headquarters at Charleville and Metz, before they reach Marshal Foch. Near the Meuse the American army working in close touch with General Gouraud are demolishing bit by bit the half pillar of the German defence on the Western front. The destruction of this German bastion would involve the whole enemy retreat in disaster. There is now no resting place for the German hosts in the west of the Rhine. Indeed it is not too much to say that the Germans are doomed to defeat without hope of recovery.

Here and There.

OFFICERS AT CROSBIE.—A number of English officers were registered at the Crosbie to-day.

Special to Evening Telegram. Wind southwest, fresh, weather fine. A brig, passed in at 6 a.m. Several schooners also passed in this a.m. Bar, 30.10; Ther, 37.

BOY KNOCKED DOWN.—A motor car going west this afternoon knocked down a young lad, and hurt him considerably. The lad was taken into "Donors" Drug Store by a man who also telephoned for a doctor to attend the injured lad.

DR. P. LINCOLN CURES DIPHTHERIA.

WATER.

Railway Enquiry.

(Continued.)

The examination of Thomas Rosseter, continued—I had opened the end door of the baggage car and I saw the second class car uncouple from the baggage car. The leading end of the second class car turned to the right and went over the embankment. It took the leading end of the dining car about fifteen feet from the track. The dining car then uncoupled and fell over. The dining car turned over whilst it remained coupled with the first class car. As the dining car was turning over, the first class car started to tip and the first class car brought the two sleepers with her. I saw all this from the end door of the baggage car. When the second class car uncoupled from the baggage car, the rear end of the baggage car was then just at the west end of the embankment. The baggage car stopped about five feet west of the point where the second class car left the rails. The second class car kept on the road bed up to within five feet of the western end of the embankment. I did not feel any jolting before the second class car left the rails. When I was looking out the end door of the baggage car, I could see the truck of the second class car. If I had had the side door open I would have seen the cars and trucks under them as they came around the curve. We were going about 10 or 12 miles an hour. That is an ordinary speed going up a hill on a curve. With six cars that is about as fast as you could travel up grade around the curve at Mount Moriah. When the second class car uncoupled, the leading truck was under the body of the car jammed against the rails that had bunched together. When the second class car uncoupled, there was no other connection between the baggage car and the second class car except the check chains. A check chain is a chain about an inch and a half and a little over a foot long and connects the cars on both sides of the draw bar. The check chains are not strong enough to draw the train with one car off the track. The check rod drew from the baggage car on one side and the check hook broke on the other. As soon as the second class car uncoupled these chains broke immediately. The second class car then went over the dump. I first went to the second class car to help the passengers out. We pushed the windows up and took some passengers through them, while others had made their way through the end door. Engineer Power and the baggage man assisted me in getting the passengers through the windows. When I had all the passengers out that I knew of, I went to the first class car to help the passengers out of her. When I got there I saw Conductor Noseworthy and porters Davis and Worthy assisting the passengers out of the first class cars and sleepers. When I saw they were all out I remembered that there were berths in the second class Colonist car and I went back to the car to satisfy myself that everyone was out of it. When I got there, baggage man Taylor assisted me to open the berths, which were closed on the lower side by reason of the car turning over. I opened the berths and found nobody in them. I then heard a moan at the bottom of the car and

I went to investigate and found a man named Winsor, who was badly hurt. He was on the lower side under two seats which had fallen over on him. The seats are put in loose for the purpose of making bunks. I found one seat across his legs and another across his shoulders. He was unconscious when I found him. I called Engineer Power and baggage man Taylor and others who were near to help me take him out and we lifted him out through the window. There was a cut on his head and after we got him out and put him on a stretcher, we found he complained of his arm and shoulder. We brought him to a house near the track. My duties bring me all over the train generally, but it is the Porter's duty to attend to the sleepers and I had not been to the rear of the train till after the accident, since early morning. I had spoken to Miss O'Neil that morning. She was then in the first class car. I did not observe her on the platform that day. The next time I saw Miss O'Neil was when I saw her body under the rear end of the leading sleeper. The conductor and the baggage men and myself got 'jacks' and jacked up the sleeper and removed the body. Before we had the body out, the wrecking train had arrived. I made a slight examination of the rails to see if they were broken or to see what caused the run-off. I examined the rails from the point where the second class car left the rails to the baggage car. I found the rails in good condition up to where the second class car had twisted them up before she went over the dump. I could see where the second class car left the rails by the marks on the ties. I did not examine the spikes but I examined the joints and the rails looked all right. I did not examine east of where the car left the rails. I could see nothing that would have caused the accident. I examined the track and found nothing wrong with it that would cause the accident. I examined the running gear of the truck and it all seemed to be in position and in good condition. That was the truck that was left on the road bed, and which would be the truck that left the rails. I could see nothing that would have caused the accident. In my opinion, the section men began to repair the track shortly after they arrived there. The first thing they did was to remove the truck. After removing the truck they put in new ties, new spikes etc. I don't know about new rails and they swung the track out clear of the cars to enable other trains to pass. I stayed at the wreck until 10 or 10.30 that night until Roadmaster Keefe arrived with men and then I went to the baggage car and went to sleep. The berths of the second class car close up with a spring. The first class car had a dynamo for lighting after the leading sleeper was lighted by electricity. The rest of the train was lighted by kerosene lamps.

Mr. Higgins, K.C., did not cross-examine. John Moyst, sworn and examined by Mr. Mews, B.L.—I was cook on the express at the time of the accident which happened west of Curling on September 24th last. I was in the kitchen of the dining car, sitting down when the accident happened. I was alone in the kitchen. I did not feel the other cars going off the track and the first notice I had of the accident, was when I felt the dining car jumping the track. The car jumped the track and fell over on the kitchen side of it, which would be the right hand side going west. When I felt the car turning over, I made a jump to get out of the car and go out through the kitchen door. I got into the body of the dining car and from there I got up through the window as she was turning over on her side. I fell down in the car before I got out through the window. Just as soon as I got out of the dining car, the kitchen caught fire and I went back to it. Our fat pots were on the stove and they tipped over and the fire which came out of the stove caught the fat on fire. Walter Moore and I got buckets and went to the brook and brought water and put the fire out. When we had all secured we got out of the car and helped the people to get out of the other cars and secure their baggage. After that I went back to my car and stood by it protecting the property which was in it. I have been eighteen years with the Reid Newfoundland Company, and I have been fourteen years in the dining cars. I know nothing about railroading and I know nothing about what caused the accident. I have been running on the express service all this year. Other run-offs occurred this year while I have been on the express. There were none of them serious. Sometimes a pair of trucks and sometimes a couple of cars of the track. I know of two run-offs this year before this one. There were some run-offs last year but I cannot remember how many. The train was going slow when this run-off occurred. When I got out through the window of the dining car, the dining car was on its side and pointing down over the embankment. The second class car was then down to the bottom of the dump. At 5.30 p.m. adjournment was taken till 3.30 Friday afternoon.

Personal.

Rev. F. S. Coffin arrived by to-day's express. Mr. J. A. Robinson, Wabana, is registered at the Crosbie. Mr. J. V. Hollett arrived in the city yesterday from Burin, and is registered at the Crosbie.



The Maritime Dental Parlors.

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Give the matter of your teeth some thought. They deserve it. If you require dental advice consult us. It will cost you nothing, and any work you may entrust to us will be done in such a way as to give entire satisfaction. We are specialists in extraction and plate work. Our painless method of extraction, used solely and exclusively by us, cannot be surpassed. Our artificial sets, which are of the best quality, fit perfectly and defy detection. Crown and Bridge work and Filling at reasonable prices. Plates repaired and made strong as ever. Painless Extraction 25c. Full Upper or Lower Sets . . . \$12.00.

PHONE 62
M. S. POWER, D.D.S. (Graduate of Philadelphia Dental College, Georgetown Hospital of Oral Surgery, a Division of the Philadelphia General Hospital.)
176 WATER ST. (opp. M. Chaplin's.)
(Nov 24, 1918)

CASH'S East End TOBACCO STORE.

We have always managed to take care of the wants of our Customers, and it is therefore gratifying to us to be able to announce that we have in stock the following well-known Brands of CIGARS, CIGARETTES, TOBACCOS and PIPES, etc.

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