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Here and There

PROSPERO FOR NORTH—
Prospero, which has been on the
York route, will sail for
ports about Saturday.
When you want
use why—get ELLIS; they're
best.

WHIPPED INTO SUBMISSION,

Germans Sign Armistice --- Terms
Accepted in Full.

The Surrender Absolute and Unqualified---Its
Magnitude Unparalleled in History.

WASHINGTON, November 11.

The following are the terms of the armistice as announced
President Wilson in Congress to-day:—

MILITARY CLAUSES ON THE WESTERN FRONT.

1.—The cessation of operations by land and in the air six
days after the signature of the armistice.

2.—Immediate evacuation of invaded countries: Belgium,
Alsace-Lorraine, Luxembourg, so ordered as to become
evacuated within fourteen days from the signature of the armis-
tice. German troops which have not left the above-mentioned
countries within the period fixed will become prisoners of war.
The evacuation of the above-mentioned countries will be jointly
regulated in accordance with a plan annexed to the stated terms.

3.—Repatriation beginning at once and to be completed with-
in ten days, of all inhabitants of the countries above-mentioned,
including hostages and persons under trial or convicted.

4.—Surrender in good condition by the German armies of the
Western front: Five thousand guns (two thousand five
heavy, two thousand five hundred field), thirty thousand
machine guns, three thousand minenwerfer, two thousand
batteries (lighters, bombers, firstly D seventy-three and night-
batteries). The above to be delivered in situ to the Al-
lies and the United States troops in accordance with the detailed
conditions laid down in the annexed note.

5.—Evacuation by the German armies of the countries on
the left bank of the Rhine. These countries on the left bank
of the Rhine shall be administered by the local authorities under the
control of the Allied and United States armies of occupation. The
evacuation of these territories shall be determined by Allied and
United States garrisons holding the principal crossings of the
Rhine at Mayence, Coblenz, Cologne, together with bridgeheads
in points in thirty kilometre radius on the right bank, and
Germanians similarly holding the strategic points of the regions.
The zone shall be reserved on the right of the Rhine between
the stream and a line parallel to it forty kilos to the east from the
border to Holland, to the parallel of Gernsheim and as far as
possible a distance of thirty kilos from the east of the stream
on this parallel upon the Swiss frontier. Evacuation by the
army of the Rhineland shall be so ordered as to be completed
within a further period of eleven days, in all nineteen days after
signature of the armistice. All movements of evacuation and
repatriation will be regulated according to the note annexed.

6.—In all territory evacuated by the enemy there shall be no
destruction of inhabitants, no destruction of any kind to be com-
mitted. Military establishments of all kinds shall be delivered
in situ. Industrial establishments shall not be impaired in
any way and their personnel shall not be removed. Roads and
means of communication of every kind, railroad, waterways, main
lines, bridges, telegraphs, telephones shall be in no manner im-
paired.

7.—All civil and military personnel at present employed on
the Western front shall remain. Five thousand locomotives, fifty thousand
trucks, and ten thousand motor lorries in good working order
shall be delivered to the Allied and United States armies of oc-
cupation. All necessary spare parts and fittings shall be delivered to
the Allied and United States armies of occupation. The railways of Alsace-Lorraine
shall be handed over in the same period together with all pre-war
material and equipment. Further, the material necessary for the
repair of railways in the country on the left bank of the Rhine
shall be left in situ. All stores of coal and material for the up-
per of permanent ways, signals and repair shops left entire in
the hands of the German command. A note appended regulates the details of
the measures. The German command shall be responsible for
clearing all mines or delay acting fuses disposed on the territory
evacuated by the enemy, and shall assist in their discovery and
destruction. The German command shall also reveal all destruc-
tion measures that may have been taken, such as poisoning or
poisoning of springs, wells, etc., under penalty of reprisals.

8.—The right of requisition shall be exercised by the Allies
and the United States armies in all occupied territory. The up-
per of the troops of occupation in the Rhineland, including Al-
sace-Lorraine, shall be charged to the German Government.

9.—An immediate repatriation without reciprocity, accord-
ing to detailed conditions which shall be fixed, of all Allied and
United States prisoners of war. The Allied Powers and the
United States shall be able to dispose of these prisoners as they

10.—Sick and wounded who cannot be removed from evacu-
ated territory will be cared for by German personnel who will be
on the spot with the medical material required.

PROVISIONS RELATIVE TO THE EASTERN FRONTIERS
OF GERMANY.

11.—All German troops at present in any territory which be-
longed to Russia, Roumania or Turkey, shall with-
draw from the frontiers of Germany as they existed on August

12.—Evacuation by German troops to begin at once, and all
German instructors, prisoners and civilians as well as military
equipment on the territory of Russia (as defined in 1914) to be

14.—German troops to cease at once all requisitions and seiz-
ures and any other undertaking with a view to obtaining supplies
intended for Germany in Roumania and Russia (as defined on
August 1, 1914).

15.—Abandonment of the treaties of Bucharest and Brest-
Litovsk and of the supplementary treaties.

16.—The Allies shall have free access to the territories evacu-
ated by the Germans on their Eastern frontier either through
Danzig or by the Vistula in order to convey supplies to the popu-
lations of these territories or for any other purpose.

17.—Unconditional capitulation of German forces operating
in East Africa within one month.

18.—Repatriation without reciprocity within a maximum
period of one month, in accordance with detailed conditions here-
after to be fixed of all civilians interned or deported who may be
citizens of other Allied or Associated States than those mentioned
in clause three, paragraph nineteen, with the reservation that any
future claims and demands of the Allies and the United States of
America remain unaffected.

19.—The following financial conditions are required: Repara-
tion for damages done while such armistice lasts. No public
securities shall be removed by the enemy which can serve as a
pledge to the Allies for the recovery or repatriation for war losses.
Immediate restitution of the cash deposit in the National Bank
of Belgium, and in general immediate return of all documents,
specie, stocks, shares, paper money, together with plant for the
issue thereof touching public or private interests in the invaded
countries. Restitution of the Russian and Roumanian gold yield-
ed to Germany or taken by that Power. This gold to be delivered
in trust to the Allies under the signature of peace.

FIVE NAVAL CONDITIONS.

20.—Immediate cessation of all hostilities at sea and definite
information to be given as to the location and movements of all
German ships. Notification to be given to neutrals that the free-
dom of navigation in all territorial waters is given to the naval
and merchant marines of the Allied and Associated Powers. All
questions on neutrality being waived.

21.—All naval and mercantile marine prisoners of war of the
Allied and Associated Powers in German hands to be returned
without reciprocity.

22.—Surrender to the Allies and the United States of America
of one hundred and sixty German submarines (including all sub-
marine cruisers and mine laying submarines) with their com-
plete armament and equipment in ports which will be specified
by the Allies and the United States of America. All other sub-
marines to be paid off and completely disarmed and placed under
the supervision of the Allied Powers and the United States of
America.

23.—The following German surface warships, which shall be
designated by the Allies and the United States of America, shall
forthwith be disarmed and thereafter interned in neutral ports,
or for the want of them in Allied ports, to be designated by the
Allies and the United States of America and placed under the sur-
veillance of the Allies and the United States of America, only
caretakers being left on board, namely, six battle cruisers, ten
battleships, eight light cruisers, including two mine layers, fifty
destroyers of the most modern types. All other surface war-
ships including river craft are to be concentrated in German naval
bases to be designated by the Allies and the United States of
America and are to be paid off and completely disarmed and placed

under the supervision of the Allies and the United States of Am-
erica. All vessels of the auxiliary fleet, trawlers, motor vehicles,
etc., are to be disarmed.

24.—The Allies and the United States of America shall have
the right to sweep up all mine fields and obstructions laid by Ger-
many outside German territorial waters and the position of these
are to be indicated.

25.—Freedom and access to the Baltic to be given to the
naval and mercantile marines of Allied and Associated Powers.
To secure this the Allies and the United States of America shall
be empowered to occupy all German forts, fortifications, battle-
ships and defence works of all kinds in all the entrances from the
Cattagat into the Baltic, and to sweep up all mines and obstruc-
tions within and without German territorial waters without any
question of neutrality being raised, and the positions of all such
mines and obstructions are to be indicated.

26.—The existing blockade conditions set up by the Allied
and Associated Powers are to remain unchanged and all German
merchant ships found at sea are to remain liable to capture.

27.—All naval aircraft are to be concentrated and immobi-
lized in German bases to be specified by the Allies and the United
States of America.

28.—In evacuating the Belgian coast and ports Germany shall
abandon all merchant ships, tugs, lighters, cranes and all other
harbor materials, all materials for inland navigation, all aircraft
and all materials and stores, all arms and armaments, and all stores
and apparatus of all kinds.

29.—All Black sea ports are to be evacuated by Germany.
All Russian war vessels of all descriptions seized by the Germans
in the Black Sea are to be handed over to the Allies and the United
States of America. All neutral merchant vessels seized are
to be released, all warlike and other materials of all kinds seized
in these ports are to be returned and German materials specified
in clause twenty-eight are to be abandoned.

30.—All merchant vessels in German hands belonging to the
Allied and Associated Powers are to be restored in ports to be
specified by the Allies and the United States of America without
reciprocity.

31.—No destruction of ships or of material to be permitted
before evacuation, surrender or restoration.

32.—The German Government will notify the neutral gov-
ernments of the world and particularly the governments of Nor-
way, Sweden, Denmark and Holland that all restrictions placed
on the trading of their vessels with the Allied and Associated
countries whether by the German Government or by private in-
terests, and whether in return for specific concessions, such as the
export of shipbuilding materials, or not, are immediately can-
celled.

33.—No transfers of German merchant shipping of any de-
scription to any neutral flag are to take place after signature of
the armistice.

DURATION OF ARMISTICE.

34.—The duration of the armistice is to be thirty days with
option to extend. During this period on failure of execution of
any of the above clauses, the armistice may be denounced by one
of the contracting parties with 24 hours previous notice.

TIME LIMIT FOR REPLY.

35.—This armistice is to be accepted or refused by Germany
within 72 hours of notification.

The Beverley
Enquiry.

(Continued.)

J. Black, sworn and examined by
Mr. Hunt.—I examined her when she
first came here. She had a round bot-
tom. It was particularly strong. She
had more fastenings than any rule
would call for. I examined the inside
as far as possible. She had a main
deck and shelter deck. Between the
lower deck and the bottom she was
of heavier build than on top. Between
the lower and shelter decks the tim-
bers were 8 or 9 inches. I think they
were of oak. I didn't notice much
pitch pine. There were doors for tak-
ing in the cargo. When unloaded
these would be about 10 feet above
water. When loaded the bottoms of
the doors would be 3 or 4 feet above
water. When she came here first the
top houses were taken off her. At
Placentia she was sheathed with pitch
pine, had her decks caulked and new

broken and I think new tips were put
on. I went over her thoroughly and
recommended that her houses be
strengthened. This was done with iron
fastenings. I supervised the repairs.
All that I had ordered had been done
when she left the dock. I spent a lot
of time about her while on dock. Af-
ter coming off dock she took coal and
some salt aboard. I went to Harbor
Grace in her. In colliding with Har-
vey's wharf a sheathing plate was
started and I was told the tips were
off her propeller blades. I don't know
if any material damage was done to the
propeller. After my experience of her
going to Mr. Grace I would recom-
mend her going across. She made
from 3½ to 10 knots with 900 tons of
freight in. The loss of the propeller
tips would give less weight to driv-
ing. I didn't ask anyone to super-
vise the propeller repairs. Sometimes
I engage an engineer for it. She was
not classed at Lloyd's. I survey ships
from an insurance standpoint. I am a
surveyor of shipping for the Nfld.
Government. I surveyed the Beverley
first of all as surveyor for the Nfld.
Government. I didn't classify her as
there was no occasion for it. I might
have recommended her for classifica-
tion had I been asked. The examina-
tion for insurance is not so strict as
for classification. I had some of her
ceiling taken down in parts and some
of the flooring. The certificate I gave
the Beverley would have covered in-
surance if there had been any on her.
A ticket of seaworthiness is given so
that a captain may claim his insur-
ance if anything happens to the ship.
I would have to survey the ship wheth-
er asked by Mr. Fearn or not. I left
Harbor Grace on Monday morning;
she left in the afternoon. The last
time I examined her was in January at
the dock and the certificate I gave
her extended over the visits I had
made to her. I went all over her with
Capt. Wilson at Harvey's on Friday
before she went to Mr. Grace. There
were no weak features in her as far
as I know. I would go across in her
if I had occasion. I heard reports that
she wasn't fit to go to sea, and also
that she was a splendid ship. She was
capable of carrying the cargo taken at
Mr. Grace. I considered her then a
good cargo boat. I don't receive re-
muneration as a rule from ship-own-
ers. The rules forbid it. I received
nothing from Mr. Fearn and what I
got from Mr. Munn was a gift. That
was \$150 or \$200. There was a sky-
light over the Beverley's engines. I
don't see how it could be carried away.
It would take very high seas to reach
it. I didn't see her when she was
loaded. My instructions do not call
for a test for stability.

To Capt. MacDermott: They have
power in New York and London to
give a vessel a class. I have power to
recommend for a class at Lloyd's. I
don't know what class I would have
recommended the Beverley for if I had
been asked. She had no class before.
Expunged may mean that the class
was dropped at some time because
her owners had not enough money to
do repairs, or for some such reason. I
am not familiar with theories govern-
ing the stability of ships. If a ship
were built here for a Newfoundland
trade, I would have to survey her and
see plans before she started building.
I would know I think if the design
would produce a seaworthy ship. The
Beverley's underwater sections were
different from those at an average
cargo boat. She had a rise in the
ceiling. It was an old-fashioned de-
sign. I saw her first when she ar-
rived here. I didn't notice her trim,
or how it compared with when she
left for Gibraltar. She had ex-
ceptionally wide rubbers. When she
had no cargo these were above the
water. There is no Pilsbrough law here.
A ship can load as deep as she likes
at any time of the year. I have noth-
ing to do with the engines or propeller.
It was decided to strengthen the
houses because the engineer told me
it was weakening. It showed signs
of weakening.

To Mr. Summers: I send a copy of
my report, such as I gave to Mr. Munn,
to London and New York. It is an
exact copy. I survey ships for the
bounty but give them no class unless
they are built for it. I get fees when
I give certificates. I had terms with
Mr. Munn for £10. I sent the fees to
London. I accepted his cheques as a
present. I had a lot of extra work
and expenses in connection with the
Beverley. I charged Mr. Fearn £6 for
a certificate. I could have charged
Mr. Munn £20 or more. There is no
scale except for new ships.
At 5 p.m. adjournment was taken
till 4 p.m. Thursday.

Clean Hands Mean
Good Health!

A shipment of Flash Antiseptic
Hand Cleaner has just arrived and
is on sale at the following stores:

W. E. BEARNS.
T. J. EDENS.
E. J. HORWOOD.
JOB STORES.
ROYAL STORES, LTD.
ROYAL MARTIN HARDWARE.
STEER BROS.

Flash Hand Cleaner is a splendid
antiseptic. A supply should be in
every home, institution, factory and of-
fice.
nov.18

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pipe users
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