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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 by 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 complete within fourteen days from the signature of the armistice. German troops which have not left the above-mentioned countries within the period fixed will become prisoners of war. The evacuation of these areas. All movements of troops and occupation will be regulated in accordance with the terms annexed to the stated terms.

3.—Repatriation beginning at once and to be completed within 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 following equipments: Five thousand guns (two thousand five hundred heavy, two thousand five hundred field), thirty thousand machine guns, three thousand minenwerfer, two thousand airplanes (fighters, bombers, firstly D seventy-three and night-fighters). The above to be delivered in situ to the Allied and 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 supervision 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 and points in thirty kilometre radius on the right bank, and points similarly holding the strategic points of the regions. The evacuation 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 German army of the Rhineland shall be so ordered as to be completed within a further period of eleven days, in all nineteen days after the signature of the armistice. All movements of evacuation and occupation 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 committed. 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 impaired.

7.—All civil and military personnel at present employed on the territory shall remain. Five thousand locomotives, fifty thousand motor lorries, and ten thousand motor lorries in good working order and all necessary spare parts and fittings shall be delivered to the Allied Powers within the period fixed for the evacuation of Belgium and Luxembourg. The railways of Alsace-Lorraine shall be handed over in the same period together with all pre-war material. Further, the material necessary for the operation 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 operation of permanent ways, signals and repair shops left entire in the territory shall be kept in an efficient state by Germany during the whole period of the armistice. A note appended regulates the details of the measures. The German command shall be responsible for the removal of 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 destructive measures that may have been taken, such as poisoning or the setting of springs, wells, etc., under penalty of reprisals.

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

9.—An immediate repatriation without reciprocity, according 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 see fit.

10.—Sick and wounded who cannot be removed from evacuated territory will be cared for by German personnel who will be stationed at the spot with the medical material required.

PROVISION RELATIVE TO THE EASTERN FRONTIERS OF GERMANY.

11.—All German troops at present in any territory which before the war belonged to Russia, Roumania or Turkey, shall withdraw within the frontiers of Germany as they existed on August 1, 1914.

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

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

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

15.—The Allies shall have free access to the territories evacuated by the Germans on their Eastern frontier either through Danzig or by the Vistula in order to convey supplies to the populations of these territories or for any other purpose.

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

17.—Repatriation without reciprocity within a maximum period of one month, in accordance with detailed conditions hereafter 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.

18.—The following financial conditions are required: Reparation 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 yielded 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.

19.—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 freedom 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.

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

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

22.—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 surveillance 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 warships 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 America. All vessels of the auxiliary fleet, trawlers, motor vehicles, etc., are to be disarmed.

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

24.—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 Baltic into the Baltic, and to sweep up all mines and obstructions 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.

25.—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.

26.—All naval aircraft are to be concentrated and immobilized in German bases to be specified by the Allies and the United States of America.

27.—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.

28.—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.

29.—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.

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

31.—The German Government will notify the neutral governments of the world and particularly the governments of Norway, 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 interests, and whether in return for specific concessions, such as the export of shipbuilding materials, or not, are immediately cancelled.

32.—No transfers of German merchant shipping of any description to any neutral flag are to take place after signature of the armistice.

DURATION OF ARMISTICE.

33.—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.

34.—This armistice 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 bottom. 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 timbers were 8 or 9 inches. I think they were of oak. I didn't notice much pitch pine. There were doors for taking 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 Piacentia 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. After coming off dock she took coal and some salt aboard. I went to Harbor Grace in her. In colliding with Harvey'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 recommend her going across. She made from 3 1/2 to 10 knots with 900 tons of freight in. The loss of the propeller tips would give less weight to driving. I didn't ask anyone to supervise 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 Nid. Government. I surveyed the Beverley first of all as surveyor for the Nid. Government. I didn't classify her as there was no occasion for it. I might have recommended her for classification had I been asked. The examination 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 insurance if there had been any on her. A ticket of seaworthiness is given so that a captain may claim his insurance if anything happens to the ship. I would have to survey the ship whether 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 remuneration as a rule from ship-owners. 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 skylight over the Beverley's engine. 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's 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. Expanded 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 governing the stability of ships. If a ship were built here for a Newfoundland, I would have to survey her and make plans before she started building. I would know I think if the design would produce a seaworthy ship. The Beverley's underwater settons were different from those at an average cargo boat. She had a rise in the ceiling. It was an old-fashioned design. I saw her first when she arrived here. I didn't notice her trim, or how it compared with when she left for Gibraltar. She had exceptionally wide rubbers. When she had no cargo these were above the water. There is no Pilsbroll law here. A ship can load as deep as she likes at any time of the year. I have nothing 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 £4 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.
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WE BAGS and PURSES

WE PRICES.

WE COLOURED QUILTS

WEWN & WADDED QUILTS

WEETS & PILLOW CASES

WE and WOOL BLANKETS

WEY TABLE COVERS

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WE mited.

WE Here and There

WE PROSPERO FOR NORTH

WE Prospero, which has been on the

WE York route, will sail for

WE ports about Saturday.

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WE use why—get ELLIS; they're

WE best.

Particular pipe users are satisfied if it's British Colonel

The "Utmost" In Plug Smoking.

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