

Settlement of Adriatic Question.

Fiume to be Independent City and Port--Insurgent Chief Surrenders to British--Government Aeroplanes Doing Detective Duty--Steam Freighter on Fire and Beached--Women Mayors Elected in England.

SURRENDERS UNCONDITIONALLY.

LONDON, Nov. 10. Abdul Wahad, reputed commander of Mesopotamia insurgents, has surrendered unconditionally and is under a British guard at Kutfa, south of Baghdad, according to a Baghdad despatch to the Evening News to-day.

ADRIATIC QUESTION SETTLED.

LONDON, Nov. 10. A despatch to the London Times from Santa Margherita says the Adriatic question has been settled as follows: First, the Austrian frontier is practically decided in favor of Jugoslavians; second, Fiume is to be independent with territorial contiguity to Italy; third, Zara is placed under Italian sovereignty; fourth, the islands Cherso, Lussino and Unie are granted to Italy. Premier Gioletti will sign the agreement to-morrow on behalf of Italy.

THE PRINCE TAKES A REST.

LONDON, Nov. 10. It is officially announced that, owing to severe strain on his tours through Canada and Australia, the Prince of Wales will undertake no official engagements till next year.

BIG FIRE IN WINNIPEG.

WINNIPEG, Nov. 10. A fire which for a time threatened the destruction of a large section of Winnipeg's wholesale district, to-day destroyed Adams Brothers leather goods warehouse, Market St., with an approximate loss of four hundred thousand dollars. The loss is fully covered by insurance.

UNHAPPY IRELAND.

LONDON, Nov. 10. Government airplanes circling over mountains to the east and north of Bantry, uncovered a mobilization centre of one section of the Sinn Fein army on Tuesday and reported the discovery to headquarters. A force of troops swooped down upon the place, but the Sinn Fein Intelligence Department had given warning. Twelve soldiers of the Republic were caught in the net. The government forces, however, captured a quantity of bombs, explosives, shot guns, rifles and other munitions of war in addition to the twelve prisoners. Renewed reprisals are reported. Father Allen, the Parish Priest at Clontarf, is said to have been taken from his bed, and beaten and threatened with execution. The burning of another creamery at Milford, brings the total up to twenty-nine acts of similar destruction during the last few weeks. Black and Tan troops at Athlone and other towns have issued warning that merciless destruction will follow any refusal by citizens to observe armistice day.

THE SHADOW OF A ROMANCE.

TORONTO, Nov. 10. The shadow of romance in Canadian life passed across the courts at Osgoode Hall to-day, when Justice Logie made an order for a thousand dollars life insurance from the Executor Life Insurance Company to be paid out of court to the guardians in Vancouver of Nina Phyllis Joyce, age fourteen. Nina's parents, Dorcas and Gilbert Joyce, were in Newfoundland in 1906, later going to White Horse, Yukon, where the husband was killed in a mine accident in 1917. His daughter was then six months old. Nina has relatives in Vancouver, where she was sent after her mother's death.

FIGHTING AGAINST FIRE.

NEW YORK, Nov. 10. After a spectacular race against time down the Hudson River, surrounded by puffing tugs and fire boats and with flames licking about her forward decks, the burning Morgan Line freighter Elmundu to-night lay beached on Comanapaw Flats, near Ellis Island out of way of harbor traffic. Thousands of spectators lined the New York and Jersey shores, and watched the heroic fight of tiny tugs to drag the burning freighter out of the river as she was threatening to sink and block the shipping channel. The flames, which started from an explosion in her forward fuel oil tanks this afternoon, continued to burn briskly, sweeping the freighter from bow to stern, despite the efforts of a swarm of fire fighters to hold them in control. The ship, a craft of ten thousand tons, is almost a complete wreck, with her sides torn by blasts and her forward superstructure carried away by the fire. All members of the crew of the ill-fated vessel which arrived here from Gal-

Bay de Verde Indignant.

Editor Evening Telegram.

Dear Sir.—In reviewing the conditions that exist in this country to-day, there is no conscientious man but must frankly admit that Government control of our staple industry is a curse to the country and will be the principal means of causing want and destitution in many a home the coming winter. Do the men responsible for such laws realize the desperation of an honest man that always could find means to square his accounts, and he was rich indeed and contented, when he could say I owe no man a cent. But will he say it to-day, will he find at the end of the year that his accounts are all square and his family provided for? I think not, and there are hundreds, nay thousands, in the same position through no fault of their own and, Mr. Editor, who is to blame? Let us see. Organized labor throughout the world demands a living wage, according to the high cost of living. Advance in prices of the necessities of life are the direct cause of strikes and walk outs the world over. What do we find immediately the present administration assumes power that the very men who posed as champions of the people, proved themselves no better than selfish office grabbers by advancing their own salaries. These are the men that deluded the people with false promises, and some of these gentlemen even stated that they wanted no remuneration for their work. What do we find to-day? We find them living like princes, riding in motor cars and even touring the world, while the poor deluded fishermen that placed them in power are being robbed of their hard earned produce, brought about by government legislation that would not be tolerated in any other country under the sun. A London newspaper commenting recently on the Newfoundland Government control of codfish, termed it as a test and future developments would prove whether it would prove a failure or not. I say Mr. Editor it is a failure and was from the start. It is also a test that will squeeze the life blood from our people. Their voyages for which they gave so much sweat and labor is gone for nothing. A government responsible for such an outrage on the people will go down in history as a pirates government, for let them be warned that the dark days of 1920 caused by cruel laws enacted against the fishermen will never be forgotten by the present generation. The facts are evident, and in the district of Bay de Verde even now the condition of the people is desperate. How in heaven's name can a man find means to pay wages, pay for salt at the highest figure, expenses of motors boat, lines and twines, feed his family and a hundred other things with fish, culled and barbarized as it is under the absurd fish regulations. And even oil is of no value. Where are the representatives of this district, Messrs. Cave and LeGrow? Are they gone to the North Pole? If not let them do something for their constituents or resign their seats. Are they cowards to allow such an outrage to be perpetrated as to cut out competition in buying sloop fish and to disregard the appeals of the people of the North Shore for a tualqual system in selling their fish. Shame on you Messrs. Cave and LeGrow! You deceived your supporters and you are acting as the tools of your master and you ignore the cries of hungry children, while you occupy the positions that should be filled by better men. Defrauding the people of their hard earnings is an act that will cry to heaven for vengeance on those responsible. With thanks for space.

I remain,
DISGUSTED VOTER.

Bay de Verde, Nov. 8, 1920.

A Total Wreck.

The Collector of Customs, Mr. H. W. LeMessurier, received word yesterday from Ferryland that the anxious "Harbor Grace" had gone ashore on Stone Island and was a total wreck. The message also states that all the crew were saved. The ship, which was built by the H. Grace Shipbuilding Co., was owned by Teesler & Co. and registered 100 tons. This is not the first time the "Harbor Grace" has been in trouble, as she went ashore last summer in Alexander Bay, but was refloated and brought to this port to undergo repairs on the floating dock. The ship's repairs were only recently completed and this was her first trip since her accident.

Elks Charitable Work.

During the past few days the Elks Charity Committee has been kept pretty busy attending to deserving cases reported to them by the police. The Relieving Committee consisting of Messrs. N. J. Vinnicombe, M.H.A., and Mr. G. R. Parsons, visited the homes of those in need and relieved their wants. The Elks are non-sectarian and are banded together to help all those who are in want.

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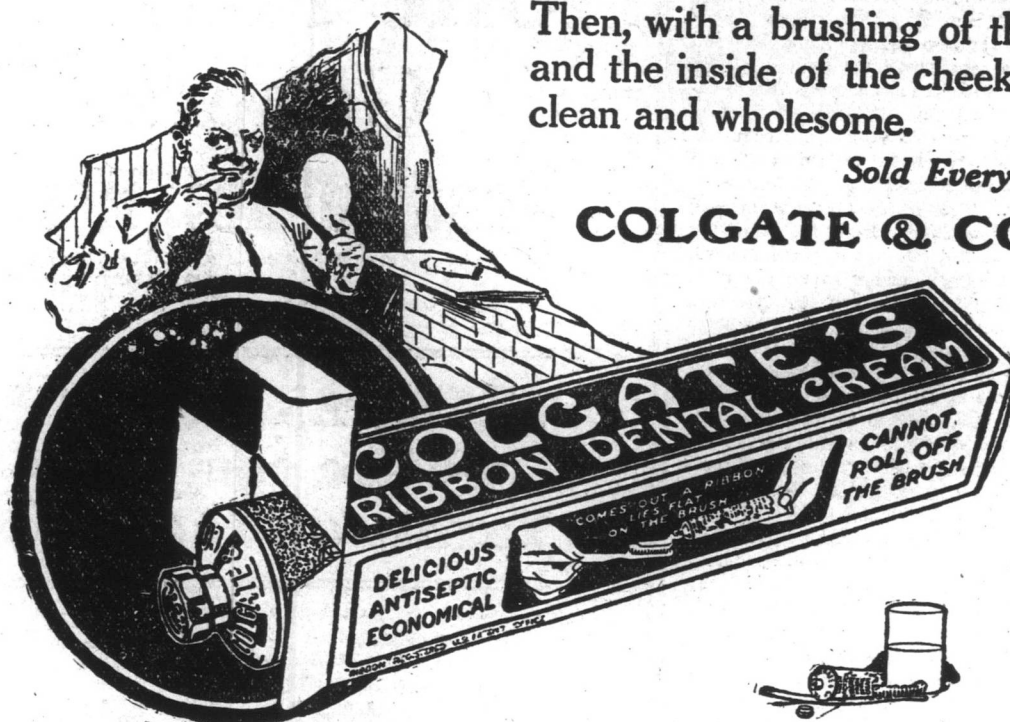
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