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PROBS— Fresh west and southwest winds; fair, and not so cold.

The Toronto World

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ALL ONTARIO IS TIED UP BY BIG SNOWSTORM

TRAIN SERVICES ARE DEMORALIZED TORONTO SHORT OF BREAD AND MILK

UNITED STATES ADMITS DEFEAT

Lansing Affirms America's Intention to Fight on to Victory.

TO BE NO COMPROMISE

Struggle to End Only With Realization of Entente Ideals.

New York, Jan. 13.—Secretary of State Robert Lansing, speaking here last night at the annual dinner of the New York State Bar Association, declared that until the war aims adopted by President Wilson are accepted by the Russian Government the war must go on.

"We are in this war as a republic to the very end," he declared emphatically, and brought the diners to their feet cheering.

Mr. Lansing's address was regarded by his hearers as a reply to the comments in German papers upon President Wilson's address to congress. He declared that "the aims we seek must be achieved and will be."

Facing the brilliant audience, Mr. Lansing said in part: "In Washington there is optimism and confidence, and that should prevail throughout the republic. If I were asked to name the principal trait of an American I would say it is optimism. Optimism is our great national asset. It is our source of wealth and power.

Prussia Must Yield. "The president was challenged a short time ago to name the reason why we are in this war and what we aim to achieve. He named the reasons and he has recently named the aims which we seek. He has done so frankly, without equivocation and very definitely. This statement of the aims of our country is entering the ears of the German people, and yet unless we achieve these aims, we have no sure foundation on which to build an enduring peace. Unless these aims are accepted by the Russian Government this war must go on. We are in this war as a republic to the very end.

"The aims which we seek are to be achieved, and they will be achieved. 'America never put her hand to a task but she accomplished it. All we have got to do is to get our jaws, to clinch our fists and to go to it with all our might.

Tribute to Allies. "When we have so many representatives of our co-partners in this great (Concluded on Page 2, Column 5).

HOME SIX HOURS FROM THE FRONT

Major Howard Jeffs Has Only Short Time in Toronto.

GIVEN MILITARY MEDAL

Decorated at His Father's Home for Gallantry in Action.

To be home in Toronto on leave from overseas service for just six hours and during that short visit to be officially decorated with the military cross as a reward for great gallantry at the front was the record made yesterday by Major Howard Drown Jeffs, M.C., son of Dr. W. H. Jeffs, 2711 Yonge street. It had been arranged for the decoration ceremony to take place on Sunday afternoon at Government House by the lieutenant-governor, but owing to Major Jeffs' train being delayed by the snowstorm it was 5:50 when he arrived in Toronto, so the presentation was made at the home of his father instead.

The presentation at Dr. Jeffs' residence was attended by about one hundred friends. It took place at 9 o'clock Sunday night. Lieut.-Col. A. Fraser, on behalf of the lieutenant-governor, handed the military cross to Major Jeffs.

The following is the action for which Major Jeffs was awarded the decoration: "Gallantry and devotion to duty: although wounded himself, he tended the wounded under very heavy fire, with great courage and determination. Later, being again wounded, he remained on duty until relieved.

Major Jeffs left for the east again last night. Major Jeffs is a graduate of the University of Toronto medical faculty. He went overseas with No. 10 Field ambulance, 1st Canadian contingent, under Lieut.-Col. E. B. Hardy. He served in France for two years until wounded. Another brother, Lieut. George Douglas Jeffs, is now serving with the Canadian forces.



One of the most impressive military funerals in Toronto's history was that of the two aviators, Lieut. C. E. Rider and Lieut. E. S. Osborn, recently killed in airplane accidents, which took place on Saturday afternoon. The view above was taken at the chapel entrance in Mount Pleasant Cemetery.

PROLONG ARMISTICE FOR ANOTHER MONTH

Trotzky Makes Move Designed to "Prevent Slightest Possibility of Peace Being Lost"—Russ-German Differences Arise.

London, Jan. 12.—Leon Trotzky, the Bolshevik foreign minister, proposed at the peace negotiations that the present armistice between Russia and Germany be prolonged for another month, according to an Exchange Telegraph despatch from Petrograd. The central powers accepted the proposal.

Russ-German Differences. London, Jan. 13.—The Russian account of the session of the peace conference at Brest-Litovsk shows a considerable variance from the German version, transmitted by the Wolff Bureau Saturday. The Russian version pictures the Russian delegates as acting through with more than a suspicion—rather than an actual conviction—that the German delegates were virtually agents of the military and annexationist groups. One passage of Trotzky's speech, which the Wolff Bureau quotes, follows: "The sincerity of our aspirations for peace is sufficiently proved by our attitude regarding the free right of development of Finland, Armenia and Ukraine. The other side has only to show an analogous attitude regarding the regions occupied by it."

Referring to an early report of Trotzky's speech, the German version speaks of a certain telegram, about which it says Mr. Trotzky expressed regret. The Russian version says nothing about regrets, but introduces a very passage asserting that the German viewpoint regarding Russia's proposed territories is merely that the will (Concluded on Page 9, Column 5).

LISTOWEL STORES PREY TO FLAMES

Two Hundred Thousand Dollars' Damage by Fire in Business Section.

BIG BLOCK BURNED

Blaze Is Well Under Control, But Large Drygoods Store Is Still Burning.

Listowel, Jan. 13.—The most disastrous fire in the history of this town broke out shortly after midnight in the face of howling blizzards and temperature below zero, causing a property loss in the best portion of the business section of approximately \$200,000, and forcing several families to leave in the bitter cold for other quarters. Some of these persons had close calls and rushed out only partly dressed. The firemen put up a great fight, but the terrible weather conditions made their work almost unbearable.

The blaze is now pretty well under control, but several of the leading stores, located on the south side of Main street, have been leveled, among them the splendid three-story Schinbein block, in which was the Schinbein department store, Bender's grocery, the Oddfellows' quarters and numerous offices.

Other business places completely wiped out are: Koch & Spencer shoe store, Bell Telephone office, McDonald's barber shop, Miss Gibb's millinery store, McAllister's poolroom and Von Zuber's tailor shop. In addition to the top storey of the store of Johnstone the jeweler, whose stock is badly damaged.

Thompson's large drygoods store is still burning. Much of the building may be saved, but the bulk of the stock will be destroyed. Store fronts across the street were left a sad wreck, but no great damage was done to stock. The chief damage was from fire which was carried underground by way of a bridge. It was kept from gaining serious headway by the fire which was carried across the street by way of a bridge. It was kept from gaining serious headway by the fire which was carried across the street by way of a bridge.

Among the offices destroyed with all their contents are: H. B. Morphy, K.C., barrister; J. C. Hamilton, B. A. Parker, J. J. Foster, Dr. E. G. Spence and Dr. J. A. Campbell. The heaviest loser is Mr. J. M. Schinbein, who carried a large stock of boots and shoes, groceries valued at \$42,000, and about half covered by insurance. On the block he had \$10,000 insurance.

COON SKIN COATS

The largest and best assorted display of Coon Skin Coats in Toronto—regular \$150 value for \$120. And so the reductions run, growing more attractive as the prices advance in the more expensive coats. Dincen's, 140 Yonge street.

Trains Are Stalled in Drifts as High as the Cars.

PASSENGERS DELAYED

Travelers Have to Spend the Day at Homes of Farmers.

As indicating the intensity of the storm and the extent to which freight movements have been demoralized, the officials at the Union Stock Yards told The World last night that the total receipts for the two days, Saturday and Sunday, were only about 600 head, in contrast with 2500 a week ago. Cars of cattle and other live stock are stalled all along the lines of the C.P.R. and Grand Trunk.

At Wyoming a freight train is stalled, with five engines and a snow plow trying to force a passage thru the snowdrifts, which in places are on a level with the top of the box cars. Drifts 15 Feet High.

On the gravel road in Perth County near Shakespeare the drifts are more than 15 feet high. John Black of Rice & Whaley, a prominent commission man, who left his farm at Ferris Saturday morning for Toronto, got as far as Brampton, where he still is.

J. B. Shields went up to his farm at Mount Albert and Friday morning started home on Saturday. He got as far as Richmond Hill on the C.N.R. at 4 o'clock, and after waiting at the village until 4 o'clock on Saturday afternoon, got back to Toronto last night. Traffic on the Canadian Northern is stopped. An engine and snow plow are buried in a big drift at Thorntons, 12 miles north of the city. At 6 o'clock last night all attempts to get them clear have failed.

Smothered in Snow. On the northern division of the Grand Trunk Railway, conditions were said to be worse. At Thornbury, drivers and snow plows got as far as the town and was on Saturday night returning to his home in the blinding storm, the team got off the road and became imbedded in an immense drift of snow. The farmer, himself, made his way to a neighbor's, badly frost bitten. No trains are moving on the northern division of the Grand Trunk. The morning train on the Grand Trunk Railway, which was scheduled to start at 8 o'clock on Saturday morning, had a trying experience and its troubles are not yet over. The engine, which was proceeding from Toronto, got as far as the C.P.R. subway at Agincourt, where both became stalled, and after two hours hard work with three engines, managed to get the train into the station. The engines ran out of coal and water and were abandoned by the train crews while the passengers are being cared out of them from around the village, the rest being brought back to the city yesterday afternoon on the first thru C.P.R. express from Montreal which passed thru the village about 4 o'clock.

Buried Near Markham. The early morning accommodation train on the Grand Trunk at 10 a.m. is buried in a big drift north of Markham village, where the Peterboro express, shared the same fate, being snow plow clearing away the suburban lines, all of which managed to keep going fairly well.

The World was informed that the T. H. and B. Railway, with the exception of cancelling No. 71 and No. 72 Buffalo passenger trains, were handling everything that came their way. They had to cancel the afternoon passenger service. A slight easing off on freight, due to congested yards, kept up their service. One-quarter of the passenger trains on the G. T. R. were cancelled, and the schedule between Toronto and Niagara Falls was maintained. All freight trains were cancelled and an official stated that their service was immediately set at work and in some cases trains were snowed out.

Little Damage Done. Comparatively little damage was done; the electric sign in front of Loew's Theatre was wrenched from its fastenings, and in falling, took with it the marquee over the entrance. A gang was immediately set at work and by night all the wreckage had been cleared away.

Plate glass windows in the Right House, Grafton's and J. W. Ball, King street east, were pushed in like tissue paper, and the large sign of Beggs and Company dashed to the pavement.

All trade deliveries fell down on Saturday, especially the milkmen and bakers, and Saturday afternoon was a holiday, whether it was wanted or not. In the evening the theatres were practically deserted and Sunday morning the congregations at the various churches were so small that one big church could have accommodated all.

Instead of a meatless day, it was a milkless morning for many of the citizens. The heavy drifts throughout the country prevented the milkmen from delivering their usual supply to the city dealers, with the result that it was a case of children first.

FOOD SHORTAGE CAUSES SERIOUS DISTURBANCES

Spanish Towns Scene of Riots During Which Shops Are Broken Open and Looted.

Barcelona, Jan. 13.—The publication of a decree fixing the prices of foodstuffs has resulted in serious disturbances in the country. The shops have been shut and bands of women paraded the streets. Mobs attacked the shops, looting them.

Similar scenes are reported from Valencia.

Will Transfer Big Lake Fleet To Ocean Transport Service

Washington, Jan. 13.—The shipping board has decided to remove from the great lakes an additional thirty ships for ocean service. The vessels will be cut in two during the winter and will be brought thru the Welland Canal and reassembled when navigation is resumed in the spring. Already 42 ships have been brought out.

Summary of Storm Damage

Official lowest temperature is four below zero. Brantford Street Railway is drifted up and steam traffic is tied up.

At Chatham the storm is the worst in the memory of the oldest inhabitant. Traffic both east and west of St. Thomas on steam railways is at a standstill.

Woodstock is snowbound and a number of cattle in a stalled train. Kitchener is isolated and all radials and roads leading into the city are blocked with snow.

All trains running thru Guelph are canceled and Toronto suburban cars are not running. Hamilton train service is partly crippled, but comparatively little damage is done throughout the city.

Bakers' wagons in Toronto have difficulty in getting to country customers and many people fail to get bread. Passengers on the Metropolitan Railway bound for points north of Bond Lake are brought back to Toronto, as the cars cannot get thru.

The tie-up of the train service and the deep snow on the roads has reduced Toronto's milk supply and many people have to go without. So many water pipes in Toronto are frozen and plumbers so busy that householders have to wait for hours after they call before the workmen arrive.

Constables on point duty at the corner of King and Yonge streets, Toronto, are unable to take their full periods and are relieved every few hours. Three extra men are at that corner to help pedestrians cross.

GALE AND SNOW SWEEP HAMILTON

Train and Car Service Partly Blocked and Streets Drifted Up.

FREIGHTS CANCELED

Comparatively Little Damage, However, Was Caused Thruout the City.

Special to The Toronto World. Hamilton, Jan. 13.—The city awoke this morning to find itself still in the icy clutches of a forty mile an hour gale, with piercing cold. Train and car services are partly blocked, doors burst up to the knobs with snow and streets covered with drifts. The storm, which raged furiously all Saturday and well into Sunday morning, was of a freakish disposition. The wind came from the southwest, but in the city streets it whirled in an unceasing fashion. On the south and west sides of the streets huge drifts made walking impossible, while on the east and north sides the cement steps of the houses were blown up by the buildings, those on the south and west looking as if they had been freshly white washed.

The railways and the local street railway company gave good service under the existing conditions. The latter company kept their cars going all Saturday, with the exception of late at night, when it was almost impossible to move a car. General Superintendent Waller was out all yesterday afternoon getting the city traffic in shape and General Manager Coleman spent the afternoon on a snow plow clearing away the suburban lines, all of which managed to keep going fairly well.

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FACTORY SITE FOR SALE

Having a frontage of 176 feet on Wallace Avenue, 274 feet on Grand Trunk Railway and 180 feet on Sarnia Railway. Apply to W. H. WILLIAMS & CO., 36 King Street East. Main 5480

BREAD ALSO IS SHORT

Milk Supply for Toronto Is Almost Entirely Cut Off.

HOUSEHOLDERS ARE ADVISED TO CONSERVE SUPPLIES NOW ON HAND.

Central and western Ontario experienced the most severe weather in many years on Saturday and Sunday. In addition to low temperature there was a biting wind from the southwest, and at intervals slight falls of snow which, blown by the wind into deep banks, considerably impeded traffic.

The railways felt the storm most, and transportation has for the most part been tied up. At points throughout the province engines are standing today where they were abandoned by their crews when coal and water ran out on account of the greater amount of steam needed to stand thru the snow. In some cases it is feared that many of the stalled trains have carloads of cattle, which must be suffering intensely from the cold.

Altho it seemed much cooler, due to the penetrating wind, the records of the observatory show that the thermometer did not drop under 4 degrees below zero. On Sunday the wind fell somewhat, and the weather forecast for today promises a further improvement in higher temperature.

The wind was responsible for much damage, such as the blowing down of chimneys, etc. The roof of the Thorncliffe grand stand at Leaside was blown off and carried 100 feet. The caretaker was injured, and some of the lumber was blown thru the window of his cottage.

Within the city transportation was kept up fairly well for the storm did not interrupt the hydro service. Pedestrians, however, had difficulty in moving around, as the streets were being blown a gale and it was almost impossible to make progress. Hats blew off and long queues to recapture them were frequent. At the corner of King and Yonge streets three extra policemen were stationed to help people across.

Milk Supply Cut Off. On account of the howling gale in railway traffic and the state of the roads from drifted snow, only a small proportion of the forty supply of Toronto came in on Saturday, and as a consequence many people had to go without that commodity on Sunday. It is suggested by the director of one of the milk companies that householders, especially those with infants, take every measure to conserve whatever supply they have on hand, as it may be Tuesday before a full shipment can again be guaranteed.

Bread vans running out to the country had difficulty in making the trip, and some of the people would have to resort to baking their own bread on account of non-delivery of their regular supply.

Many Trains Canceled. Transportation across Ontario and thru east and middle west is pretty well demoralized. To put it in a nutshell, the C.P.R. and G.T.R. have canceled yesterday afternoon's train, and the eastern Ontario trains of the G.T.R. were also canceled. The officials stated, however, that as the Winnipeg trains were running, they are not on that.

The International Limited from Chicago, the hospital ship train from Montreal, due to arrive at Montreal at 6 o'clock Sunday morning, and the Detroit eastern flyer, due in the city at 10:30 p.m., were all canceled, and will not arrive until late today. The Montreal train which left Montreal at 10 p.m. Saturday made its belated appearance at the Union Station Sunday afternoon behind two engines and a big plow. Sunday morning's train, which left Toronto at 10 o'clock two other trains came in many hours overdue. Plows were kept busy on both the Bellevue and Goderich lines, and traffic on these lines was practically impossible until late last night.

The Winnipeg flyer, due in Toronto at 4:10 p.m. Sunday, did not reach here until 11 o'clock this morning. Delay was experienced in sending some of the trains out, and this was occasioned, so the passenger yard master stated, thru the stormy conditions prevailing up the line and hindering the plow services.

The C.P.R. line to Owen Sound being snowbound, Saturday night's passenger train was unable to make the complete trip, so that the train drew into Weston, where passengers took the street cars and returned to the city.

The demoralization of transportation and the unprecedented condition of the roads were responsible for a poor milk delivery both on Saturday and Sunday. C. B. McNaught, one of the directors of the City Dairy, stated that no milk had been received by train since Saturday morning, and very little by the farmers' roads. While due precaution he was sure there would be an ample supply after Tuesday, and advised parents to conserve their supplies for the little ones during Monday and Tuesday.

Horse Buried in Snow. Many people on the roads and Sunday, or else go to the nearest store and get their requirements. In the suburban districts it was felt the most, and perhaps the worst of the storm was felt in North Toronto. So bad were the drifts in that locality, that in many instances the drivers gave up the attempt. George Lawrence

BRANTFORD IS ISOLATED

Steam and Electric Roads Are Alike Tied Up by Blizzard.

Special to The Toronto World. Brantford, Jan. 13.—Brantford is practically isolated following a two-day blizzard. Steam and electrical roads alike have been tied up by drifts as high as ten feet. The Grand Valley Railway has made no effort to clear the tracks yesterday or today. On Saturday the street railway lines were kept open, but during the night they drifted in spite of all the efforts of the staff, with all available motive power at work, and today the tracks were impassable until a late hour. To the south there have been no cars, and steam traffic is nil.

The only alarm felt here is that the tie-up will result in real famine followed by terrible hardship because of the lack of fuel, as local citizens have been literally existing from day to day with no provision for the morning.

In most of the churches today services were held in the school, to economize on fuel. The fuel controller for Ontario has refused a special controller with full powers for Brantford. Many coal deliveries were made today to avoid hardship.

WORST ON RECORD

Blizzard at St. Thomas Ties Up Traffic on Lines East and West.

Special to The Toronto World. St. Thomas, Jan. 13.—The worst blizzard on record raged in this city and district for 36 hours. The gale was at the rate of 90 miles an hour, accompanied by blinding snow and with a temperature between 5 to 10 degrees below zero. Traffic on railroads both east and west on the Michigan

(Concluded on Page 2, Column 4).