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SATURDAY MORNING DECEMBER 29 1917—SIXTEEN PAGES.

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Great Britain's Premier and Labor Party Reaffirm Determination to Realize Aims of Allies Before Negotiating for Peace

BRITAIN'S LABORITES TRUE TO ALLIES' AIMS

London Labor Conference Assents To Lloyd George's Statement That "Achievement of Ideals For Which Allies Fight Is Essential To Freedom and Peace of Mankind."

London, Dec. 28.—Premier Lloyd George, in a letter which he sent today to the special national labor conference, declared: "Achievement of the purposes for which the allies are fighting is essential to the future freedom and peace of mankind."
The premier also asserted that a statement on war aims could be made only in agreement with Great Britain's allies. The question of issuing a fresh joint declaration, he added, was being constantly kept in view by the entire allied governments.
The premier's statement is regarded as the British reply to the German peace offer.
The labor conference was convened here today by the parliamentary committee of the trade union congress and the executive of the Labor party in the central hall, at Westminster, to consider a memorandum on war aims. A pronouncement was adopted with virtually a unanimous show of hands, declaring that in continuing the war, labor is actuated by a determination to make the world safe for democracy hereafter. No sympathy was expressed in the text of the statement with aims to convert the war into one of conquest, but it insisted that restitution and reparations, and also certain territorial readjustments are necessary if the renewal of armaments and war is to be avoided.
Labor's War Aims
The conference was attended by 750 delegates and was expected to place on record an expression of opinion from British labor on the war aims of this country. Its adoption of the memorandum in view of the peace negotiations between Germany and Russia.
The statement placed at the forefront a demand for the restoration and rehabilitation of Belgium at the expense of Germany. It also dealt with Alsace-Lorraine, Italy, the Balkans, Poland, Turkey, and German African colonies on lines similar to those suggested in earlier documents on these subjects.
The original memorandum was discussed and adopted early in August at a special conference of the Labor party and was a sequel to the abortive Stockholm conference of last summer. Its terms have since been considerably amended by various sub-committees, but the main features had been retained in the memorandum discussed today.
It had been confidently believed, however, that today's action in the conference would be taken, notwithstanding amendments from the Independent Labor party and several radical proposals from the British Socialist party.
Allies Will Con't.
After the formal opening of the conference, a letter from David Lloyd George, the British prime minister, was read. After handling the conference for a resolution of the parliamentary committee of the trades union congress and the national committee.
(Concluded on Page 7, Column 1).

ADOPT BRITISH PLANS TO RUN U. S. RAILWAYS

Americans Employ Government Control, Not Government Ownership.

DIFFERENT IN CANADA

Many Independent Lines Make Co-operation Harder Than in Dominion.

Montreal, Dec. 28.—"The so-called government ownership of American railways is in reality no such thing," said W. M. Nash, general secretary of the Canadian Railway War Board, in an interview this afternoon. "The government at Washington has simply adopted something like the old English system of guaranteeing certain returns to the railways, presumably adequate, and securing in return for this guarantee the elimination of competitive features which have hitherto been thought necessary by competing roads but which, from the standpoint of view of national necessity, have to be eliminated."
"The American railways before the war and up until now have been run on a strictly competitive basis. There are 70 of them and they have rendered service at rates lower than anywhere else in the world except in Canada. Rivalry between the competing American railways developed luxurious, high speed and frequent passenger service and special freight services. Legislation, both state and federal, has endeavored to operate conditions upon them and later on came increased costs of fuel, labor and material. These conditions have reacted unfavorably on American railway securities by making investors afraid to venture their money in them. Many of the roads have therefore been unable to make the necessary extensions of facilities without which it has been impossible to handle the immense traffic originating at Kupiansk, are reported without any certainty as regards the victors or indications of important results. The Maximalists claim that the Cosacks have become demoralized and are refusing to fight Bolshevik troops."
Revenue Cut Off.
The Morning Post's Petrograd correspondent quotes from the newspaper there the report of the finance commissioner on the financial condition of Russia, in which it is stated that all sources of the state's income have been absolutely cut off. It shows the railroads entirely occupied with moving troops and members of the Red Guard who travel free, there being therefore no receipts from passenger traffic. The correspondent says the only resource of the state is the printing of paper money and that the government is hopelessly bankrupt.
A field headquarters communiqué issued after a long interval mentions only the western and southwestern fronts. It ignores the northern front but indicates that there is still a Russian front in existence along about two-thirds the length of the Russian lines.
The semi-official Russian news agency reports a general meeting of representatives of the Petrograd garrison, says the agency despatch, voted that as peace had not yet been concluded, the front ought to be maintained intact and the Petrograd garrison ought to participate in holding it. The representatives of the garrison, says the agency despatch, voted in favor of sending detachments to points where they were needed.



BRAVE WOMEN STILL CONTINUE THEIR INDUSTRY—Altho their village is for the most part in ruins, these brave Belgian women still continue their industry of lace-making.

WANT BOLSHEVIKI TO HELP FORCE ALLIES MAKE PEACE

Central Powers Urge Russians To Act as Peace Intermediaries and To Side With Them if Entente Refuses To Enter Negotiations.

London, Dec. 28.—The Petrograd correspondent of The Times describes the effect upon the Bolsheviks of the rumored proposal of the German and Austrian delegates to the Brest-Litovsk conference, that in a certain contingency, various strategic points in Russian territory should be occupied by the central powers. According to the rumors it had been proposed by the representatives of Germany and Austria that, pending the resumption of the negotiations, Russia should mediate between the central powers and the entente allies with a view to bringing about a general peace. Should the attempt fail, the occupation of the several strategic points by the central powers was proposed so that pressure might be brought upon the entente. The proposal, says the correspondent, causing the consternation at the Smolny Institute, the Bolshevik headquarters.
Replies to Russ Complaints.
Dr. von Kuehlmann, the German foreign secretary, is reported as having replied to the Russian complaint regarding the refusal of passports to the German minority socialists by stating that he did not see any hindrance to peace in preventing communication between the Russian and German socialists.
Reports of fighting and other military activities in interior Russia continue numerous, but they are so contradictory that it is impossible to get at the truth of the situation. For instance, both the Bolsheviks and the Ukrainians claim a complete victory at Bielgorod, where it is stated that the detachment of General Korniloff's forces numbered six thousand men, with 20 guns.
Several other combats, including one at Kupiansk, are reported without any certainty as regards the victors or indications of important results. The Maximalists claim that the Cosacks have become demoralized and are refusing to fight Bolshevik troops.
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Why Canada Must Nationalize Her Railways Now

In this testing time of democracy the people of Canada look with confidence to their newly-chosen Union government. That government, it believes, will plant and keep the banner of Canada in the forefront of the battle. It will not permit this Dominion to lag behind the mother country or the United States.

Today the president, in the name and on behalf of the people, takes possession and control of all the railways of the United States. It is perhaps the most far-reaching assertion of public rights ever made on this continent. By a stroke of the pen it declares that during the war at least the railways of the United States shall be managed for the service of the public, and not for the profits of shareholders. The companies and their officials become the servants, not the masters, of the public. Many roads pass under national control, with an enormous curtailment of expenditure and a correspondingly enormous gain in efficiency.

We had and still have reason to believe that Canada will speedily follow, not only in the pathway blazed by President Wilson, but along the road that has been so successfully followed during the past three years by the mother country. The manifesto issued by Sir Robert Borden, prime minister, upon the formation of Union government, and his speeches in the house of commons, all show that the goal he has in view is similar to that so swiftly reached by the president of the United States. Yet someone at Ottawa must be busy these days misinforming and misleading the press. On Thursday its Ottawa correspondent wired The Toronto News:

It is not likely that for the present the Canadian government will take over and operate the railway lines in the Dominion as announced by President Wilson in the United States.

Apparently about the same time the Ottawa correspondent of The Toronto Globe was thus by wire illuminating the situation:

While nothing definite will be known until the premier and his colleagues come back to the capital, it is not believed here that the example shown by the United States in the matter of railway operation will be followed by Canada. Responsible government officials, closely in touch with Canadian railway affairs, point out that some time ago a railway war board, headed by Sir George Bury, and representing all the railway directorates and the government, was formed for the purpose of co-ordinating railway services in the Dominion, and for the prevention of wasteful and unnecessary duplication. The board, it is claimed, has already achieved good results in the matter of distributing and interchanging rolling stock and motive power. Efficiency is expected to accrue from the operations of the board.

So far as the earnings of the roads are concerned, these, it is stated, will be amply secured by the new increase in rates ordered yesterday by the railway commission.

There is, at least, no possibility of an immediate adoption of the attitude taken by the United States.

Apparently some people think that the example of the United States is one to be avoided, and that President Wilson is a bad actor. They do not seem to appreciate the economies that could be effected by unifying all our roads into one great system. That one-third of the mileage is already owned by the government they seem to think makes it more difficult instead of more easy for the government to obtain control of all the roads. Their ideas, however, are not shared, as we understand it, by Sir Robert Borden. We have more than once referred to his notable speech in the house of commons on the third reading of the C.N.R. bill, from which we may quote hereafter. On Oct. 18 the prime minister, in a manifesto announcing the formation of the Union government, stated one of its primary objects to be:

The development of transportation facilities, the co-operative management of the various railway systems so as to secure economy in operation, to avoid unnecessary construction, and to secure the widest and most effective use of existing railway facilities.

At the last session of parliament the government brought down legislation under which it acquired possession of the Canadian Northern Railway system. Sir Thomas White at that time declared that it was the intention of the government to nationalize the Grand Trunk Pacific. No one can doubt that when the government acquires the Grand Trunk Pacific it will and must also acquire the old Grand Trunk as well. The government is therefore formally committed to the principle of public ownership and operation of railways, and returns to Ottawa with a mandate from the people. The one thing to do is for the government to take possession of the roads in Canada, as President Wilson has done in the United States, and run them as one system, with public service, not private profits, as the end in view.

Sir Robert Borden foreshadowed this policy in his speech in support of the Canadian Northern bill in the house of commons on Aug. 29. He was particularly addressing himself to the bill before the house, but he also dealt with the entire Canadian railway situation, declaring that it could only be solved by abolishing the competitive system and bringing all the roads under one control. To quote (we condense):

This brings us to the question of how we are to provide for state-operated or state-owned railways in this country in the most effective way. No one is more conscious than I am of the immense difficulties and tremendous importance of that question to the people of this country. It is for the people of Canada and the parliament of Canada in the immediate future to make or mar the future of state-ownership in Canada, and I have already said that so far as I am concerned I shall bend my best energies, so far as they may be called into service, to make the operation of this road as efficient in every respect as it can possibly be.

It will be necessary for the railway companies and the government to get together in the immediate future and deal with the possibility of having a system of co-operative management of all the railways in Canada.

I am perfectly conscious of the fact that railway men, perhaps not so insistently as heretofore, tell you that it is quite impossible to carry out any such system of co-operative management, because the road that has control of the operation will not give the other road fair play.

I have gone into that question as far as my limited knowledge would permit, with some of the heads of the great railway systems in Canada, and I think they are coming to the conclusion that some such system of co-operative management as I have mentioned might well be carried out. It may afford a solution as to the best method by which this road in the ownership of the people of Canada can be operated in an effective and reasonable way without party or political interference. That is what we must aim at; that is what we must attain if state ownership is to continue in Canada; if the beginning now made is to be carried out to a larger future.

Does any honorable gentleman, even though he be no more acquainted than I am with railway operation, doubt that by the system of co-operative management to which I have alluded we can save millions of dollars annually at all times in the future? I hope, indeed, that when the question does come up in this parliament honorable gentlemen on both sides will co-operate to

FIVE HUNDRED MILLIONS NECESSARY FOR WAR

Canada Has to Raise Immense Sum for Campaign Next Year.

St. John, N.B., Dec. 28.—In the next fiscal year \$500,000,000 must be raised by Canada for war purposes in addition to the \$150,000,000 or \$175,000,000 necessary to carry on the ordinary business of the country, Hon. F. D. Carvell, minister of public works, announced at a reception tendered him here last night.
Mr. Carvell said Great Britain was persistently calling for munitions and foodstuffs, and Canada must answer the call. But she must do her own financing for not a dollar could be borrowed in Great Britain or the United States.
The question, said the minister, all involved itself into this: "The Union government's duty was to see that the resources of the country were conserved, that the people save money and thereby have it to invest in government bonds for the carrying on of the war. If the people's savings and profits were not to be available Canada could not carry on as she had done in the past. That was the real reason for the formation of the Union government, and there must be government along business lines."
Speaking of the prohibition order, the council, Mr. Carvell said his hearing need not be surprised about once a week to learn something just as dramatic being done.

WANT WAR TRADE BOARD CREATED FOR DOMINION

Canadian Manufacturers to Urge Premier Borden to Follow Lead of United States.

Ottawa, Dec. 28.—Creation of a war trade board to do for Canada what a commission, similar in character is already doing for the United States, is being strongly urged upon the government by the Canadian Manufacturers' Association. A deputation of manufacturers will wait on Sir Robert Borden in connection with the matter as soon as he returns to the capital.

JOFFRE AN "IMMORTAL"

French Academy to Honor Great Officer for War Accomplishments.
Paris, Dec. 28.—Marshal Joffre soon is to become one of the immortals of the French Academy. This became known after yesterday's session of the academy, when the following announcement was made: "The French Academy, having been sounded on the subject of the candidature of Marshal Joffre, it will show itself happy to receive to its bosom the glorious victor of the Marne."

CLUB EXPELS LAFOLLETTE.

Madison, Wis., Dec. 28.—Robert LaFollette, United States senator from Wisconsin, was expelled from membership in the Madison Club tonight because of "unpatriotic conduct and giving aid and comfort to the enemy."

BRITISH BEAT TURKS ADVANCE TWO MILES

Enemy Attack Drives in British Pickets, But Allenby's Men Launch Successful Counter-Attack on Nine-mile Front.

London, Dec. 28.—The British troops in Palestine have repulsed a Turkish attack north and northwest of Jerusalem and made an advance of about two and a half miles on a front of nine miles along the Turkish right flank, says an official communication issued today.
The Turks suffered severe losses in the repulse, which came after the British pickets had been driven in.
The text of the communication follows:
"During Wednesday night four attacks were made by the enemy on our pickets at Bas of Tawil, 3 1/2 miles north of Jerusalem. The pickets were driven in and several determined at-

MILES VOKES OUT ON TECHNICALITY

Announces Withdrawal From Board of Control Contest Yesterday Afternoon.

A special meeting of the board of education was held in the administration building yesterday afternoon at which Miles Vokes announced his withdrawal from the contest for the board of control, and tendered his resignation as member of the board of education.
The following letter was read:
"Owing to not having filed my resignation from the board of education with the secretary-treasurer within the time as laid down by statute, I find if elected to the board of control there would be a question of the validity of my election. Therefore I withdraw from the contest. Thanking my friends for their efforts in my behalf, I am respectful."
Regret was expressed by every member of the board that a mere technicality should rob the city of the services of such a man as Mr. Vokes. Dr. Hopkins offered to give up his seat to him if it could be arranged, saying that he was sure ward seven would be honored by being represented by a public-spirited citizen as Mr. Vokes.
Dr. Steele was then elected to hold the position of chairman for the balance of the year.
A resolution of regret at the retirement of Trustee Houston was passed unanimously.
The reports for the balance of the year were passed, and so the last business of the 1917 board was completed.

OLD MAXIMUM PRICES TO CONTINUE IN FORCE

President Wilson Orders No Change Until End of March.

Washington, Dec. 28.—President Wilson today directed that maximum prices previously fixed upon iron, ore, coke, pig iron, iron, steel and steel products be continued in effect until March 31. They were subject to revision on Jan. 1.
No contracts calling for delivery of any of the commodities on or after April 1 are to specify a price unless the contract includes a clause making the price subject to revision by government agency.

AMERICANS REQUISITION POWER FOR WAR PURPOSES

Action of U.S. Government Taken to Assure Adequate Current to Plants Engaged on Work Needed By Army.

Washington, Dec. 28.—To assure the adequate supply of electric power for establishments engaged in war work at Niagara Falls and Buffalo the government today requisitioned the electric power produced, imported and distributed by the Niagara Falls Power Company, the Hydraulic Power Co. of Niagara Falls, and the Cliff Electrical Distributing Co.
Canadian demands that approximately 100,000 horsepower of current imported from the Canadian side should be applied exclusively to war work were said to have been a determining factor in the government's decision to requisition all power.
Operation of mills is not expected to be affected materially by the new order, as re-adjustment of the power supply has been effected previously by representatives of the war holding board conferring with the Buffalo manufacturers.
Approximately 110 factories not working directly on war contracts will curtail their electric power requirements somewhat, will use power at times when munition factories are making their smallest demand, and will substitute steam for electricity as much as possible.

D.S.O. FOR MAJOR AIKENS.

Winnipeg, Dec. 28.—Major G. Harold Aikens, son of Lieutenant-Governor Sir James Aikens, has been awarded the Distinguished Service Order for bravery on the field of battle. The special act for which this honor was conferred occurred at Passchendaele, and were deeds of bravery in the face of the enemy.

DINEEN'S JANUARY SALE.

The January sale of furs has opened at Dineen's and prices are reduced to make a clearance for stock-taking. The sacrifice includes an exceptional showing of coonskin coats for men. Bargains that cannot be duplicated in Toronto. Dineen's, 140 Yonge street.

ENEMY ATTACK FAILURE

Artillery Foils Surprise Party—Spirited Big Gun Duels.
Paris, Dec. 28.—The evening official communication issued by the war office follows:
"There was rather spirited activity by both artilleries north of St. Quentin. A surprise attack by the enemy in the region of Veho, in Lorraine, following the bombardment reported this morning, was stopped by our fire."
"Army of the east, Dec. 27: Calm prevailed on the whole front. In the Cerna valley two enemy companies which were crossing the river were caught under the fire of our artillery."