

For Brest-Litovsk amid scenes of enthusiasm, the crowd singing the national anthem and shouting shouts of "Bring us a strong peace."

ALLIES SEEK ONLY WORLD'S SECURITY

NO THIRD LOAN PLAN AS YET, SAYS M'ADOO

It is said that the peace negotiations will be under the presidency of Ibrahim Hakki Pasha, the Turkish Ambassador to Berlin and dean of Berlin diplomatic corps.

Lloyd George's Outline of Terms Believed to Represent Views of All.

INQUIRY REVEALS ARMOUR HID PROFIT

While the peace delegates are assembling at Petrograd of several German and Austrian officers apparently is causing heartburning.

BRITAIN NOT ACQUISITIVE

HENRY TRIES TO PROVE CONCERN CONTROLS CHICAGO STOCK YARDS.

The Praxda further appeals to the Germans to defend the attempt of the Constitutional Democrats to place Russia under the control of German imperialism.

Evacuation of Belgium and Full Reparation One of Chief Factors.

LIGHT ON RAILROAD DEAL

By the United Press. LONDON, Dec. 21.—Great Britain is in full accord with President Wilson's declaration that the fight of the world's democracies is not for a realization of selfish desires.

HOOPER WILL CLOSE IN SUGAR INQUIRY

FEDERAL TRADE COMMISSION IS TOLD OF ALLEGED GRAB AND \$3,500,000 MELON.

England seeks no territorial extension except that which an international peace conference agrees is necessary for the future security of the world.

FEELER IS FUTILE.

SENATE IS TOLD OF SHIP BOARD WORK

German "Terms" Unacceptable to United States. Special Dispatch to The Sun. WASHINGTON, Dec. 21.—Germany's Christmas peace feeler outlines "terms" which are completely unacceptable to the government of the United States.

NEED MORE MEN FOR AIR FIGHTING

URGES WAR ON TURK TO 'SAVE DEMOCRACY'

Aviation Programme Booming Along, Says Coffin—Liberty Motor for Allies. Special Dispatch to The Sun. WASHINGTON, Dec. 21.—America's programme for taking over a large share in the burden of air fighting was never more successful than at present, according to Howard E. Coffin, chairman of the United States Aviation Board.

WILSON ASKS DELAY IN RAILROAD PROBE

PERU TO STOP FOOD EXPORTS

He Wants to Lay His Plan Before Congress—Consults McAdoo and Lawyers. Special Dispatch to The Sun. WASHINGTON, Dec. 21.—President Wilson is not in favor of an investigation of the present railroad situation by the Senate Interstate Commerce Committee.

BANK BANDITS GET \$15,400.

HINDUS USED BRYAN BOOK.

Cleveland Band Escapes in Motor—\$5,500 Taken in Minneapolis. CLEVELAND, Dec. 21.—Bandits held up and robbed the East Seventy-ninth street branch of the Garfield Savings Bank this afternoon escaped with \$15,400.

NEW ROCHELLE CAFES APPEAL

Lord & Taylor

Saloon Keepers Seek to Open Places: Army Recruits Gone. With the departure yesterday of the army recruits who have been the cause of the townfolk New Rochelle saloon keepers immediately started a campaign to have Gov. Whitman's order dissolving the saloon board.

DIAMONDS EMERALDS SAPPHIRES RUBIES

Lord & Taylor

Saloon keepers declare they are being discriminated against in favor of those who hold saloon licenses to sell in gallon lots and in bulk.

Good Hats Give Good Service

Lord & Taylor

Saloon keepers declare they are being discriminated against in favor of those who hold saloon licenses to sell in gallon lots and in bulk.

Velours for Crisp Days

Lord & Taylor

Derbys and Soft Hats

Lord & Taylor

Far Back & Skating Caps, 50c & 95c

Lord & Taylor

Extra Quality Fur Caps, \$3.00 & \$4.90

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scheme carried out by Mr. Prince is controlled by the Chicago Stock Yards Company, is named in one of the letters.

Mr. Spooner thinks it advisable to meet the packers and explain to them what the advantage in the formation of the company is, namely, that the large holders have bought up the small holders in order to permit them to carry out the present arrangement, if possible, or to be in a position to make some other arrangement for the mutual benefit of both parties.

Operation of the Chicago Stock Yards Company was made as complex as possible to conceal the real owners. A new treasurer was put in every two years or so, resulting in only incomplete knowledge of the company's activities.

Mr. Wadden said that he knew who the real owners were. Two pages of shorthand notes were identified by Wadden as having been taken by him in 1911.

Methods for payment of hundreds of thousands of dollars in dividends by the Chicago Stock Yards Company were described by Charles Fleming, bookkeeper for Prince & Co.

Clerks and bookkeepers of Prince & Co. received checks varying from \$17,500 to \$25,000 in July, 1914, according to the records which they introduced in bank for deposit in designated banks. The checks also were introduced by Prince & Co. in subsequent months.

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SENATE IS TOLD OF SHIP BOARD WORK

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PERU TO STOP FOOD EXPORTS

Senator Jones (Washington) asked if any additional legislation was sought by the Shipping Board now.

"No," Mr. Hurley responded. "If the head of that institution falls now it is because he is inefficient."

"Yes, Senator, that is true," was the reply.

Mr. Hurley then explained that the power of the Senate manager of the Emergency Fleet Corporation—the post successively held by Major-Gen. Goethals and Rear Admiral Capps and Harris—had been considerably curtailed by the amended bylaws of the Shipping Board giving the chairman of the board the veto power on any plans or actions of the fleet corporation.

The steel question was injected into the hearing at this point.

"What question is in good shape now," Mr. Hurley assured the committee.

Senator Fletcher (Florida), chairman of the committee, called attention to the fact that before the war, in the early part of 1914, steel ships were being built abroad for \$40 a ton and here for \$60 a ton, while now the cost of building the same ships here is more than \$100 a ton higher.

Prices Being Kept Down. "If we did not have the Shipping Board and the Emergency Fleet Corporation in charge," Mr. Hurley declared, "it would be impossible to build steel ships at less than \$200 or \$400 a ton. American companies could get orders tomorrow at \$200 a ton. The higher freight rates are partly responsible for the present price."

Under questioning by Senator Nelson (Minnesota), Mr. Hurley admitted that practically the only ships the United States had at present in commission were partially completed ships which were commandeered by the government for the war.

And most of the ships which were afloat and commandeered have been turned over to the War Department," Mr. Hurley added.

About half a million tons of enemy ships were taken over and repaired, he said.

The Shipping Board chairman then explained the various types of ships which have been decided upon. They include 2,500-ton wooden ships, a 3,500-ton ship of wood and steel, and steel ships of 5,000, 7,500, 8,000 and 12,000 tons. A concrete ship of 4,500 tons is under construction on the Pacific coast.

Mr. Hurley said, but it is only an experiment, and was built after an agreement was reached with the construction company that the ship would not be commandeered.

Commandeering Defended. "Commandeering was necessary in order to secure ships and to prevent foreign governments from upsetting the situation altogether," Mr. Hurley said.

England wanted twenty-eight ships to build for her here, but we refused to grant them. It would have cost the labor and the timber market and made it extremely difficult for us to go ahead with our programme economically."

Speaking of their plans for the future, Mr. Hurley said that a Steamship Line working to complete ships in fifty days would speak of several types of ships for which contracts are let.

Senator Nelson said: "Would not one plan be better, one type of ship, a standard?"

"Yes, sir, a standard ship would be better, but we have had to adopt half a dozen different types, because many of the yards are building ships which are unable to handle any but the type they are building. One yard only gets one type of ship, no matter how many it is building."

As soon as Mr. Donald took the chair the committee began digging into the old Denman-Goethals row, which ended in the sudden reparation of both from all connection with the shipping board and the Emergency Fleet Corporation.

Tells of Controversy. "Wasn't there a controversy about the relative merits of steel and wooden ships?" Senator Nelson asked.

"Yes, there was," Mr. Donald responded. "Mr. Denman wanted wooden ships. Mr. Goethals wanted steel ships."

"Did not Denman want both wooden and steel ships?" Senator Johnson (Cal.) asked.

"Yes, sir."

"Well, isn't it the policy of the Shipping Board now to build both kinds?" Senator Johnson queried.

"Yes, that is true," Mr. Donald said. "Speaking of the operation of the completed ships Mr. Donald said sailing from Atlantic ports had been delayed because of the failure to get bunker coal."

The committee then turned to the Senator Harding tried to get to the bottom of the sudden resignation from the Shipping Board of Bernard Baker of Baltimore. He touched on the subject of the Baker resignation, but made chairman and hinted that "our influence had been brought to bear" to further this supposed ambition.

"I know of no outside influence," Mr. Donald declared.

"Was there any member of the board opposed to making Mr. Baker chairman?" Mr. Donald asked.

"Yes, I believe Mr. Brent wanted the Denman named," Mr. Donald said.

Why Capps Retired. "Did Admiral Capps retire solely because of ill health?" Senator Harding then asked.

"That was the answer. I think he felt he should have had more independent action."

Mr. Donald said the same objection was made by Admiral Harris. He said that Admiral Harris was "unfortunate."

Switching back to the ship programme Senator Nelson insisted on the fact that the board and the corporation have not increased the fleet by one ship except for the commandeered ships.

"I am not prepared to admit that the fleet has not been increased," Mr. Donald said.

"Isn't it a fact that only one ship besides those commandeered has been completed?" Senator Nelson insisted.

"I believe that is correct," Mr. Donald said.

Mr. Hurley submitted a comprehensive statement to the committee showing in detail the companies which have received contracts, the number of ships called for, the total tonnage, the total cost and the cost per deadweight ton. According to this statement there have been contracted for in all fifty-eight contracts 207,000 tons and costing \$27,732,000 steel ships of 3,929 tons and costing \$52,714,845 (including two barges), 216 wooden ships, the tonnage amounting to 1,045,000 and the cost to \$48,691,000. In addition there are listed two uncompleted ships of a total tonnage of 15,000 and costing \$1,091,502.

Horton Justifies Milk Prices. Loton Horton, president of Sheffield Farms-Slawson-Decker Company, testified yesterday before the Federal Milk Commission, said his concern handles one-third of the distributing business in the city. He believed three-eighths of a cent per quart is a fair profit to be earned by a distributing company. He said Sheffield Farms has 3,213 farmers from whom it is buying milk all the year round and employs 2,224 persons, whose average weekly salary is from \$21 to \$25. The commission will meet again next Wednesday.

AN APPEAL TO THE TRAVELING PUBLIC.

Under the general authority granted by the Secretary of War fifteen thousand soldiers from the National Army Encampments will travel to and from their homes for the holidays over the Pennsylvania Railroad.

Transportation for these men must be provided chiefly on lines which are already most severely taxed in the effort to move promptly the greatly increased traffic—both passenger and freight—due to the war.

In addition to handling the soldiers who are granted holiday leaves of absence, other troop movements must be simultaneously carried out.

Meantime the transportation of industrial workers engaged in factories executing government orders must not be impeded even temporarily.

Thousands of such workers are carried daily by the Pennsylvania Railroad and no traffic is of more vital importance to the Country.

To meet this situation successfully, the management of the Pennsylvania Railroad therefore earnestly request that, as an act of patriotism, pleasure travel during the holiday period be suspended, and that railroad travel be voluntarily restricted to necessary trips on affairs of business.

This will give the soldiers, who assuredly have the first claim to consideration, a better opportunity to visit their homes in comfort and will also minimize interference with the conduct of war industries.

PENNSYLVANIA RAILROAD COMPANY.

HONOR ROLL

To Be Added to Daily

100 Per Cent. Club

WATCH IT GROW

The employees of the following well known firms have enrolled in a body for 1,000,000 members.

ACKER, MERRILL & CONdit CO.

ABERCROMBIE & FITCH CO.

AMERICAN BRIDGE CO. OF N. Y.

COLLIN ARMSTRONG, INC.

ARMSTRONG, ROBBINS, INC.

MAX GRAB FASHION CO.

A. B. ASHFORTH, INC.

AMER. BRAKE SHOE & Fdy. CO.

AMERICAN JERSEY CATTLE CLUB.

AMERICAN LITHOGRAPHIC CO.