

Wilson Silence On Rail Return Amazes Cabinet

Official Family Meets Without Information as to His Intentions Relative to Giving Back Lines January 1

60-Day Extension Likely

Senate Rumor Executive Is Preparing Special Message: Need Action at Once

WASHINGTON, Dec. 16.—President Wilson's cabinet was disappointed once more today when it failed to hear from him what he expects to do about the return of the railroads which he had announced to the country would take place January 1. The cabinet had no information from any of those close to the President to indicate that he had started the special message to Congress on the railroads, of which he spoke in the message delivered early in the month.

Officials of the railroad administration, which must become exceedingly active at once if the roads are going back January 1, were as much at sea as members of the cabinet, and the lack of definite knowledge of the President's intentions extended to members of the Interstate Commerce Commission.

Leaders in the Senate, however, who usually are well informed about the President's affairs said today that the President is now engaged in writing his message on the return of the railroads and that he expects to ask Congress to remain in Washington through the holidays to put through the Cummins bill in the Senate and take up that bill and the one passed by the House in conference without delay, so that legislation can be completed as quickly as possible and sent to him for approval or disapproval.

According to these Senators, the President feels that Congress has had to go back January 1 and that it has failed long enough with general railroad legislation, although its importance does not decrease to the extent that these same Senators come to the idea that the President, in view of the shortness of the time, will not turn the carriers back the first of the year but will give them perhaps sixty days in which to accommodate themselves to the new conditions which would confront them as a consequence of the necessary unsecurambling.

Emergency legislation could be put through Congress in a comparatively short time, although there might be some opposition manifested to it by members of both Houses, who want the question entirely disposed of at once and no further patchwork legislation of a temporary character enacted just to be nullified a few weeks later.

In spite of determined opposition to the Cummins bill, Senators who are backing it said today that it will pass that body by a substantial majority and that the vote will be taken by the end of the present week. They do not believe that even if the President suggests that Congress give up its recess and agree on railroad legislation it will do so, unless he waits until near the end of the week and then announces his intention to restore the carriers to private control January 1. In view of Senator Cummins' announcement yesterday on the floor that the carriers could get along for thirty days without emergency legislation, the Senate might not believe it necessary to stay in session through the holidays. It would have more than three weeks, when the holiday recess is over, to put the emergency measure through.

As the time set for the roads' return grows nearer Railroad Administration officials say privately that they are hearing more and more the demand from the stockholders of some of them that government control be continued for a longer period. In view, however, of the position that has been taken by the President and in the last six months by Director General Hines and the President, an extension for any considerable time is not expected.

Mr. Hines is said to feel that sixty days' notice would be ample to give the roads an opportunity to take all the steps necessary in the transfer. The President himself, if he decides not to send a message to Congress and return the roads, needs only to sign an executive proclamation announcing his purpose and the date and when the time comes the deed will be done.

Rail Safety Laws Exaded, Is Charge

WASHINGTON, Dec. 16.—Evasion of laws to promote the safety of passengers and employees was charged today by W. P. Borland, chief of the Bureau of Safety of the Interstate Commerce Commission, in his annual report.

In the case of the hours-of-service law, which prohibits train operatives from remaining on duty more than six hours, except in extraordinary circumstances, Mr. Borland's report declared managing officers apparently had given their sanction to evasions to such an extent as to defeat the purpose of the law. He charged safety had been sacrificed to expediency.

Railroad companies were said to have paid "comparatively little attention" to the maximum requirement of the law regarding safety appliances. They were said to have contented themselves with meeting the minimum, which orders that 85 per cent of the cars in any train shall be equipped with power brakes, disregarding the maximum re-

quirement that all cars so equipped must be connected and the brakes in operation. Hand brakes also were alleged still to be in use on some railroads for controlling trains on mountain grades, although the law specifies that trains must be controlled by power brakes.

Cummins Rail Bill Under Heavy Fire On Senate Floor

WASHINGTON, Dec. 16.—(By The Associated Press).—Sharp opposition to some of the provisions of the Cummins railroad return bill was expressed in the debate in the Senate today and to-night. Senator Poindexter, Republican, Washington, attacked the proposal under which the Interstate Commerce Commission would be authorized in special cases to permit a lower charge for a long haul than for a short haul, while Senator Frothingham, Republican, New Jersey, argued provision should be made for assisting the roads in financing their immediate needs after the return. To that end he offered an amendment to permit them to borrow from the government out of a \$500,000,000 revolving fund.

During the day the National Grange made public a letter sent to Senator Cummins urging that there be no further delay in passing the railroad legislation, and opposing any guarantee of dividends by the government.

Senator Underwood insisted that Congress must legislate without delay or else endanger the entire transportation system of the country. Taking note of the contention that the bill would increase freight rates, he declared there would be an increase even if the government held the roads.

Wiener Rallies After Operation: Writes to Uncle

Millionaire Globe Trotter, Who Shot Himself in Suicide Attempt Here, Has Chance for Recovery

Captain Clarence L. Wiener, globe trotter and millionaire, who shot himself below the heart at the Hotel Imperial Monday night, has a chance for recovery, it was said at the New York Hospital yesterday.

Following an operation performed yesterday morning, he regained consciousness and was sufficiently master of himself to dictate a brief note to his uncle, J. L. Ketterlinus, of Philadelphia. In this, he is said to have expressed sorrow for the statements he is alleged to have made concerning Mr. Ketterlinus in a letter, which he said to have written just before he attempted to take his own life. A telegram for Captain Wiener was received at the hospital last night, but the authorities would not say whether or not it was in response to his letter.

According to friends, Captain Wiener inherited an estate of about \$8,000,000 in his sixteenth year, but lived in such lavish style in England and elsewhere that he ran through most of it. The man's effort to kill himself is puzzling to his friends, for, they say, he was not penniless by any means.

In his room at the Hotel Imperial the police found bonds and securities worth \$5,000. It was also learned yesterday that he has thirty-one trunks at the Waldorf-Astoria, which are being retained, it is said, by the management until he has paid his bill. These, it is said, contain clothes, jewelry, souvenirs and other personal effects, worth at least \$125,000.

W. Orton Tewson and H. Swaffer, friends of Captain Wiener, called at the hospital yesterday. Mr. Tewson said that he had seen the captain not more than two hours before he attempted to kill himself. The man, he related, dropped in at Mr. Tewson's office, 134 West Thirty-sixth Street, in a jovial mood and asked if there was any mail for him.

Mr. Tewson gave him a letter that had been left there for him, and after reading it, Captain Wiener left the office without another word.

Mr. Swaffer, in discussing the wounded man's financial condition, said that his chief difficulty had been in obtaining ready cash. He had some, it was said, another friend, Major H. A. Lowe, of Philadelphia two days before he tried to kill himself, instructing the major to see Mr. Ketterlinus and persuade him to give financial assistance. It is believed that the letter in question was from Major Lowe reporting the failure of his mission.

Fires in Ships Allies Seized Laid to Plot

Flames Discovered in Holds of Another Former German Craft Waiting to Sail From Thames Docks

De Kalb Blaze a Mystery

Four Foreigners, Arrested in London After Struggle, Are Being Held

LONDON, Dec. 16.—Another vessel was added to the list of former German ships mysteriously adrift while lying at the Thames docks. Flames were discovered today in two holds of the Boorah, under charter to the Australian government. The ship was loaded with general cargo and scheduled to sail today from the Royal Albert docks.

The frequency of such fires is believed to be associated with the arrest of four men on the night of December 13 at a landing. The quartet resisted arrest and are still being held. Three of the prisoners, all of whom are foreigners, are declared to have been under surveillance for some time as persons suspected of being implicated in fires in former German ships here, which began on November 21, when the Prinz Hubertus suffered the loss of her cargo by flames. A week later the Swakopmund was found ablaze at the Victoria docks and her cargo flooded. It is believed the fire on the De Kalb at New York last Sunday may have had some connection with these fires.

In the cases of the Prinz Hubertus and the Swakopmund, from Australia and India, fire is believed to have originated in the bunkers. The former ships were bunkered with coal from Australia. South Africa and India, and this fuel proved a ready prey for the flames, which spread to the cargo copra. Finally the vessel was sunk in order to extinguish the blaze.

The fire aboard the Swakopmund also spread quickly to the copra. This vessel had left Wallaroo, Australia, on September 3, for Bombay, where she embarked troops, proceeding through the Suez Canal, after having taken the most stringent precautions against fire. It was said each case of copra aboard had been lying for months in Australia, as a result of which it was highly inflammable.

Three barges laden with explosives caught fire in midstream in the Thames

to-day. There were several explosions, but nobody was injured. The fire-fighters had considerable difficulty in controlling the flames.

The dispatch transport officer in the port of embarkation at Hoboken said yesterday that so far nothing suspicious had been discovered in connection with the origin of the fire aboard the De Kalb. Neither the Fire nor Police department had any information that would suggest the fire was anything but accidental.

French Aviator in New Speed Record of 190 Miles an Hour

PARIS, Dec. 16.—Sadi Lecoq, the noted French aviator established a new world's record for speed to-day by making an average of 190 miles an hour in an officially timed airplane test. The test was over the measured course of one kilometer. At times for a few seconds he reached the speed of 226 miles an hour—about three and three quarter miles a minute.

Pacific Wireless Expanded 4,000,000 Women To Promote Thrift

WASHINGTON, Dec. 16.—Exchange of press dispatches and commercial messages by radio between California and the Hawaiian Islands, Guam, the Philippines and Japan on a much more extensive scale will become possible when arrangements recently completed by the Navy Department become effective December 20.

Through the use of modern operating equipment it was estimated to-day that it would be possible to transmit and receive more than 100,000 words a day between Hawaii and the Philippines, 200,000 between San Francisco and San Diego and Hawaii, and about 1,000 on a slow speed circuit between Hawaii and Japan. The Hawaii-Japan circuit, operating under an arrangement with the Japanese government, will be available only nine hours a day.

Household Accounts System Main Feature of Treasury Campaign

WASHINGTON, Dec. 16.—An army of 4,000,000 women, representing ten national organizations, has been organized by the savings division of the Treasury Department to enter the fight against the high cost of living.

Beginning January 1 and extending to April 1 a great thrift campaign will be conducted in an effort to induce women to keep strict accounts of their daily expenditures in order by study of them to eliminate unnecessary items. According to the plan amounts saved by this means would be invested in government securities.

Women's organizations which have been enlisted in the campaign include the Association of College Alumnae, the Daughters of the American Revolution, the General Federation of Women's Clubs, the National Catholic War Council, the National Congress of Mothers and Parent-Teacher Association, the National Council of Jewish Women, the National Federation of Business and Professional Women's Clubs, the National League for Women's Service, the Woman's Department of the National Civic Federation and the Y. W. C. A.

en's Clubs, the National Catholic War Council, the National Congress of Mothers and Parent-Teacher Association, the National Council of Jewish Women, the National Federation of Business and Professional Women's Clubs, the National League for Women's Service, the Woman's Department of the National Civic Federation and the Y. W. C. A.

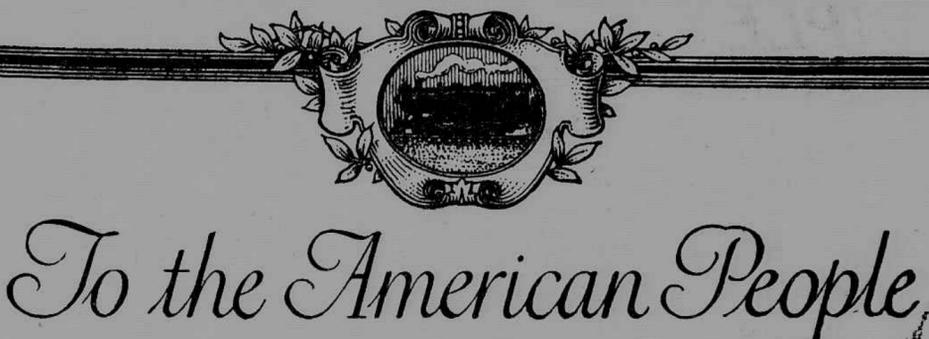
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To the American People

IT is the declared purpose of the United States Government to restore the railroads at an early date to the control of their owners.

The Association of Railway Executives represents those upon whom at that time responsibility will again rest for the prompt and successful movement of the country's commerce.

Those constituting this Association are keenly conscious of their accountability to the public.

They have accordingly determined to present as fully as they can, the fundamental facts and considerations which they themselves

must face in their efforts to provide satisfactory railroad service.

It is hoped to engage the interest of the whole American people, whose welfare is so vitally dependent upon adequate transportation.

The country can grow only as the railroads grow. The railroad problem must be solved—and solved rightly and soon—if our country is to prosper.

It is to promote that prosperity—permanently and in the interest of the whole people—that railroad executives will present to the public the situation as they see it.

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