

WILSON OUTLINES NOVEL CAMPAIGN

National Committee Will Be Superseded by Campaign Board of Control.

MC COMBS FOR CHAIRMAN

McAdoo Vice-Chief, Davies Secretary, Morgenthau Treasurer.

DOZEN MEMBERS CHOSEN

Nominee's Name to Be Acted Upon To-day at Meeting in Chicago.

SEN. GIBB, N. J., July 14.—Woodrow Wilson's suggestion to the Democratic National Committee, if adopted in Chicago to-morrow will effect radical changes in that body and in its methods of doing business which will virtually put the old National Committee out of campaign business.

A board of directors styled a committee, with William F. McCombs as its chairman, is to run the campaign just as any board of directors runs a corporation.

Twelve or fifteen men at first, perhaps more later, will constitute the directorship and half of them will be present members of the National Committee.

As a plan of this corporation, to continue the figure, is located at Sea Girt this summer, New York city will be the Democratic headquarters, with branch offices in Chicago and Denver or San Francisco.

A majority vote will be final on all questions except those in which the owner of the majority of the stock may take a positive stand, and the owner, needless to say, is Woodrow Wilson, the Democratic nominee.

The officers of the corporation will be President and chairman of the board, William F. McCombs of New York; vice-chairman, William G. McAdoo of New Jersey; secretary, Joseph E. Davies of Wisconsin.

The known directors will be Senator James A. O'Gorman of New York, Senator Thomas P. Gore of Oklahoma, Congressman Albert Sidney Burleson of Texas, Congressman Robert Lee Henry of Texas, Congressman Robert S. Hudson of New Jersey, Congressman Josephus Daniels of North Carolina, Congressman A. Mitchell Palmer of Pennsylvania, Congressman Willard Saulsbury of Delaware, and Messrs. McAdoo, Daniels and McCombs, which makes eleven.

A twelfth may be Cato Sells of Texas, who made a most favorable impression on the Governor, and three other men may come out of the extremes of the country, Senator Obadiah Gardner of Maine, Congressman McCreary of Colorado and John T. McGraw of West Virginia. That will be left largely to the board itself when it organizes.

This one thing appears to be certain from conversations with public men who have visited Sea Girt and conferred with the Governor—there will be an entire set of new faces at all Democratic headquarters this summer, new faces and new quarters. Norman E. Mack and Thomas Taggart, the representative of Roger Sullivan, will have to serve in the ranks. The name of William Jennings Bryan has not been mentioned.

The question of the trusteeship and the composition of a finance committee as a sub-committee of the board of directors is to be left largely to the board itself. Henry Morgenthau of New York, the wealthy real estate man who has testified so generously to his faith in Gov. Wilson, will have an important place in the financial department, whatever it is to be. The belief is that Mr. Morgenthau will be the treasurer, the fourth officer of the corporation.

There are to be no sub-committees of the National Committee to divide authority or responsibility. If the big committee or the directors of the campaign care to divide that will be another matter, but they will have the say on campaign finance and publicity, which are the three great departments of work.

There appeared to be no idea in the minds of the National Committee and other prominent Democrats who have been at Sea Girt during the last three days that the National Committee will show any formidable opposition to the plan, which will effect it so far as actual work in the campaign is concerned. The old committee, who voted to make Alton B. Parker convention temporary chairman, are not now in the majority. The committee seem to be Wilson men and seemed to mean it when on July 4 they came to Sea Girt and acknowledged the nominee as leader. Nearly one-half of these men have been back since that time and all except a very few went away with a fair idea of what was coming to them in Chicago.

When Mr. Hudspeeth gets up in the meeting to-morrow after Norman E. Mack has called it to order and nominates Mr. McCombs for chairman there will not be any open opposition. When Mr. Hudspeeth arises again and is recognized by the new chairman, who will be where he can come over and take charge without delay, he will make the other necessary motions.

Mr. Daniels may make some of them and Col. Robert Ewing of Louisiana may make others; but there will always be a strong Wilson phalanx to announce to any person getting up in opposition, "If the opposition then continues, there may be no imitation of some tactics tried not long before in the same hotel."

The question will be pressed to a vote and then if the opposition wins Gov. Woodrow Wilson will have his first chair with the committee, with the country for

CHALONER MAKES NEW WILL.

Fortune to Go to Aid Education in South—\$10,000 for Columbia.

RICHMOND, Va., July 14.—Liberal plans to aid education in the South are made in the last will and testament of John Armstrong Chaloner, dated May 10, 1912.

Mr. Chaloner, fearing relatives may attempt to contest the will on grounds of alleged insanity, has conveyed his entire property, estimated to be worth \$1,500,000, in trust to the Virginia Trust Company of Richmond, naming the University of Virginia and the University of North Carolina as residuary legatees, while nine other educational institutions in several States will receive \$10,000 each.

Control of the property is retained by Mr. Chaloner during his lifetime, and the right to vote stock, but he agrees not to encumber any of the real estate or hypothecate any of the securities, except for the permanent improvement of his Merry Mills property or his New York estate.

To Columbia University of New York he leaves \$10,000, the interest of which is to go toward increasing the Chaloner historical prize.

To the Virginia Military Institute and Virginia Polytechnic Institute, the College of Agriculture and Mechanic Arts of North Carolina, the town of Roanoke Rapids, N. C., the University of South Carolina, the South Carolina College, the Clemson Agricultural College in South Carolina and the College of Charleston, the sum of \$10,000 each is bequeathed.

The interest on the \$10,000 left the town of Roanoke Rapids is to be expended for the annual Christmas tree for school children, and provision is made for the gradual increase of the fund.

HYDROPLANE FALLS 200 FEET.

William F. Cline, the Aviator, Rescued Practically Uninjured.

ROCHESTER, July 14.—While demonstrating a Welles hydroplane this afternoon above the waters of Irondequoit Bay, near Glen Haven, William F. Cline met with an accident and fell with the machine a distance of nearly 200 feet. One of the pontoons broke as the car was soaring aloft and threw the machine off balance, so that a fall was unavoidable.

A crowd gathered along the shores of the bay and saw the plunge of the machine and all thought Cline had made his last flight. A fast power boat was sent to the rescue and men soon at the aviator disentangled from the wreck of the machine. To their great surprise he was uninjured with the exception of minor bruises.

His demonstration was a test of the Welles hydro-aeroplane in the presence of Louis Allan, Markham and Fitzgerald of the United States Signal Corps and Jacques Nayatte of the French army. The machine was wrecked.

ZEPPELIN TRIP SUCCESSFUL.

Germany to Purchase the Victoria Louise for \$125,000.

Special Cable Dispatch to The Sun.
BERLIN, July 14.—The Zeppelin airship Victoria Louise with three officers, a meteorologist and ten passengers, left Hamburg at 12:13 A. M. Saturday. She flew over Kiel and thence across the sea to Moon Island, back along the Mecklenburg coast and got back to Hamburg at 9:45 A. M. The distance covered was 313 miles, 125 of which were over the open sea.

The night was clear, but there was no moon and the exact course was not by compass. There were no searchlights used. The car was brilliantly illuminated by electric lights.

The Government will purchase the car, paying \$125,000 for it.

KILLED BY FATHER'S CAR.

Arthur Lessing's Neck Broken as Auto Turned Turtle.

OSWEGO, N. Y., July 14.—One death resulted from an automobile accident this evening on the old post road about half a mile from this village. In the car that met with the mishap were Maxwell Lessing of 205 East Eighth street, Brooklyn, the owner; Mrs. Lessing, their son Arthur, 12 years old; two younger sons and Miss Ruth Regnell of Richmond Hill, L. I., a friend of the Lessing family.

The Lessings were on their way home after a trip through Westchester county and had reached St. John's hill when the car skidded on the road, which had become slippery by the rain, and turned turtle. All the occupants were thrown out.

The windshield caught Arthur Lessing across the breast and his neck was broken, two ribs were fractured and his lungs punctured. He died on his way to the Oswego Hospital.

Miss Regnell sustained a compound fracture of the right forearm. The others in the party were shaken up.

FLEES WIFE IN PAJAMAS.

Philadelphia Startles Churcheers in Race for Life.

PHILADELPHIA, July 14.—Clad only in his pajamas, Edouard Girard started overbrook churcheers to-day when he fled from his home, pursued by his wife, Ethel, who was brandishing a good sized carving knife.

Every now and then the wife would make a false start and the husband would take two or three jumps in an effort to prevent being dissected. The noise became so great that Mounted Policemen Farries made Girard dress and the pair accompany him to the police station. After hearing both sides Magistrate Boyle held the wife in \$500 bail to keep the peace.

BREAK IN CHINESE CABINET.

Finance Minister and Four Others to Resign Posts.

SPECIAL CABLE DISPATCH TO THE SUN.
TIENTSIN, July 14.—Five members of the Cabinet, including the Minister of Finance, have decided to resign. An official announcement to this effect is expected to-morrow.

The trouble is all over the foreign loan and it is thought the new Minister of Finance will immediately open negotiations for a new loan.

ORDERS EXPRESS RATES SLASHED AND REFORMED

Interstate Commission Decries Revolution in Carrying Business.

NEW SYSTEM OF TAXING

Country Divided Into Blocks, With Same Rates for All Points Within.

WASHINGTON, July 14.—The Interstate Commerce Commission has ordered sweeping reductions in the rates charged by express companies. It has also ordered far reaching reforms in the regulations and practices of the companies and has also imposed upon them a uniform system of rate making.

The order of the commission, while not final, is subject only to a hearing to be given the express companies on October 9. The commission calls upon the companies to show cause at that time why the changes in rates and practices should not immediately go into effect. This tentative arrangement of the commission merely means that they desire to give the express companies an opportunity for a final word in their own defense.

The decision of the commission will cause a general reduction in rates on small packages of about 20 per cent. While the average reduction is only 20 per cent, the reductions taken altogether range from 10 to 30 per cent.

The most important feature of the decision is the new system of fixing rates. The United States by the decree of the commission is divided into blocks approximately fifty miles square. Points within each block are designated as common points, and the rates from all express stations within the block are the same to any other given block. The rates thus fixed are applicable to packages weighing from one to one hundred pounds.

Stop Terminal Charges.

The commission also directs the express companies to provide for through routes and rates on packages between destinations anywhere in the United States, thus eliminating the excessive terminal charges.

Companies are also required to publish for the information of their patrons the names of cities in which they maintain a pickup and delivery service. The companies are in effect obliged to extend this service.

Another important requirement of the commission is that the companies shall adopt a distinctive tag or label which will clearly show whether a package has been prepaid or not. In the event of doubt the receiver of a package will not be compelled to pay, and the express companies will no longer have the benefit of the thousands of dollars that have flowed into their treasuries through double charges.

In short the decision of the commission revolutionizes the express business in this country.

As an illustration of the reductions ordered by the commission the following are given:

Between New York and Philadelphia on a package weighing five pounds the present rate is 35 cents. The commission ordered this reduced to 23 cents. On a package of five pounds sent from New York to Portland, Ore., the present rate is 80 cents, and the commission orders this reduced to 63 cents. The present rate on a package of 100 pounds from New York to Portland is \$13.50, and the commission orders this reduced to \$10.

History of Companies.

The decision of the commission covers more than 600 pages and gives a complete history of the express companies since their organization, the greater portion of the opinion being devoted to tables giving the present and proposed rates.

According to an official of the commission the commission has shifted the burden of expense from the small package and placed it on the heavier, it having been developed that it was the practice of the companies to load up the small packages with all the charges that the traffic could bear. The commission's statistics show that last year the express companies carried about ten packages for every family in the United States, showing, it is stated, that express rates more than freight rates vitally concern the ordinary householder.

This is the commission's summary of what it will require of the express companies:

1. A new and simple method of stating rates, by which one who is not an expert in the reading of tariffs may know what rate he should be charged.

2. The tariffs must present but one rate upon the same class of traffic between any two points in the United States served by the same carrier. The rebates by indirect routes concealed in the tariffs must be removed.

3. There must be a new classification of traffic in which the standard of first class shall be that on merchandise and to which there shall be one great class of exceptions—a second class as it were—consisting of articles of food and drink now carried under the meaningless term of "general specials." The rate for this latter class should bear a relation in percentage to the former. Our conclusion is that 75 per cent of merchandise would yield a fair and reasonable rate. Other rates may be made to meet traffic needs and develop industry, but all such rates shall be based on conditions of service and should, for convenience, likewise be stated in percentage of the merchandise rate.

The Many Regulations.

4. The rules of the express companies are too many and too involved. They need even more drastic revision than is herein suggested.

5. The express carriers must unite in direct through routes, reaching all cities and towns accessible to each other by the shortest route measured in time. The commission will leave this matter in the hands of the carriers for the present, but will undertake to see that this principle is recognized in the routing of express traffic.

6. There should be a precise statement published and filed showing the terminal service that is given at local stations.

7. To avoid prosecutions for illegal over-

LAST DEBT COL. ASTOR PAID.

Mrs. Archibald Forbes, the Winner, Sends It to Titanic Memorial Fund.

WASHINGTON, July 14.—The last debt paid by Col. John Jacob Astor will help to build the memorial in Washington to the men who died when the Titanic went down.

Mrs. Archibald Forbes of New York has forwarded to the officers of the Woman's Titanic Memorial the dollar bill that was handed to her by Col. Astor when the party of which they were members settled up for the last bridge game played in the social saloon before the Titanic plunged to her doom.

Mrs. Forbes's ticket, which was forwarded to Mrs. John Hays Hammond by Mrs. Thomas J. O'Brien, wife of the American Ambassador at Rome, sets forth the fact that the enclosed dollar represents the only money she has ever won at cards. She adds that when Col. Astor handed over the crisp piece of paper she made some jesting remark about the luck of beginners. Mrs. Forbes's luck held, for a few hours later she was safe on the Carpathia.

AVIATOR DROPS 100 FEET.

Earl Sandt Injured Fatally When Engine Goes Dead.

PITTSBURGH, Pa., July 14.—Dropping 100 feet when his engine stopped running in a gale at Exposition Park, Earl Sandt, the Erie aviator, was perhaps fatally injured this afternoon. He is suffering from concussion of the brain, two broken ribs, contusions on the body and internal injuries.

Soon after the start it was apparent that Sandt was having a flight to get his machine into the air. After he had flown half a mile, reaching a height of 100 feet, the machine slowed up and tilted, the engine went dead and the high wind upset the machine, preventing Sandt from gliding to the ground. He shot downward 100 feet, but succeeded in keeping on top of the machine.

GIRL BORN IN MOVING VAN.

Baby's Mother, Out Walking, Didn't Reach Hospital in Time.

Clifford Widenfeller and his wife, Mary, who live at 221 East 47th street, passed and jumped into the water. They had reached Twenty-ninth street and First avenue when Mrs. Widenfeller informed her husband that an interesting event was about to take place. The young husband sat her down on the sidewalk and began to call for assistance.

Patrolman Presley halted a moving van owned by Cominsky Bros., Third avenue and Twenty-ninth street, and told him to take Mrs. Widenfeller to Bellevue.

Dr. Reich saw there was little hope of getting Mrs. Widenfeller into the building and jumped into the van. In a short time the patient was being carefully carried into the hospital with an 8½ pound baby girl by her side. Both are doing nicely.

It has been suggested that the little one may be called Mary VAN Widenfeller.

INDICT FOUR IN FUNK CASE.

Chicago Grand Jury Falls to Get "Man Higher Up."

CHICAGO, July 14.—Four indictments naming plotters and their tools who framed and put into operation the conspiracy to defraud Clarence S. Funk were drawn up to-day in the office of State Attorney John E. W. Wayman. More will be ordered before the Grand Jury has completed its investigation.

Those indicted are John C. Hennling, who charged Mr. Funk with alienating his wife's affections and who is a fugitive from a pending warrant; Daniel Donahoe, named by Mrs. Josephine Hennling as distributor of "hush" money; Mrs. John Dowd, alleged to have carried bribe money from Donahoe and "man higher up" to Mrs. Hennling; Miss Alleen Heppner, held to the Grand Jury for alleged perjury in her testimony against Mr. Funk.

Secretary and delay in the proceedings of the Grand Jury is attributed to its failure to secure the name of the "man higher up" who originated the plot.

"TO LEAD BETTER LIVES."

Prisoners Left Note Before Sawing Way to Liberty.

FREDERICK, Md., July 14.—Leaving behind a note "to all concerned" saying they intended to hereafter lead better lives, five prisoners of the Frederick county jail early this morning crawled through a window on the second floor after sawing an iron bar, and dropped to the ground in the jail yard. Three were captured in the jail yard. Three wall thirty feet high. Two prisoners managed to get over the wall and escaped.

The note left by the men read: "We now realize that honesty is the best policy and we will from this date follow our dear mother's advice. Help us, oh God, in our earnest prayer. Confessed to and agreed upon by all concerned."

HURLED FROM BOAT TO DEATH.

Dock Builder Thrown From Launch by Sea During Storm.

Anthony Anderson, 30 years old, a dock builder of Water street, West New Brighton, Staten Island, was drowned from the launch Hong Kong, owned by the New Jersey Dock Building Company, off Wards Point, Totenville, Staten Island, during the thunderstorm yesterday.

Anderson left West New Brighton with two others in the launch to go to Perth Amboy to inspect some work. While passing Wards Point lighthouse the launch got caught in the storm.

Anderson, in changing his seat, was hurled out when a sea hit the boat. The others tried to rescue him. His body was not recovered. He was married.

BOY KILLED BY LIGHTNING.

Brother Standing With Him Is Injured Seriously.

PITTSBURGH, July 14.—While in a field this afternoon Russell Golden, 12, and Joseph Golden, 8, sons of James Golden of Elizabeth, sought shelter under a large tree during a storm. The tree was struck by lightning, Russell being killed instantly and Joseph seriously injured.

L. Robinson, 80, of Erie, was seriously shocked in the storm this afternoon, but probably will recover.

16 KILLED IN TRAIN WRECK NEAR CHICAGO

Burlington Mail Plunges Through Passenger Coaches on Limited.

SCORES ARE INJURED

Every Person in the Telescoped Car Is Either Dead or Hurt.

CHICAGO, July 14.—In one of the worst railroad wrecks in the vicinity of Chicago in a decade, sixteen persons were killed and two score or more, the exact number has not been determined, were hurt this morning at Western Springs, when a heavy mail train on the Chicago, Burlington and Quincy Railroad crashed into the Oriental Limited train of the same road.

Both of the trains were eastbound at the time of the accident. The passenger had come to a stop outside Western Springs, which is seventeen miles out of Chicago, to enable the train crew to attend to a "hot box" on one of the rear Pullman coaches.

In stopping the passenger train had cleared a block at the next town west, Hinsdale, and the fast mail train, bowling along at sixty miles an hour only nine minutes behind, crashed into the rear coach of the passenger and literally ploughed a path through it.

Every man, woman and child in the rear coach was either killed or hurt.

The dead: R. A., 24 years old, colored, porter of Denver limited.

BARCLAY, F. A., of Denver, 24 years, old, student at Notre Dame.

HART, Mrs. C. M., 32 years old, Canton, Ohio.

KELLY, Lillian, 22 years old, Boise, Idaho.

STERN, M. E., 35 years old, 4724 Prairie avenue, Chicago.

POHLMANN, Mrs. E. G., 35 years old, San Francisco.

CURDSON, 54 years old, engineer Train No. 1.

BUDOR, G. W., 40 years old, Okauchee, Iowa.

Girl, between 9 and 11 years; white dress and black shoes and stockings.

Woman, 45 years old.

Woman, 40 years old.

Girl, between 4 and 5 years.

Girl, about 14 years.

Travelling salesman, 25 years old.

Woman, name thought to be Mrs. Caulman, died on train while on way to Chicago.

The injured:

CLAIN, H. O., fireman of No. 8; left hand and left foot crushed; not serious.

DUDLEY, WARREN, Belmont, Mass.; spinal injuries; will probably die.

DUDLEY, MRS. WARREN; compound fracture of right leg; not serious.

FLACH, JAMES W., Cincinnati, Ohio; scalp wounds, hand leg bruised and lacerated.

GLICH, Mrs. J. W., wife; severe scalp wounds.

FRANCIS, Mrs. E. W., Bedford, Ind.; bruises on shoulder, internal injuries.

GRISWOLD, MISS KATHERINE, 332 Park street, Milwaukee; nose bruised; abrasion on left knee; injury to spine.

HUGHES, FRANK D., Hinsdale, Ill.; contusion on nail train cuts and bruises on head, face and body; internal injuries.

JOY, H. E., 3663 West Thirtieth street, Chicago; hands cut and bruised.

JOHNSON, MRS. LYNE, 2623 Michigan avenue, Chicago; left shoulder dislocated; left knee cut.

KREHLE, MISS J. C., Girard, Ohio; fracture of left wrist, spine hurt, probably fracture of ribs on left side.

MAHONEY, R. R., 348 West Seventy-second street, Chicago; hand bruised.

MCNAIR, WILLIAM, 11 years old, Denver, Colo.; left cheek cut.

PARSONS, JOHN E., Dixon, Ill.; thumb strained; right knee lacerated; bruises about body.

POHLMANN, E. G., 27 years old, of San Francisco; right arm and right leg fractured; will probably die.

SCHOLZ, THEODORE, GREGORY, St. Francis Hospital, Columbus, Ohio; scalp wounds and bruises on back.

The only warning the passengers of the limited train had of the impending danger was a shriek by one of them, immediately followed by the crash.

The rear and second coaches were completely demolished and the engine of the mail train now lies in the ditch a mass of twisted steel and iron. The rear coaches immediately took fire and the bruised and bleeding passengers who were not killed outright were with difficulty saved from being burned alive.

The trains came together with such terrific force that the noise of the impact aroused residents of both Western Springs and Hinsdale, and every available surgeon and ambulance in these two places and several surrounding Chicago suburbs were hurried to the scene.

Residents of the towns threw their homes open for the succor of the injured and meanwhile the dead were taken from the wreckage and sent to undertaking rooms. Subsequently as many of the injured as possible were removed to Chicago hospitals and the dead to morgues.

REJECTS 1,500 SUITORS.

Widow Who Sought Husband Not "Corn Fed" Is Particular.

CHICAGO, July 14.—Mrs. Clara Lee Brown of Kansas City, Mo., the mysterious widow whose quest for a husband not "Western" or "corn fed" has stirred up excitement in Boston and New York and congested the mails at the Congress Hotel, announced to-day the rejection of all her suitors, there are 1,600 of them, but she thinks possibly some other woman might care to give one of the applicants a chance.

The 1,500 letters are about as varied a lot as ever were gathered together. Among the widow's rejected suitors are: Harvard graduates, 60; Yale men, 10; Oxford graduates, 13; scions of nobility, 100; men who estimated their fortunes between \$10,000 and \$50,000, 200; clergymen or students for the ministry, 10; men separated but not divorced, 23; widowers, 208.

SWIMS TO CONEY ISLAND.

Finkelman Makes Long Water Journey From 42d Street.

Samuel Finkelman, who has tried several times to swim from Forty-second street to Coney Island, tried again yesterday and in spite of the storm and a heavy sea in the Narrows managed to make Steeplechase Park in about six hours and a half. He was in good shape when he finished.

Finkelman, who is a salesman living at 113 Broome street and a member of the West Side Athletic Club, dived off the pier at Forty-second street about 9 o'clock. He was followed by four men in a rowboat, one of whom was his coach, Paul Keegan, a captain in the Volunteer Life Saving Corps.

He went through Buttermilk Channel and then along the Brooklyn shore. When off Norton's Point, about 2 o'clock, the storm broke with a heavy squall, and the waters were churned up into a fair swell. The wind blew the spray into his eyes and it was slow going from there to the landing place. He pulled up at Coney Island about 3:30 o'clock.

BOY OF 5 RUNS POWER BOAT.

Congressman Sulzer's Nephew Some Pumpkin in Alaska.

TACOMA, Wash., July 14.—The youngest capable power boat operator in the world is Willie Sulzer of Ketchikan, Alaska, five-year-old nephew of Congressman Sulzer, according to officers of the steamship Santa Anna, arriving to-day with a cargo of Alaska marble.

The boy is captain of the 35 foot gasoline boat Lydia, successfully guiding her about Prince of Wales Island. The Santa Anna's officers are trying to obtain a Federal officer's license for him.

PURSUES TRAIN IN AUTO.

California Woman Wanted to Give Narating Bottle to Passenger.

LOS ANGELES, Cal., July 14.—Mrs. John Vischer Eliot of Pasadena had her automobile driven at top speed yesterday afternoon in an effort to overtake the California Limited and deliver to Mrs. Thomas French, her friend, a milk bottle for the two months old daughter of Mrs. French.

Just as the train was starting Mrs. French recalled that the maid had left the bottle and some other things in the baggage room. She called to Mrs. Vischer Eliot asking her to get it.