

Probably Light Rain or Snow Tonight.

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GOVERNORS TALK OF RURAL CREDIT AT WHITE HOUSE

Twenty-nine State Executives Discuss Plan With President at Brilliant Luncheon. Officials Give Their Views.

METHODS EMPLOYED BY FOREIGN LANDS DESCRIBED

For the purpose of providing the agricultural interests of the country with a credit system which will make products as well as real estate collateral for necessary loans, twenty-nine governors, members of the Cabinet, and Diplomatic Corps lunched with President Taft at 1:30 o'clock this afternoon, prior to an extended conference on the subject of rural credits.

Secretary of State Knox, Secretary of the Treasury MacVeagh, Myron Herrick, ambassador to France, and three governors-elect, Sulzer of New York, Hanna of South Dakota, and Cox of Ohio, attended the luncheon.

The governors present were O'Neill of Alabama, Schafroth of Colorado, Baldwin of Connecticut, Gilchrist of Florida, Hawley of Idaho, Plaisted of Maine, Foss of Massachusetts, Eberhardt of Minnesota, Hadley of Missouri, Goldsborough of Maryland, Oddie of Nevada, Dix of New York, Harmon of Ohio, Tener of Pennsylvania, Blease of South Carolina, Mann of Virginia, McGovern of Wisconsin, Carey of Wyoming, Glasscock of West Virginia, Brown of Georgia, Carroll of Iowa, Norris of Montana, Kitchen of North Carolina, Murphy of South Dakota, Spry of Utah, and Donaghey of Arkansas.

The purpose of the conference at the White House today was to settle upon a method of instituting rural credit societies or banks which will enable farmers to use their products as well as their real estate as collateral for loans.

Several plans of this sort are in use abroad. The Raiffeisen system, which is spread over all of Germany; the Credit Foncier, in use in France; the Landchaften, employed in the time of Frederick the Great in Germany and Austria, and devices now in use in Italy and elsewhere have been considered with a view to obtaining from them the elements suitable for use in this country.

The governors, while in congress at Richmond, adopted a resolution favoring the institution of rural credit societies. This plan was presented to President Taft, and he expressed his satisfaction when he met the governors today. President Taft recognized the importance of any sort of rural credit association will depend largely upon state legislation.

Because of this he has given the governors much consideration in forwarding a movement which he has earnestly urged in speeches, a recent message to Congress, and a direction that the State Department collect all available information on the subject.

A committee of five governors will have actual charge of the drafting of laws to be submitted to the various state legislatures. Uniform legislation will be proposed, and an attempt will be made to have it passed without material amendment in each of the States, so that Federal co-operation will be made easy.

If every State were to adopt its own plan, the Central Government would have a complicated task in face of designing general legislation. This governor's committee will also recommend changes in Federal laws which are required after his new form of financial institution has been established.

For the purpose of discussing the Republican reorganization, an important conference will be held at 4:30 o'clock this afternoon by the governors and governors-elect who have arrived in Washington from the Richmond conference. This conference will be held after the call of the governors at the White House.

Some of the Governors Who Are Guests at the White House Today



At Top—From Left to Right, Gov. Eberhardt of Minnesota; Cole L. Blease of South Carolina, whose expressions on the Constitution created much comment, and John A. Dix of New York.

Bottom Picture—From Left to Right, Governors William Sulzer, the Newly Elected Chief Executive of New York; John K. Tener, of Pennsylvania, and Beryl F. Carroll, of Iowa.

LIVE BIRDS FLY 'MID MIMIC CLOUDS AS SOCIETY GASPS

Stotesbury Ball in Quaker City Is Conducted on Lavish Scale.

PHILADELPHIA, Dec. 7.—At the most magnificent ball ever given in this city, held in the ballroom of the Bellevue-Stratford Hotel, Mrs. E. T. Stotesbury last night assumed the reins of society for the occasion. With it she transformed the great ballroom into an Italian garden at the cost of thousands of dollars. Electric fountains played, gondolas glided about on a lake under artificial moonlight, and in the midst of all these beauties the leaders of society in New York, Washington and Philadelphia watched dancing girls in Napolitan costumes pirouette and pose.

Money Lavishly Spent. If the lavish expenditure of money and the power to create a gorgeous spectacle are claims to social leadership Mrs. Stotesbury established her right to rule. It had been expected that with the vast fortune of her husband, one of J. Pierpont Morgan's partners to draw upon, she would excel anything that ever had been done here in the entertainment line, but the result exceeded all expectations.

Mrs. Stotesbury wore a gown made of pearls and three ropes of pearls, a diamond tiara, and other jewels which made her display alone worth close to \$1,000,000. Among the guests were ambassador James Bryce, Postmaster General Hitchcock, Gen. Nelson A. Miles, Judge W. H. Moore, Judge E. H. Gary, Cyrus H. McCormick, Mr. and Mrs. Edison Bradley, Mr. and Mrs. William Corcoran Hill, Mrs. Corbin, widow of the adjutant general, Mrs. Biddle Porter, Governor Hadley, who has been taking a leading part in the movement for the reorganization, was at the Capital and carried with a number of members of the Senate, including Senators Keating, Borah, Crane, and others on the subject of straightening the Republican party. It is expected that the conference this afternoon will discuss the Cummins plan for the reorganization of the party, and that it may make recommendations to the national committee.

MEASURE FOR NEW STREET RAILWAY IS OFFERED IN SENATE

Provides Company With \$600,000 Capital to Build Subway System.

An important bill for a new street railway in the District of Columbia was introduced in the Senate this afternoon by Senator Bankhead. It provides for the incorporation of the Virginia Terminal Company, with a capital stock of \$600,000, with Harry Wardman and A. Thomas, of Washington, and J. G. Dudley, J. C. Taylor, and E. F. Crawford, of Virginia, as the incorporators.

The new company proposes to build and operate a double track underground electric street railway system, the line to extend from the north side of Canal street, which is the south end of the military reservation known as the southern approach to the Aqueduct bridge, 140 feet east of the northeast corner of Canal street and Chadwick avenue, thence across the bridge to the intersection of the bridge to Thirty-sixth and M streets north to First northeast, along First to Jersey avenue to Massachusetts avenue, thence to Union Station, along Plaza to B street northeast, along B to First northeast, along C to Plaza and thence along the route described to the place of beginning.

The bill provides the plans for the new project shall be subject to the approval of the Commissioners. The measure was referred to the District Committee.

CONGRESS ASKED TO CUT ELECTRIC RATE

Congressman Lobeck, a member of the House District Committee, moved against the Washington Gas Light Company and the Potomac Electric Light Company today by introducing the bill providing for an investigation of the Gaslight Company's affairs and for a 50 per cent reduction of the price at which electricity is now furnished the District consumer.

A second bill provides that, after July 1, 1913, the price for electric current in the District, shall be five cents per kilowatt hour instead of the present price of 10 cents. Mr. Lobeck says he would attempt to obtain early action for his bill.

When on Wednesday night Thomas Fortune Ryan, of New York, gave a dinner in the metropolis and played the role of genial host with Leader Oscar Underwood, of the House; Senator Joseph W. Bailey, former Senator Aldrich, E. H. Gary, of the Steel Corporation; Chancellor Day, James M. Duke, George J. Gould, Stuyvesant Fish, and others well known in the world of finance, as his guests, he probably did not realize what a storm he would kick up in Washington.

That such a dinner should be given at this time, on the eve of a revision of the tariff and the undertaking of Democratic administration, has hit a large section of Congress between the eyes.

"LIE," SAYS CLARK ABOUT REPORT HE WAS INTOXICATED

Speaker Warns Professor to Retract Charge or Take Consequences.

Although the heat of another political campaign is a thing of the past, Speaker Champ Clark has found it necessary to deny what he terms a "malicious lie" alleged to have been circulated by Prof. F. A. Barbour, of the Ypsilanti, Mich., Normal School.

In a letter to the Franklin Repository, of Chambersburg, Pa., Mr. Clark says Professor Barbour must retract his charge that the Speaker was intoxicated during an address at Ann Harbor, Mich., and had to be put to bed by fraternity brothers. If there is no retraction, the Speaker says the professor must take the consequences.

RESIGNS HIS PLACE AS CITY LAWYER

Assistant to Corporation Counsel Will Quit at End of Year.

John M. George, Assistant Corporation Counsel, detailed at the Juvenile Court, today submitted his resignation to the Commissioners to take effect December 31. Mr. George's reason for resigning is that he must devote his entire time and attention to his private practice.

ASSAIL UNDERWOOD FOR BEING GUEST AT RYAN'S DINNER

Congressmen Think Tariff Reformer Should Shun Financiers.

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YOUTHFUL BURGLAR PLEADS GUILTY TO ROBBERY CHARGES

Leroy Baker Asks for Revolver in Court, But It Is Refused.

An earnest plea from the lips of a boy facing a long term in the penitentiary—a plea, not for the mercy of the court but for the weapon with which he has more than a week terrorized the residents of Washington in his burglaries was the only sign of concern evinced by Leroy Baker, the juvenile burglar, when arraigned in the United States branch of the Police Court today on charges of housebreaking. The boy chatted merrily with a pretty woman prior to his arraignment and when told that he would be held in \$5,000 bond and remanded to jail for the action of the grand jury, turned to Central Office Detective O'Brien and Springman, who arrested him.

United States Is Urged To Buy Lincoln's Home

Acquisition by the Government of Abraham Lincoln's farm and the log cabin in which he was born was provided in a bill introduced today by Congressman Johnson of Kentucky. To accept the property as a gift from the Lincoln Farm Association, with an endowment fund of \$50,000 is proposed. Maintenance of the homestead as a national park is another feature of the measure.

FOUR MEN KILLED, SIX INJURED, WHEN TWO TRAINS CRASH

Head-on Collision of Huge Locomotives Near Pen-Mar, Maryland, Ties Up Whole Line.

ACCIDENT VICTIMS WERE EMPLOYES AND RIDE STEALERS

BALTIMORE, Dec. 7.—Four men were killed and a half dozen badly injured when an extra freight train and a string of empty passenger coaches came together in a head-on collision on the Western Maryland railway just east of Pen Mar Park shortly before last midnight.

Both engines were wrecked and eight cars littered the tracks, blocking traffic on the main line until late today.

THE DEAD.

FRANK M. LEITER, baggagemaster, of Hagerstown. J. L. HELBIG, engineer of freight, Hagerstown. W. ECHELBERGER, conductor of freight train, Hagerstown.

JAMES McCAFFREY, of Belmar, Pa., a train rider on the freight.

Among those injured are: Engineer Coleman Cook, of 401 East Biddle street, Baltimore, cut and bruised about the head.

Frank Clayton, of Baltimore, foot crushed and in serious condition.

T. G. Burger, of Hagerstown, thrown from top of car, cut, and bruised.

Oscar Bixler Westminster, train rider, badly cut and bruised. Other trainmen suffered minor injuries.

I. C. C. RAPS NEW HAVEN ROAD FOR WESTPORT WRECK

Declares Neglect in Installing Safety Devices Cause of Disaster.

Stiffer condemnation of the New York, New Haven and Hartford Railroad which is neglecting to comply with specific instructions to install safety devices and exercise greater caution in train running was contained in the Interstate Commerce Commission's report today on the Westport, Conn., wreck.

On October 2, 1912, to non-observance of the commission rules and a "pesimistic hopelessness" of attitude on the part of the railroad officials the commission ascribes the Westport catastrophe and its attending loss of life and limb.

The report was an exhaustive summary of the causes of railroad wrecks and a solemn warning to all those who are trustees of the people's safety that they should be working to cut down the appalling death list from accidents.

Puts Blame on Neglect.

The Commission censured Engineer Clark, of the wrecked train, for disregarding regulations regarding curfewing of speed, but held the railroad mostly to blame for the rigid requirements of high speed trains.

"In all essential particulars," the report declared, "this accident was a duplication of the accident which occurred at Bridgeport, on the New York, New Haven & Hartford railroad, on July 11, 1911, which resulted in the death of fourteen persons and the injury of fifty-four."

"The Commission is satisfied that the neglect to comply with the recommendations in its report on the Bridgeport wreck was largely a contributing cause of the Westport accident and its accompanying loss of life.

No New Devices Installed.

"To meet the requirements of a situation disclosed by the Bridgeport wreck, similar in all respects to the accident under consideration, no new devices have been installed, or seriously investigated, nor have any attempts been made by the railroad to equip its trains with devices intended for the purpose of meeting these emergencies.

"The public interests involved and a decent regard for the safety of the lives of those who travel do not justify a great railroad in passively waiting until private inventors, at his own cost, develops to full perfection appliances which will 'absolutely' prevent the occurrence of such accidents.

Governor Wilson Is Hard at Work

HAMILTON, Bermuda, Dec. 7.—Governor Wilson today is hard at work on his message to the New Jersey legislature. The governor will take up every plank in his platform and cover it thoroughly. He intends to complete his message before he starts for home. The legislature convenes January 7.

Station's Name Changed By Big Wireless Plant

In honor of the world's greatest wireless station at Arlington, Va., the Washington and Virginia railway has changed the name of the station St. John's to "Radio."

Orders Misunderstood.

The accident is thought to have been due to a misunderstanding of train orders and an inquest will be held to determine the responsibility.

The trains came together just east of the station at Pen Mar Park. The first section of train No. 204, carrying three empty passenger coaches and a baggage car, was rounding the turn underneath an overhead bridge at moderate speed, when the freight train, an extra, crashed into it with terrible force, the freight running down grade and the engineer believing that he had a clear track.

Main Track Blocked.

The impact ground both heavy locomotives to masses of twisted and bent iron and twisted and buckled coaches and baggage car were scattered in a splintered mass of debris over the main tracks.

A coroner from the crash and luckily escaped the falling wreckage. They crawled to safety immediately after the catastrophe and were among the first to call for assistance.

Immediately after the crash, telegrams called physicians from Wayne, Pa., and Hagerstown Md., to the scene. It is said the eastbound train was composed of "dead heavy" coaches which should have been left at Highfield by train No. 45, westbound. That train left Baltimore at 6:45 o'clock last night, and two hours late and did not have time to switch the "empties" off there.

Traffic Is Relayed.

At a late hour today the Western Maryland tracks were still blocked with the debris. All traffic over the line was being relayed by passenger coaches carried to the point where the wreck occurred walked around the spot and took other trains on the other side to their destinations. Waynesboro arrived on the scene early today, and after making a preliminary survey of the wreck announced that he will call an inquest to determine the responsibility for the loss of life.

Big Ship Christened.

CAMDEN, N. J., Dec. 7.—Christened with a bottle of water from the sunnyside well on some famous estate of Washington Irving, which was broken over its side by Mrs. Eben Erskine Gleason, wife of the president of the Hudson River Day Line, the new American steamer Washington Irving, too like the water at the New York Ship yard shortly before noon today.

IN CONGRESS TODAY.

HOUSE. The House met at noon. Debate on the legislative bill was resumed. Congressman Lobeck introduced a bill to take the price of electric lighting current in the District, and also for an investigation of the gas light situation.

SENATE. Senate met at noon. Senator Clapp introduced new campaign contribution measure. Senator Baugh introduced a bill to incorporate the Virginia Terminal Company. Omnibus claims bill taken up, and consideration resumed. Archbold trial resumed at 1:30.

WEATHER REPORT.	
FORECAST FOR THE DISTRICT.	
Unsettled weather; probably light rain or snow late tonight; colder tonight.	
TEMPERATURES.	
U. S. BUREAU	APPELLECK'S.
8 a. m. 43	8 a. m. 49
9 a. m. 45	9 a. m. 51
10 a. m. 47	10 a. m. 53
11 a. m. 48	11 a. m. 55
12 noon 47	12 noon 54
1 p. m. 46	1 p. m. 53
2 p. m. 47	2 p. m. 55
SUN TABLE.	
Sun rises.....7:05	Sun sets.....4:26