

PRISONER KILLS FELLOW INMATE ON HART'S ISLE

Man Reported Insane Beats Sleeping Cripple to Death With Poker

NEW YORK, Dec. 21.—Nicholas Codispodi, crippled inmate of the reformatory prison on Hart's Island, is dead of a wound said to have been inflicted last Friday night with an iron poker by George T. Sullivan, a fellow prisoner, while Codispodi slept.

It was reported at Hart's Island that Sullivan is insane.

Commissioner Wallis said he had received a preliminary report indicating the following circumstances:

Sullivan is about 37 years old and was to have been released December 26. He went from Night Court to the penitentiary as a vagrant last July.

IN SPECIAL DORMITORY

Codispodi, twenty-one years old, formerly of Brooklyn, was serving a one-year term for receiving stolen goods.

Because of Sullivan's physical condition from alcoholism and because Codispodi was a cripple, they were assigned to a special dormitory where the insane and infirm are segregated. In that dormitory they had adjoining cots.

At 5 a.m. last Saturday a number of inmates employed in kitchen work arose and went to the kitchen to get breakfast started. Sullivan also arose and slipped unnoticed out of the room into the kitchen, where he obtained an iron poker. Returning he struck Codispodi upon the head with it.

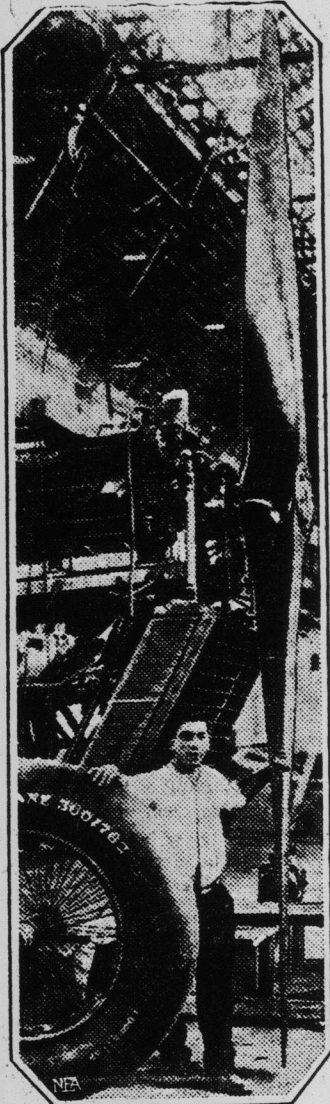
One other prisoner is said to have been injured slightly in trying to "subdue" Sullivan.

Dr. E. C. Joyce, prison physician, examined Codispodi and decided the wound was superficial, but later, when the prisoner's condition became worse, he had him transferred to the penitentiary hospital on Welfare Island, where he died.

Commissioner Wallis said the medical records of the penitentiary on Welfare Island, where Sullivan was sent before being assigned to Hart's Island, showed the prisoner was sane when received there last July. These records, he said, also showed Sullivan had been sent to the penitentiary many times before.

"This tragedy is a result of the dormitory system in our prisons," said Commissioner Wallis. "A long as we have to lock a large number of men in

Giant Propeller



The "Cyclops," world's largest single-engine propeller, will be completed and delivered to the United States Air Service by Christmas. The huge propeller, shown above, is 16 feet in length and will pull the ship at more than 100 miles an hour with a cargo of 9,000 pounds of bombs.

PROTEST OF CREW GETS SHIP LAID UP

Cook, 70, Starts Action to Schooner Towed to N.Y. For Repairs

PROVIDENCE, R. I., Dec. 20.—Thirty-six days for the voyage from Bay Chaleur, Quebec, to Providence was the last straw for Charley Crocker. "I ain't a-goin' to cook for Davy Jones and this crew won't make sail for him," declared the 70-year-old galley chef as the four-master Horace A. Stone was finally warped into her berth here.

The crew echoed his sentiments. The schooner was a "damned hooker," they asserted, and unworthy. Captain S. W. Barnes didn't wholly agree with them, but the owners, Crowell and Thurlow, of Boston, decided that they might as well release the crew. So the Stone is going to be "towed west" to New York for repairs.

They say Charley Crocker makes the best fishermen's stew on the Atlantic seaboard, but if anyone wants another taste of it he'll have to come ashore. Charley has had enough of the high seas and is going to live with his son, Nelson, who some time ago retired from the command of a large schooner to go into business in Boston.

"Towed west" often is the death sentence for a vessel, but the Stone's owners say the only actual damage during the voyage from the Quebec port was the loss of two gaffs and an anchor sunk on Nantucket Shoals, and that, with a new mudhook and new main and mizzen gaffs and her seams caulked and her hull painted, the schooner will come back strong. Captain Barnes backs them up by saying the Stone has always been rated as one of the fastest sailers and best handling vessels on the coast.

She obeys her rudder as quickly as a yacht, he declares, and when she went into Halifax to get coal for her donkey boiler she gave an exhibition of her qualities that surprised the pilot who had boarded her outside to take her into the harbor. The Halifax pilot at first insisted that Captain Barnes wait outside for a tug, saying it was dangerous to try to take the schooner in under sail. The skipper laughed and said the vessel was leaking too much and couldn't wait. Then he worked her into port so rapidly and swiftly, with several quick tacks, that the pilot was highly enthusiastic over the performance.

The Horace A. Stone was built at Brewer, Me., in 1903. She registers 1376 tons gross and 1237 tons net, and is 208.3 feet long. Boston is her home port.

DIES AT SMITHTOWN

The death occurred yesterday at his home, Smithtown, Kings County, of Burpee F. Smith. The funeral will be held at 10:30 tomorrow morning from his late residence.

Donoghue Takes Out Steeplechase Permit

NEWMARKET, Dec. 21.—Steve Donoghue, the well-known flat racing jockey is tired of remaining idle through the winter season when there are no flat races about, and has decided to participate in the steeplechase which continue throughout the winter. He surprised the racing world by taking out a license under national hunt rules and rode his first race as a steeplechase jockey at Lingfield.

Use the Want Ad. Way

AN INQUIRY INTO SHIPPING DEALS

WASHINGTON, Dec. 20.—Following testimony of members of the United States Shipping Board that its vessels could not be operated by the government without losses, Chairman Hiram Johnson, of the Senate Commerce subcommittee, has announced his Shipping Board inquiry would be widened to

seek evidence for a future policy of the Senate regarding the American Merchant Marine.

The inquiry thus far has developed from members of the board that it contemplates sale or charter of the United States Line and the American Merchant Line, because of losses in attempting to operate ships of the lines. During the examination of Philip S. Teller, member of the board, by the committee, Senator Johnson interposed a statement that the committee should make recommendations on a definite merchant marine policy.

"Today we have no definite program," Senator Johnson said. "We do not know whether Congress favors a continuation of the ships under gov-

ernment operation or turning the vessels over to private corporations. I feel that the statement by Mr. Teller that the board cannot continue to operate the ships at a profit when private business concerns are seeking to take over a losing enterprise in the belief that it will return them a profit, is an admission of the inferiority of the Shipping Board. Not only does Mr. Teller reflect upon his own ability, but upon that of his colleagues."

Mr. Teller objected, saying: "Not that, but these ships can never pay and if American vessels are to remain on the seas, some sort of government aid must be given, either by appropriations to the board or by a subsidy, if the ships are turned over to

private individuals. In addition new ships must be built as replacement or within five years the American merchant Marine will be in serious danger of disappearing from the seas."

Teller submitted figures showing that the ships of the United States and American Merchant Lines which cost approximately \$31,000,000 to build are carried on the books of the Shipping Board at a value of \$16,000,000.

Three years ago, he said, the government spent \$8,200,000 to recondition the Leviathan, although its present book value is \$6,897,900. The Republican, upon which \$4,000,000 was spent in repairs, is valued at approximately \$2,000,000, he added.



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Special price only

Vanity Hair Clippers 95¢.
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For Men

The first and second floors are given over almost entirely to men. Thirty-eight years' experience has taught just what men prefer, and we are ready this Christmas as never before to serve his best interests. A few suggestions are:

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HOUSE COATS
WINDBREAKERS

MUFFLERS
SWEATERS
SMOKING JACKETS
SUITS

HOSIERY
BELTS
SLIPPERS
OVERCOATS

BRACES
GARTERS
CAPS
JEWELRY

For Women

Our entire third floor is devoted to the needs of women folk. Here you may select her a most pleasing gift with every confidence. It's a most popular shop for men buying women's gifts. You might get her:

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HOSIERY
UMBRELLA
LINENS

SWEATER
BREECHES
SCARF
FROCK

HANDKERCHIEFS
WINDBREAKER
TOILETRIES
CLOTH COATS

KIMONA
DRESSING GOWN
LINGERIE
FUR COATS

For Boys

Our fourth floor is exclusively for the boys. It's their own shop, where the boys themselves know they can get just what they want. Thirty-eight years of pleasing the boys of Saint John has taught us their most popular desires, and now we are ready as never before. Please him most by selecting his gift in the Boys' Shop:

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JERSEYS
MUFFLERS
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WAGONS
COWBOY SUITS

HOSIERY
GLOVES
NECKWEAR
BRACES
TRICYCLES
SCOOTERS
INDIAN SUITS

SNOW SUITS
PULLOVERS
BLOUSES
BELTS
KIDDIE CARS
JOYCYCLES
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SHIRTS
SLIPPERS
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GOLF SOCKS
SLEDS
CAPS
SUITS

See Also Page 18 of This Paper

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