

OFFICER BROUGHT DYING TO PORT

Capt. Frederick Chapin, U. S. S. Wyoming, Ill at Sea for Days.

FLEET MET HIGH SEAS

Sailors Return from Mediterranean in Time to Spend Christmas in New York.

New York, Dec. 15.—The superdreadnought Wyoming, flagship of Rear Admiral Rodgers, commanding the Atlantic fleet, and three other ships of the first division—the Arkansas, Utah, and Florida—returned from their cruise to the Mediterranean today for the Christmas holidays. The flagship and the Arkansas went up to the navy yard. Officers and men on the big fighters were glad to reach New York, but the homecoming was not so happy as it might have been, because of the fact that Capt. Frederick Chapin, commanding the Wyoming, lay in his room so ill that very little hope is held out for his recovery.

Capt. Chapin was taken ill five days ago while the Wyoming was becalmed a westerly gale and huge waves were sweeping her fore and aft. Dr. Oman, surgeon of the Wyoming, saw immediately that the case was a serious one, but despite the efforts Capt. Chapin steadily grew worse.

Removed to Hospital. Soon after the ship reached the navy yard he was removed to the Marine Hospital. Mrs. Chapin, in Washington, was not notified of her husband's critical condition until after the ship arrived. It being thought best not to alarm her by a wireless message. On the last day of the voyage Commander C. T. Vogelzang, executive officer, was in command of the ship.

The big ships have had bad weather for almost a week, or since passing the Azores. The storm was described in the Wyoming's log as a "whole gale," which means that the wind blew at the rate of seventy or eighty miles an hour. It was said on board the flagship today that the waves were so big that they swept over the number two turret on the forward deck, which is forty feet above the ordinary water line.

Vermont in Peril. On Thursday a big wave flooded the ward room and the junior officers' mess on the deck below. Chairs and various furnishings were floating about and Ensign Pearlman took a swim. When the flagship arrived today her funnels were encircled with sail, showing that they had been wet down many times by the sea.

It was on Thursday during the heavy weather that the Vermont broke her starboard shaft. The propeller dropped off and was lost. The ship's steering engine was flooded and for a time she lay unmanageable while tons of water rushed in through the opening left by the shaft.

Sailors Given Shore Leave. The Vermont, with the Delaware standing by, lay rolling in the sea for ten days while repairs were made. On board the Wyoming, it was said, that the loss of the propeller was due directly to the heavy weather, as when the Vermont pitched her propellers were raised clear of the water and raised in the stern. This was also the case with the other ships and the engineer officers were momentarily in fear of a break down.

Officers and men were blowing their fingers as they came up the bay today because it was pretty chilly after the balmy airs of the Riviera. They also had warm weather crossing the Atlantic. Many of them were bronzed by the Mediterranean sun, and the general health of the fleet was very good. All were anxious to get ashore and tell of their experiences in foreign lands, and 600 men from each ship were given shore liberty today.

FIFTY "NIGHT RIDERS" BURN FEUDISTS' HOMES

Collins Family, Numbering 200, Is Warned to Leave Missouri County on Pain of Death.

Springfield, Mo., Dec. 15.—Fifty mounted men, wearing masks, rode over Howell County early today and burned the homes of the Collins family, a clan of feudists, who have caused trouble in this vicinity for twenty-five years. Several men and women were horsewhipped and at least four homes were totally destroyed. Most of the 200 members of the family were warned to leave the county within forty-eight hours on pain of death.

FIND GIANTS' SKELETONS.

Race of Men Twelve Feet Tall Lived in Louisiana.

Winnaboo, La., Dec. 15.—Skeletons of a race of giants who averaged twelve feet in height were found today by workmen engaged upon a drainage project at Crowville, near here. There were several scores, at least, of the skeletons and they lie in various positions. It is believed they were killed in a prehistoric fight, and that the bodies lay where they fell until covered with alluvial deposits due to the flooding of the Mississippi River.

FRAM NOT TO SAIL CANAL.

Amundsen Cannot Delay for Sake of Honor.

Copenhagen, Dec. 15.—Amundsen's ship, the Fram, will not be the first vessel to pass through the Panama Canal, as had been planned. The vessel has been lying at Colon for three months awaiting the opportunity to pass through the canal, but it cannot wait any longer. Amundsen has cabled, ordering the Fram to leave as soon as possible by way of Cape Horn for San Francisco, where he is to join the ship. The Fram starts for the north pole in the spring. Amundsen will reach America from Europe in January.

Largest Morning Circulation.

Work days remaining in which to do your CHRISTMAS SHOPPING. Don't be selfish. SHOP EARLY.

MAY NOT ASK ALIMONY.

Mrs. Blake Likely to Withdraw Application for Fees.

New York, Dec. 15.—Mrs. Katherine Ketchum Blake, wife of Dr. Joseph A. Blake, a surgeon, will probably withdraw her motion for contempt fee and \$500 a month alimony when the application comes again before the Supreme Court. Her counsel intimated today that some private agreement as to alimony, has been arranged.

STRICTER INSPECTION OF CHILDREN URGED

Medical and Educational Authorities Tell Monday Evening Club of Needs of Schools.

MISS M. WILSON HEARS TALKS

Urgent need of nurses in the school, the necessity for immediate expansion of medical and dental inspection, and an insistent demand for betterment of all hygienic conditions in the District public educational system were described by a number of speakers before the Monday Evening Club last night. Miss Margaret Wilson was among the audience that filled the lecture hall of the Public Library and heard addresses by Health Officer W. C. Woodward, Dr. J. W. Schereschewsky, of the Public Health Service, Assistant Superintendent of Schools Thurston, Supervising Principal W. B. Patterson, of the typical school, and others.

Thurston declared that the experiments of ten medical inspectors in the District schools have demonstrated that there is urgent necessity for such inspection, and asserted that he is anxious for the advent of the public school nurse, to take the work of the dental inspectors, but regretted they have to "cover" more than 10,000 school children.

The assistant superintendent said that from the standpoint of the entire public health, the question of hygiene and its auxiliaries are questions of the utmost importance, and that he believed that school nurses would aid medical inspectors in discovering the deficiencies so that children might be transferred to the typical school.

Dr. Schereschewsky traced school medical inspection from its birth in Breslau, Germany, thirty years ago to the present day and pointed out that it was twelve years ago when such inspection was introduced in Washington schools. This condition has been entirely eliminated as the public opinion and purse will permit.

Supervising Principal Patterson told of the wonderful results obtained in the atypical school during the last few days of ten years ago when pupils mentally or in other ways deficient were suspended once or twice and then expelled from school, becoming wards of the streets. This condition has been entirely eliminated by establishment of the school over which he presides, he declared. Ninety per cent of the children formerly turned into the street are now "saved for better work," said Patterson.

Bandit Reported Captured.

Tangier, Dec. 15.—Rausalla, the notorious Moroccan bandit, who kidnapped Ian Peppi Caris, an American, in 1910 and got \$2000 ransom for his release, is reported by tribesmen living in nearby mountains to have been captured by hostile mountaineers. On several occasions Rausalla is reported to have been captured or met with violent death.

TAX OF \$500,000 TO BE REFUNDED

Ruling by Supreme Court Favors Mutual Benefit Insurance Companies.

OTHER CASES DECIDED

Suits Resulting from Titanic Disaster Advanced and Will Be Given Early Hearing.

One and a half million dollars in taxes must be refunded by the Commissioner of Internal Revenue. It was said at the Department of Justice yesterday after the Supreme Court of the United States denied the government a writ of certiorari in the suit brought by the Mutual Benefit Life Insurance Company of Newark, N. J., against internal revenue collector.

The suit was instituted to compel the government to refund taxes collected under the corporation tax law of 1909, and the company won in the lower court, the decision being affirmed by the Circuit Court of Appeals. By its action yesterday, the highest court affirmed the decision and taxes collected from mutual benefit insurance companies must be refunded. It is asserted, however, that in most cases of disaster a passenger has more chance of reaching the shore in a cork life belt than by running the risk of being swamped in a life boat, and that lake steamers carry heavy passenger lists only in summer when storm danger is small.

Thomas F. Newman, manager of the Cleveland and Buffalo Passenger Line, was asked if the La Follette bill would not lessen danger of lake navigation such as was shown in the recent storm which

CONSUMER BANKRUPTCY ACT.

An important opinion of the court, construing the Federal bankruptcy act, as to what constituted a "preference," was the affirmation of the judgment of the Circuit Court of Appeals of the Second circuit reversing the judgment of the Federal District Court for Southern New York, in the matter of Ludwig, trustee in bankruptcy for Philip Horowitz, and Joseph Horowitz, partners, against the American Woolen Company. Just before the bankruptcy proceedings were instituted the woolen company took back certain consignments of goods. The trustee in bankruptcy sued to recover the value of the goods thus taken, alleging that it was an undue preference in fraud of other creditors. The district court for the Southern district of New York gave judgment, but the Court of Appeals reversed the finding and Judge Day yesterday affirmed the Court of Appeals' judgment, holding that the Niagara Company was not a fraudulent concern and that the contract between the American Woolen Company and the Horowitz Brothers amounted to an agency; that the title to the goods had never passed from the woolen company and the contracts were not fraudulent.

"Titanic Cases" Advanced. An order was entered advancing the "Titanic cases," which had been set for hearing in January. These cases against the Oceanic Steam Navigation Company, which owned the Titanic, involve the question of the financial liability of the company, and an early hearing will be given.

The court upheld the validity of a Montana law taxing premiums collected upon life insurance in excess of losses and expenses in a test case brought by the New York Life Insurance Company. The court refused to modify its decree dismissing Federal prosecution against C. W. Summers, a national banker of Alaska, indicted for violating the national banking act. "There will be one more 'opinion day' before the holidays and the court will take a holiday recess from next Monday until January 5."

CLEAR ISSUE OVER ROOT.

Senator's Nominations Logical Move of Standpatters.

Hartford, Dec. 15.—The nomination of Senator Ellis Root for President by the Republican party would be the natural and logical act of that party, which represents the standpat old line, conservative idea. It would make the issue between the Progressives and Republicans entirely clear.

LIFE ON GREAT LAKES SAFER THAN ON OCEAN

Vessel Owners Tell House Committee of the Precautions Taken Against Loss.

MAY NOT PASS LA FOLLETTE BILL

That danger to human life is not as great on vessels plying on the Great Lakes as on ocean liners was brought out by lake vessel owners yesterday before the House Committee on Merchant Marine and Fisheries, which heard further protests against La Follette's seamen's bill.

It was contended by witnesses that lake vessels are never a great distance from shore; that in most cases of disaster a passenger has more chance of reaching the shore in a cork life belt than by running the risk of being swamped in a life boat, and that lake steamers carry heavy passenger lists only in summer when storm danger is small.

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At Washington Hotels

Powhatan—George A. Green and wife, of Chicago; Mrs. J. B. Thomas and maid, of New York; John F. McLanahan, of Chicago; Harry Gilford, of New York, and J. J. Heat, of New York. Grand—Mrs. E. H. Cole, of Baltimore; Miss Gertrude Bess, of Baltimore, and Mr. and Mrs. Charles Davenport, of Richmond, Va. Shoreham—Mr. and Mrs. L. C. Friable, of New York; T. B. Johnston, of New York; W. K. Patterson, of Chicago; Mr. and Mrs. A. J. Logan, of Pittsburgh; Thomas W. Bimpera, of Philadelphia; Mr. and Mrs. Edward S. Abela, of New York; E. S. Williams, of New York; L. H. Chandler, of New York; Miss Helen Ware, of New York; Miss Beatrice Hayes, of New York, and Frank Campbell and wife, of New York. Raleigh—Mr. and Mrs. J. F. Black, of New York; W. R. Macara, Philadelphia; Mrs. C. L. B. Reid, New York; Miss J. E. Robertson, New York; T. S. Robertson, New York; R. W. Bate, New York; Walter Bruce, New York; J. A. Stutzman, New York; Emmett Nestor, New York; John Reagor, New York; Harold W. Lay, New Jersey; Mr. and Mrs. D. N. Harris, Pittsburgh; Otis B. Moran, Chicago; Mr. and Mrs. L. L. Lewis, New York; S. L. Steelman, Philadelphia; D. C. Beaman, Philadelphia; George H. Chapman, New York; Key Compton, Baltimore; J. C. Whitely, Baltimore; D. M. Moore, New York; J. Raymond, New York; W. H. Piesant, New York; H. B. Walker, New York; T. O. Hill, New York; W. T. Mattern, Boston; Mrs. J. Eisenham and daughters, New York; Samuel A. White, New York; W. U. Gourd, New York; G. B. Clow, New York.

MRS. PULTZ WINS DIVORCE.

"Girl in Blue" Named as Co-respondent by Justice's Daughter.

New York, Dec. 15.—Mrs. Hildegard McKenna Pultz, whose divorce proceedings against John Leggett Pultz were announced a month ago, will receive a decree, if the recommendations of Michael J. Scanlan, Supreme Court referee, are approved.

Mrs. Pultz is the daughter of Associate Justice McKenna, of the United States Supreme Court. Pultz is a member of an old New York family. When he married Miss McKenna, Theodore Roosevelt, then President, Mrs. Roosevelt, Vice President Fairbanks, Mrs. Fairbanks, Ambassador Jusserand and other notables were guests.

At the referee's hearing several defectors testified they had seen Pultz and "a little girl in blue" at the Hotel Normandie on the night of September 17, 1913. He and the girl in blue are alleged to have registered as "Mr. and Mrs. J. L. Price." Pultz entered a denial of the charges and his attorney cross-examined the witnesses.

York; Mr. and Mrs. W. P. Hatcher, North Carolina; Perry H. Meers, New York; C. D. Park, New York; J. E. Avery, New York; William E. Graftley, Philadelphia; Ben Hamburger, New York; E. L. Dime, New York; J. C. Gestic, New York; W. S. Gardner, Boston; H. A. Metz, New York; Mr. and Mrs. Paul L. Crow, New York; Gov. H. D. Hatfield, Charleston, W. Va. New Willard—Frank H. Scott, Horace K. Tenney, and Philip S. McKenna, Chicago; Samuel G. Cummings, Philadelphia; E. N. Zolne, Chicago; Mrs. J. W. Strauss, C. C. Paulding, Mrs. William Cumming Story, Miss Florence G. Finch, and Frank L. Davis, New York; Sydney Wright, M. J. O'Meara, Harry C. Fox, and Edward Hoopes, New York; A. L. Weskes and wife and George L. Weskes, Boston; Christian Berstein, M. J. Mulligan, and E. W. Mayo, New York; J. S. Norton, Chicago; W. S. Walcott, Pittsburgh; Charles De Wood, Chicago; W. C. Ebenbath, F. R. Babcock, and Henry G. Wesson, Pittsburgh; H. L. Ripley, Boston; Mrs. M. F. Grosser, New York; Mr. and Mrs. J. O. Wardwell, Boston; William Church Osborn, New York; Russell Mott, Chicago; Galen L. Stone and Irving U. Townsend, Boston; Belle, New York; Mrs. M. F. Grosser, New York; J. Hooley, Boston; Mr. and Mrs. Frank Hayward, Pittsburgh; James M. Beck, New York, and Walter H. Wilson, Chicago.

TAPT'S SON HEADS CLASS.

Follows Example of Father at Ohio Bar Examinations.

Columbus, Ohio, Dec. 15.—Robert Taft, son of former President Taft, today headed the class that took the Ohio bar examination with a percentage of 97.7. Years ago former President Taft in the bar examination won the highest honors of his class, and young Robert worked diligently to duplicate the feat and succeeded.

First Napoleon Essay Contest

All School Children of Washington and Vicinity Are Eligible. Cash Awards to Winners.

Awards to Be Made by The Washington Herald for Essays Based on the First Four Installments of

Twenty Thousand Miles In the Path of Napoleon

ONE HUNDRED YEARS AFTER HIS DOWNFALL

—which is appearing EVERY SUNDAY in The Washington Herald. The first installment appeared last Sunday, December 7.

THE FIRST ESSAY CONTEST

will cover the FIRST FOUR INSTALLMENTS which appear December 7, 14, 21, and 28. The scope of the essays must be confined to all or any of the periods or events of Napoleon's life which are treated in these installments.

CONTESTANTS IN TWO CLASSES.

To make the contest equally fair to students in the graded schools and those in the high and preparatory schools the contestants will be divided into two classes. First—all students in the graded schools up to fourteen years of age. Second—all students in the high and preparatory schools up to eighteen years of age. If any students in the latter class is less than fourteen years of age, such student will not be allowed to compete with those in the graded schools.

RULES OF CONTEST:

1. Each essay must be accompanied with the titles of the four installments of the series, "Twenty Thousand Miles in the Path of Napoleon," clipped from the Sunday Herald of December 7, 14, 21, 28.
2. Essays must not exceed 500 words, and must be written plainly on only one side of the paper used.
3. Contest for December closes 5 p. m., January 3, 1914. No essays received after that hour will be considered.
4. Essays will be judged on literary merit, neatness, English, penmanship, and spelling.
5. The age, school, grade, and name of teacher must be given at top of first page of each essay, as well as full name and address of contestant.
6. The contest is open to all students of public or private schools.
7. All essays must be addressed to the NAPOLEON ESSAY EDITOR, The Washington Herald, Washington, D. C.

PRIZE AWARDS.

1. A first prize of \$50.00 will be awarded for the best essay in each class—\$50.00 for grammar school class, and \$50.00 for high school class.
2. Five prizes of \$1.00 each will be awarded for the five next best essays in each class—five additional prizes for grammar school class and five additional prizes for high school class—twelve prizes in all.
3. Announcement of prize winners for December contest will be made in The Washington Sunday Herald on January 11, and also in that issue will be published the two first award essays with the pictures of the prize winners, if same can be secured. Checks will be mailed to successful contestants on Monday, January 13.
4. In The Washington Sunday Herald for January 18 and 25 will be published several other of the prize-winning essays with the pictures of the successful contestants if same can be secured.
5. DON'T FORGET; it is not necessary to wait for all of the December installments of this wonderful series, "Twenty Thousand Miles in the Path of Napoleon," before preparing your essay. Any period or incident in the articles already published may be used for the subject of your essay.
6. BUT ALSO—don't forget, that every essay must be accompanied by the titles of the four articles published on December 7, 14, 21, 28.

Begin to Prepare Your Essay Now

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30x60-in.; \$1.75 value for.	\$1.25
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Granite Inlaid	
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