



CHURCHGOERS IN PANIC MAN FIRES AT POLICEMAN

Wounds Old Enemy, and Then "Shoots Up" Eighth Avenue.

"Tom" Cooney, known to the police as a member of the "Razor Billy bunch," whose members haunt the dark corners of Hell's Kitchen, threw the congregation of the German Catholic Church of St. John the Baptist into a panic yesterday morning when he rushed into the crowd with a smoking revolver in his hand.

William Coyne, of No. 435 West 16th street, and Cooney had an unpleasant session some time ago, and since then they have not been the best of friends. Yesterday they renewed old acquaintances at the Tiger, in 27th street, near Seventh avenue.

Patrolman O'Dea, on post in Eighth avenue, between 29th and 30th streets, heard the shots and ran down the avenue. Cooney soon got fired running and boarded a northbound Eighth avenue car. With the gun still in his hand he rushed through the car and viewed the scenery from the front platform beside the motorman.

Frank Flanagan, of No. 422 West 27th street, and John Costello, of No. 212 West 32d street, attempted to head off Cooney. He warned them away and swept his gun around so that he covered both of them.

Several night clothes men looked after Cooney until a patrol wagon arrived. Then he was taken to Roosevelt hospital, where the surgeons did considerable work with the needle on his face and scalp. In another part of the accident ward was his old friend Coyne, who had arrived a short time before in an ambulance. The surgeons removed the bullet from his leg, but he will have to remain in the hospital for several days.

"Look at what the cops done to me," said Cooney later at the West 37th street station. "If I get twenty years I'll come out and get square. I'll trim that guy. I suppose I'll go up with Jimmie Mooney." Mooney is "doing" twenty years in Sing Sing for murder.

GRANT TO PERSIANS. Shah and Crown Prince Sign the Constitution.

Teheran, Dec. 30.—The Shah sat up to-day, but was very weak. He has taken no solid food since Saturday. The Shah and the Crown Prince signed the constitution at 10 o'clock this morning. The Crown Prince signed a separate document in which he promised not to dissolve the present parliament for two years.

BOMB JARS EAST SIDE. Shatters Windows of Tenement House Near Police Headquarters.

With a detonation which jarred Police Headquarters, only a few feet away, a dynamite bomb exploded early yesterday morning in front of the five-story tenement house at No. 251 Elizabeth street.

The bomb was apparently aimed at Frank Barone, who keeps a grocery store on the ground floor. The window of the store was shattered, windows in the houses at Nos. 249 and 248 across the street, fell in places, the transom in the house at No. 247, two doors away, was blown in, and a two-foot section of the brick and stone underpinning of the show window of the store was blown out.

Every family in the big tenement rushed to the street in the wildest sort of excitement, to be joined by the people in the adjoining houses and those across the street. No one was hurt. Inside the store at the rear the police, climbing through the shattered window, found Barone, with his wife and three children clinging to him in a state of hysterical fright. Blinded and falling deliriously, Barone was taken to a case of eggs in the window, oddly enough, escaped damage.

GAS PUPILS OVERCOME. SEVEN DROP AT PIPE.

Exhibition at Consolidated School Almost Ends in Tragedy.

Efforts of the Consolidated Gas Company to instruct young employes in the various branches of its repair departments met with a severe jolt on Saturday night when six young men were overcome by gas, a seventh was slightly burned and his clothes destroyed, and the school of instruction, at No. 504 East 21st street, was damaged by fire to the extent of over \$100.

The worst part of the injury to the young men was that they were overcome one after the other through orders from the instructors, it is said, to finish the work that the man ahead, who had been overcome, had attempted. One of them was so near death that the efforts of two physicians to revive him failed, and an ambulance surgeon from the Bellevue Hospital had to be called in.

The company began its school of instruction only three weeks ago. It remodelled a factory building for the school. An auditorium, somewhat similar to a hospital's operating room, was constructed, with a platform in the center. The seating capacity is one thousand.

Recently the company has obtained nearly one thousand young men, mostly from the West, a large part of them from the American Meter Company, of Chicago, who are working as apprentices in the various branches, and will ultimately replace employes of years' standing.

In the school every gas contrivance, from a stove to an engine, is used, and demonstrations all day long are given, illustrating every conceivable repair and piece of work that the company needs.

About 10 o'clock Saturday night the students learning to become fitters were called to the platform. At the time several directors of various gas companies were spectators, it is said, and General Managers Brady and Turner and General Superintendent Harrington were also present.

The work of the fitters was to cut a 3-inch service pipe, in which there was gas under high pressure, and to repair the cut. The first student, called was Frank Robertson, of Chicago, working in Shop No. 6. With a steel saw he began to cut the pipe. As soon as he made an incision the high pressure gas began to escape freely. Although instructors were standing on either side of him, Robertson was quickly overcome. He was carried to an adjoining room, where two physicians revived him in half an hour.

The second on the roll was then called; in the plain time the gas escaped at a great rate. Philip Tracey was the second. He continued to cut the pipe, and had it nearly sawed through when he also collapsed. He was revived in about twenty minutes.

By this time the students began to get nervous, but the instructors, it is said, persisted, and called William Corbett. He had nearly completed the work when he, too, collapsed. It took forty-five minutes to revive him.

A general uprising followed the collapse of the third student, but the instructors were firm. "Any one who leaves this room and does not answer to the rollcall will be dismissed from the company's employ," it is said an instructor shouted.

George Patterson, of shop No. 3, was the fourth young man put on the job. At first he refused, but he was threatened with dismissal, and finally went to work. A new pipe was placed on the platform, again charged with high pressure gas. He had worked only a short time when he became unconscious. John Merritt, of shop No. 1, was the fifth victim. He collapsed in about three minutes. The sixth was William Mofert. Mofert is a large, well built young man, and the instructors thought he would finish the work. He did so, but just as he completed his work he fell face downward on the pipe, with his face over the place where the gas was escaping. After an hour's hard work by the physicians he was still unconscious, and an ambulance surgeon had to work hard to save him. He was taken home in a carriage.

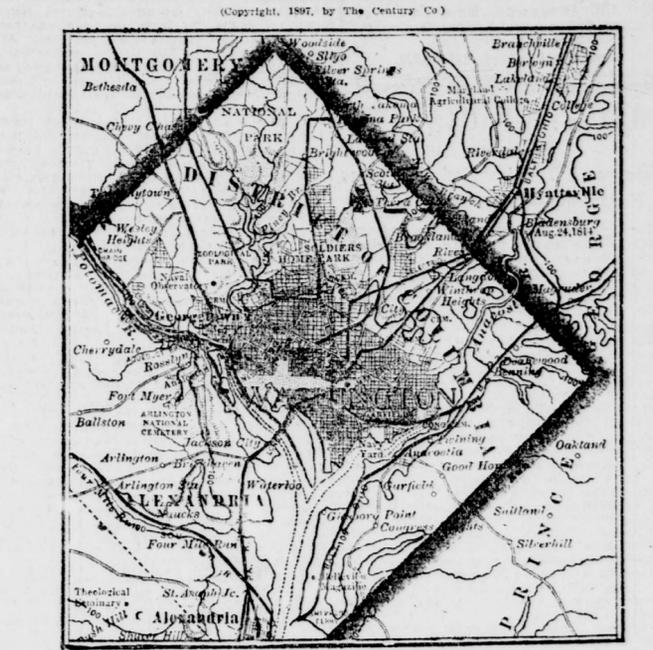
By this time the students were in plain mutiny and a number got up and left. Superintendents and instructors shouted that they were "fired," but they left the building just the same. The instructors gave up the demonstrations for fitters at this point and called for the apprentices, who are learning the so-called frozen service. A pipe frozen artificially was placed on the platform, and instruction was given how to thaw it. To do so, alcohol is used, poured on the pipe and then ignited.

William Holley, a fifteen-year-old boy, was called as the first pupil. Holley was exceedingly nervous after seeing six of his comrades become unconscious. He lit a match, but instead of lighting the alcohol for the pipe, threw the ignited match into a can of alcohol. Immediately there was an explosion. The students and officials were in a panic. They rushed for the doors. Young Holley's clothes caught fire in a dozen places, but Arthur Berwood, who was sitting in a front seat, an inspector of high bills, jumped to the platform and, wrapping his overcoat about Holley, put out the flames. Holley's clothes were destroyed and he received painful burns.

The boys stampeded after this. Ten men, who were in an emergency room for just such occasions, ran in, and with pails of water and sand extinguished the flames, after over \$100 damage had been done.

Charles Miller, the two-year-old son of Mr. and Mrs. Frank Miller, of No. 191 Rutledge street, Williamsburg, choked to death yesterday on a nut. The little fellow was entertaining some companions around a Christmas tree. They were eating candy and nuts, and he was showing the other youngsters how to run a toy automobile. He fell over and became black in the face. The other children cried out that a nut had stuck in his throat. The little fellow's mother carried him to a drug store, but the druggist was afraid to experiment on the case and called up the Eastern District Hospital. The child died on the way to the hospital.

THE CROSS SHOWS THE SCENE OF YESTERDAY'S DISASTROUS WRECK ON THE BALTIMORE & OHIO.



DR. AKED COMING HERE. QUICK WORK ON MESSAGE

Reasons for Taking the Fifth Avenue Baptist Pastorate. Ready for Legislature Soon After Mr. Hughes Makes Corrections.

Liverpool, Dec. 30.—At a meeting of Pembroke Chapel to-night a written communication from the Rev. Dr. Charles F. Aked, the pastor, was read, to the effect that, after long and anxious consideration, he had decided to accept the call to the Fifth Avenue Baptist Church of New York, and he therefore placed his resignation in their hands. Dr. Aked said he did this with more real regret than he was able to describe. They had lived and worked together, he said, for more than sixteen years, and ties so tender and sacred were not to be broken except under compulsion or proved necessity. That necessity, he added, existed, and had been growing clearer and clearer to him for a considerable time. Since his illness the work at Pembroke Chapel, Dr. Aked said, had been too heavy for him, and the conditions surrounding the Chapel, situated as it was in the heart of the city, with the attendant noise of traffic, were all against him. He was satisfied that he could do better work for God and for man than he had yet done, and that a larger and fuller service was open to him in a different climate and amid more favorable surroundings. Except for the breakdown in his health four years ago, Dr. Aked said that he should not have dreamed of leaving Liverpool.

The Fifth Avenue Church, of New York, had been described in this country as a church of millionaires. Dr. Aked continued, and the people here had begun to ask how any man with his record of domestic sympathies and struggles could accept such a pastorate without a betrayal of his convictions. These fears, he said, were grounded upon a total misapprehension of the nature of the church and of the character of its individual membership, and when they should come to know the facts as to the situation there, they would not regret in their minds that he had elected to make his home with these people.

Dr. Aked said that he would not leave Liverpool before next March. The Associated Press here learns that in the last week Dr. Aked received several cable messages from prominent members of the Fifth Avenue Church in New York, urging his acceptance of the call. John D. Rockefeller, it is said, sent a telegram to Dr. Aked, assuring him of a "free hand" in his work, and the Hon. Dr. Hugh Black, former minister of St. George's Free Church, Edinburgh, who is now in New York, sent word that America needed him even more than England.

At the request of Mr. Hughes, Colonel George Curtis Treadwell, his military secretary, waited on Governor Higgins to convey his respects to the Governor and invite him to stay at the Executive Mansion while he remained in Albany. The Governor sent word to Mr. Hughes that he appreciated the invitation, but that his physical condition made it advisable to remain at the hotel. Mrs. Higgins and Mr. Higgins are in the city with the Governor. They declined Mr. Hughes's invitation that they act as joint hostesses with her at the Executive Mansion on New Year's Day, and also declined invitations to the Sunnyside ball.

Preparations are about completed for the inauguration on Tuesday. Some of the troops who will appear in the parade came to town yesterday. Some members of the Governor's staff are here too, and a few of the new legislators.

RECORD CAR SHORTAGE. Trouble in Pittsburg Worse than Usual—Freight Increase Big.

Pittsburg, Dec. 30.—One of the most serious car shortages in history is now handicapping the manufacturers and other shippers of the Pittsburg district. According to W. H. Williams, traffic manager of the Merchants and Manufacturers' Association, the shortage is a natural one, and is merely caused by the enormous increase in tonnage of the Pittsburg district. Mr. Williams estimates that this year the total freight will amount to 120,000,000 tons, which will be almost 40 per cent greater than in any previous year. The fact that Congress has ordered airbrakes on all freight cars has greatly retarded the building of new cars, and the manufacturers have been unable to deliver them to the railroads.

LUCKY ESCAPE IN "AUTO." Touring Car Smashed to Pieces—Four Occupants Unhurt.

A large touring car, valued at \$6,000 and occupied by Mrs. Blanche Morton, a wealthy widow, and her brother, Louis Birchman, and his wife, of No. 316 West End avenue, was smashed to pieces about noon yesterday by a southbound Second avenue car at 36th street. The occupants, by pure luck, escaped serious injury, though all were thrown nearly fifteen feet in the air. Only a mass of twisted steel and splintered wood was left of the machine. There were no arrests, as there were no complaints from either the motorman of the street-car or the occupants of the car that was struck.

Howard McBride, the chauffeur, was driving east on 36th street at a lively clip. He slowed down somewhat to turn an "L" pillar in the middle of the street. As he did so he saw the southbound car bearing down on him, and at once switched the machine south to avoid the pillar, but the front of the streetcar struck the machine and sent it flying against an outer "L" pillar twenty feet south of the crossing.

The four occupants were tossed high in the air and fell into pools of mud. The women passengers on the streetcar became alarmed and had to be prevented from jumping. The coolest of the persons concerned was Mrs. Birchman. She picked herself up, inquired about the others, refused to make a complaint and in less than five minutes was on her way to the Long Island station, leaving the wreck to the care of the chauffeur.

ALIENIST CALLS THAW A LUNATIC. Dr. Hamilton Says Family, Except Mother, Wants Insanity Plea.

Dr. A. McLane Hamilton, the well known alienist, who has been abroad with his wife several weeks, arrived yesterday on the Cunard liner Carolina. While in London Dr. Hamilton met Blaw Thaw, a half-brother of Harry K. Thaw, now under indictment for the murder of Stanford White. According to Blair Thaw, nearly all of the Thaw family, with the exception of Thaw's mother, are willing to accept a plea of insanity, and have Harry taken to some sanitarium and cared for. "Harry K. Thaw is in a bad predicament," said Dr. Hamilton. "It is the first time in the history of our country that a lunatic has striven to try his own case. In my opinion, Thaw is worse than Cagliostro."

THIRTY-EIGHT DIE IN WRECK

About Fifty Injured in Collision on Baltimore & Ohio Near Washington.

THREE CROWDED CARS DEMOLISHED. U. S. District Attorney Among Those Hurt—Dead Train Said to Have Run Past Signal in Thick Fog.

Washington, Dec. 30.—A disaster, resulting in the death, so far as can be ascertained at midnight, of thirty-eight persons and the injury of about fifty more, occurred about 6:20 o'clock to-night on the Baltimore & Ohio Railroad at Terra Cotta, a suburb of Washington. The Frederick City (Md.) local train, No. 66, on the point of starting from the station, was run into by a train made up of eight empty freight cars, bound from the West for Washington.

It is said that the engineer of the empty train had failed because of the fog to see the red signal indicating that another train was in the block. A partial list of dead and injured follows:

- THE DEAD. BELL, EDWARD M., fourteen years old; address unknown. BROWN, COMMODORE P., sixty years old; address unknown. HARRIS, Dr. E. GARTHER, Washington. HIGBIE, GEORGE, eight years old, Brookland, D. C. HIGBIE, Harry, Brookland. KELLY, T. A., Kensington, Md. KING, Professor, organist Wesley Chapel, Kensington, Md. KOLB, Miss (A. Y. W. C. A. card was found in her pocket). LEFFOLD, Miss MARY, thirty years old, employed at the Bureau of Engraving and Printing, Washington. LOWE, Ed., Washington. McCAGHIE, Mr. J., and her fourteen-year-old son. PEARMAN, ELIZABETH, Takoma Park. PURMAN, Mrs., Washington. ROGERS, NORMAN, Marlon, Ind. RUFFERT, J., Washington. White child, thirteen years old; unidentified. White girl, eighteen years old; unidentified. White child; unidentified. Negro boy; unidentified. Two Negro women; unidentified. Four white women; unidentified.

- THE INJURED. ADLER, Roy, of Polesville, Md., had his right arm broken. AUSTIN, Fannie, Negro, this city. BAKER, D. W., United States District Attorney for the District of Columbia, leg broken. BALDWIN, Louis, Washington, internally. BARNES, Mrs. EDITH, Washington; back sprained, injuries serious. BARNES, ESTELLE, daughter of Mrs. Edith Barnes; broken leg, scalp and forehead injured. BROWN, A., no address. BODLITZ, Frank, Frederick, Md., newspaper man, thirty years old, Washington, leg broken. COMP, Lucille, aged six years, severely injured and may not live. Her father occupied with a shaking up, but the mother has not yet been found. CAMPBELL, Lucille, Washington. CARR, Mrs. M. M., Kensington, Md. CHAMBERS, Howell, Washington. COLEMAN, Thomas, Washington, seriously injured. COOLEY, FRED, Tenn. seriously. COOLEY, Miss M., Washington. COOLEY, Mrs. R. J., Washington, arm broken. CROSS, Miss Rosie, Seneca, Md. CROSS, Miss A., address unknown. DICKERSON, JOHN, Terra Cotta; scalp wound, cut on the throat. ECKHARDT, CORNELIUS, Kensington, Md., auditor of the Washington "Evening Star," seriously hurt. ELDER, Fred, Terra Cotta. ELGIN, Richard T., both legs broken and head badly injured, Washington. FAGAN, C. F., Frederick, Md. FRANKLIN, Ed., Washington, leg, body and head badly cut and crushed; condition serious. HOLLIMER, Thomas C., of Seneca, Md., severely injured about head and body. HUGHES, Mrs. CATHARINE, Washington; right hand broken, slightly injured about the face. KAUFER, John C., both legs broken, internally injured. KUNDO, John A., this city; leg broken. JONES, Louis, address unknown. JOHNSON, F., No. 430 9th street N. W., Washington. JOHNSON, W. C., agent United States Express Company, Washington, leg broken and slightly injured about head. KREBS, HENRY, Terra Cotta. LEGG, Frank, brakeman, will probably die. LEIGH, B. F., brakeman of passenger train, Washington. MAYWOOD, B. N., Alexandria County, Va. MOORE, QUENTIN M., Washington; left leg broken, internally injured. MOORE, Miss Anna, Sheridan, Md. MOORE, Mrs. wife of Quentin Moore; slightly bruised. MOORE, JOHN DEWITT, five years old; slightly injured. MOORE, CLANTON L., Washington. MOORE, E. M., Washington. MOORE, E. M., Washington; slightly. PEAK, Miss, Braddock Heights, Va.; seriously hurt. PROCTOR, CLARENCE, an amateur ball player, of Washington, left leg crushed and broken, will die. PROCTOR, Mrs. CLARENCE, his wife; badly shaken up. PURMAN, school teacher, Washington, slightly. RANSBERG, Camden, Frederick, Md., scalp wound. REAKE, Mrs. D., Braddock Heights, Md. REED, Janette, twelve years old, Falls Church, Va. REGE, R. E., Washington. TERHAN, Mrs. Elizabeth, Takoma Park. THELLING, John C., Washington. THORNE, Harry, and his wife and baby, Washington. THORNE, Ed., and wife, Washington. WILLIAMS, Edward, Negro, Washington, face injured. WILKINS, John, got aboard the train at Terra Cotta, back and ankle broken and head hurt. WRIGHT, John, Negro, No. 806 Stockholm street, Baltimore, severely injured about head and neck, will die. YORK, ALFRED, Woodburn, Md.

Washington people began to journey toward Terra Cotta, and many who had relatives who had been killed and injured remained at the scene of the wreck until the special train conveyed the dead and injured to the city. An earlier train which had been dispatched to Terra Cotta brought in the injured, whose wounds had been hastily dressed, and they were sent around to the various hospitals. Three died on the way to the city, and one death occurred in one of the hospitals.

The engine of the rear train is said to be one of the largest and latest type of passenger engines used on the road. The fact of its size probably saved it from total destruction, as the principal damage to it was confined to the front of the engine, and because of this Harry Hildebrand, the engineer, and his fireman escaped with their lives. Hildebrand is said to have been a substitute. He was later arrested, together with his fireman. No formal charge has been placed against them, but they will be held pending an investigation.

The wrecked train was composed of an engine, a smoker and two day coaches. The two rear coaches were reduced to kindling wood and the rear of the smoker was telescoped. So great was the impact that fragments of the local train were scattered along the track for a considerable distance. Thaddeus T. Rodey, a laborer at the Terra Cotta works, was one of the first of those not on the train who became aware of the accident. He ran out to the track and saw two women, one of whom was alive, and whom he assisted to her feet. It was only a moment, he said, when he saw many other bodies stretched along the track. He immediately communicated by telephone to the Baltimore & Ohio Railroad at Washington.

MOST VICTIMS KILLED AT ONCE. From the appearance of the bodies it is believed that nearly all the victims were killed outright, or died within a few minutes after the accident. Of the dead bodies some were buried beneath debris, with the result that they were found with difficulty, and it was some time before they could be laid out on the bank. Dr. E. O. Holt, one of the most prominent physicians of Washington, and his sons Edwin, seven years old, and Sinclair, five years old, were passengers on the train. Edwin was killed and the father and other son are missing, and it is feared by their friends that they are among the list of unidentified dead at the morgue.

A remarkable escape was that of Dr. Parker, of this city. It was said that he was the only man among the passengers who escaped without a scratch. He was in the smoking car asleep at the time of the accident. CAUSE OF WRECK UNCERTAIN. C. W. Galloway, superintendent of transportation of the Baltimore & Ohio, said to-night that it was impossible yet to determine the cause of the wreck. "We have on this division the most modern block system," he said. "Just what occurred we are unable at this hour to say. Because of the confusion incident to the collision and of the caring for the dead and injured, we have been unable to consider the proper causes. We have not yet interrogated the operators, and until we do so we cannot be certain what the situation was. We shall institute immediately an inquiry into the causes of the collision. That inquiry will begin to-morrow morning probably in Baltimore, where all the train records are. We shall make the inquiry as rigid as possible, and shall give the results of it promptly to the public through the press."

The passengers in the forward coach, who were only slightly bruised, heard the groans of the dying and wounded and did what they could to give aid. A number of the passengers started to walk to Brookland, three-quarters of a mile away. The moment the first of the survivors reached Brookland, a general call was sent out for doctors and ambulances. Dr. R. W. Frischorn, Dr. Stern and Dr. J. H. Brooks, of Brookland, responded and were taken to the scene in automobiles. One member of the crew of the passenger train, who hobbled into a drug store half an hour after the accident, said: "I can't tell how many have been killed. It is awful. I don't even know just how it happened. The freight engine went through the entire train, and it seems to me as if every one was killed in the last coach and many in the first. The freight engine must have run past a red target. I can't explain the accident in any other way. I can hear the groans of the dying ringing in my ears now."

D. W. Baker, United States District Attorney for the District of Columbia, who was a passenger on the forward car, suffered slight injuries. He was able to walk from the wreck to a drug store, where his injuries were treated. He was later taken to his home in an automobile. Mr. Baker was returning from his farm at Germantown, Md. When the news of the accident spread about Brookland, many citizens, with their wives, hastened to the scene to give aid and comfort to the wounded.

Mrs. H. F. Fisher, of this city, while returning through the entire train, and it seems to me as if every one was killed in the last coach and many in the first. The freight engine must have run past a red target. I can't explain the accident in any other way. I can hear the groans of the dying ringing in my ears now." D. W. Baker, United States District Attorney for the District of Columbia, who was a passenger on the forward car, suffered slight injuries. He was able to walk from the wreck to a drug store, where his injuries were treated. He was later taken to his home in an automobile. Mr. Baker was returning from his farm at Germantown, Md. When the news of the accident spread about Brookland, many citizens, with their wives, hastened to the scene to give aid and comfort to the wounded. Mrs. H. F. Fisher, of this city, while returning through the entire train, and it seems to me as if every one was killed in the last coach and many in the first. The freight engine must have run past a red target. I can't explain the accident in any other way. I can hear the groans of the dying ringing in my ears now."

FLORIDA'S FAMOUS TRAINS 9:25 a. m. and 9:25 p. m. Unexcelled service. P. & Atlantic Coast Line E. P. Florida Information Bureau, B'way, cor. 23rd St.—Adv.