WOMAN USES GUN IN FORGER GANG ARREST

Chester Errico, Caught in Boston, Implicates Two in Story of $8,200 Check.

ONCE PRINCETON STUDENT

Says He Gave Employer's Signature to Expert, Then Cashed Check at Bank.

Detective Frank Allen brought back from Boston last night Chester L. Errico, charged with forgery, on whose confession two other arrests were made yesterday morning. Errico told the detective that he is a former student at Princeton, dismissed for hazing and that his parents live in Stockton, a suburb of Trenton, N. J.

Allen found Errico living in a furnished room house in Boston with a young woman as Mr. and Mrs. Robert Greer. Allen has been chasing Errico since December 28, when he was indicted for forgery and grand larceny. Errico is married and has two children. In his confession, which the detective says he has signed, Errico says that he was bookkeeper and cashier for the Woodhouse Manufacturing Company of 50 West Broadway. He got in with a bad crowd and began to pilfer small amounts from the firm. Finally he was discharged.

According to the alleged confession he had the signature of Daniel A. Woodhouse, president of the company, and this he turned over to Joe Devine, one of the crowd he went with. Allen says that Devine is one of the most expert forgers in the country and one of the few men who can wash a check. Woodhouse's signature was such a hard one to imitate that Errico told Allen it took even an expert like Devine two days to make the forged check, which was for $8,252.

Errico was known at the Irving National Exchange Bank, as he had gone there many times for the Woodhouse company. The money was handed over without question on the forged check. Devine and others of the gang met him outside, a taxicab was hired and the division was made uptown. Errico got $2,850 for his share. He went to Boston with the young woman and put $500 of the stolen money into a fur lined coat which, while he was at a show, with most of the rest of his clothing, was stolen from his room.

Allen brought the girl on to New York with him. She said she was Evelyn Curtis, 23 years old, and was an out of town girl who had lived in New York for a year. She was a cashier in a theatre when she met Errico. She refused further information about herself. She is not under arrest, but the police will keep her under surveillance.

Four policemen and Detectives L'Heureux, Morrell and Birmingham went to 8 West 108th street at 4:30 o'clock yesterday morning to arrest Joseph Elliott or Devine and May Smith, wanted in connection with the arrest of Errico. The door of May Smith's apartment, protected by a night chain, was opened just a few inches in response to their summons, but quickly slammed in their faces and Elliott was heard to say: "Billie, get the irons."

L'Heureux broke in door and chain and was met by the man and woman. Elliott fired a pistol almost in his face as he approached and the woman let fly a bullet at Morrell. L'Heureux grappled with his man and Morrell rushed the woman back into a room, where she threw a revolver upon the bed.

Elliott is 31 years old and gives his occupation as a speculator. Deputy Commissioner Dougherty says he is Joseph Devine, one of the few surviving members of a coterie of clever forgers who composed at one time the Rough Ocean and Hudson Duster gangs. Dougherty also recognized May Smith as the same woman he had found with Devine or Elliott when Bill Bolan, a former leader of these gangs, was arrested some years ago. The police know her as Billie Harris. She is slender and girlish in appearance and quite pretty. She gave her age as 21 years and said she was a manicurist. Both were expensively dressed and the woman wore a blue silk lace trimmed gown under a sealskin coat. She also wore jewels.

In the West Side court Morrell charged the pair with grand larceny and felonious assault and Magistrate McQuade held them in $5,500 bail each for a hearing on Friday.

PLAYED HOOKEY IN BOX CAR.

When New Haven Schoolboys Got Here They Wanted to Go Home.

A box car with an open door reposed in the railroad yards at New Haven yesterday morning right beside the path that takes Joe Casach and Mickey Giglio to grammar school, short cut. The boys climbed in, a brakeman shut the door and sealed it and soon the car was part of a freight train bound for New York.

The train reached the Oak Point yards in The Bronx late yesterday afternoon and it was 5 o'clock when the boys emerged. In Fort Square they found a policeman, who heard their story and gave them food. They went to the Children's society rooms last night and will be sent home to-day.

SUNDAY TRIALS GOOD HERE.

Habeas Corpus Writs for Two Committed Prisoners Dismissed.

Supreme Court Justice Hendrick dismissed yesterday two writs of habeas corpus obtained by attorneys for persons committed in Magistrates' courts on Sundays. The lawyers contended that the recent decision of the Appellate Division of the Supreme Court in Brooklyn required the discharge of the prisoners. Justice Hendrick held that a prior decision by the Appellate Division in this department gives the Magistrates power to conduct trials and commit prisoners on Sunday. He prefers to follow to the ruling in this department, which he says applies both to sentence after trial and after a plea of guilty.

HEARD FROM AFTER 8 YEARS.

Disappearance of Miss Frances Tansom Explained by Herself.

The disappearance of Miss Frances Tansom of Buckland, Mass., while a student at Boston University eight years ago, has been explained by Miss Tansom herself, now Mrs. W. A. Roberts of New York, in letters written to friends in Massachusetts.

Mrs. Roberts says in these letters that as a student she was highly nervous, and becoming dissatisfied with a college career she determined, without consulting any one, to leave the University. She went directly to New York where she entered a hospital and became a nurse. Three years ago she met Mr. Roberts, and they were married in 1910.

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If you have a Dress Suit, or if you intend to have one, have one that is correct, have one which will be right—don't look like Marceline looks in the suit he wears in his uproariously laughable act at the Hippodrome.

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UNION SQUARE, 14th Street, West of Broadway.

FREIGHTER BURNED AND SANK IN RIVER

The Little Jose's Funnel and Masts All of Her That Is Above the Water.

Fog obliterated things afloat in the East River early yesterday morning from everybody on the piers and the holds of vessels taking on cargo were almost as dark as at night. The Norwegian steamship José, a little fruiter chartered by the United Fruit Company, had discharged the bananas she brought up from the West Indies and was loading at Pier 15, East River, a cargo of gasolene and kerosene. Down in the hold where the derrick swung cases of kerosene in slings there was a foreman with a lantern directing the stowing of the cases. One of the cases containing 100 gallons of oil slipped from the sling and smashed on the bottom of the hold. The foreman in getting out of the way dropped his lantern and instantly the hold was aflame and all hands scrambled up the steel ladder to the deck.

Capt. Rasmussen and his crew stretched the ship's hose and made an effort to subdue the fire, while a watchman turned in an alarm from the pier. Deputy Chief Delaney came with shore apparatus, and the fireboats New Yorker and Zophar Mills attacked the blaze from the river. The hatches, all of which were open, were soon belching smoke and flame like the craters of volcanoes. It was decided to pull the José out into the stream to save the pier property and other vessels in dock near by. The fireboats were assisted by the police boat Patrol in towing the burning freighter out into the channel. The intention was to run her on the Jersey flats. But the deluge that had been turned into her hold by the fireboats and the shore engines sank her off Coenties slip in a vast cloud of steam that made the fog a bit thicker.

The crew of the José left her in small boats when she was pulled out from the slip and went aboard the New Yorker and the Mills. Capt. Rasmussen, according to the immemorial custom of the sea, was the last man to leave the José, but the last creature to give her up was the skipper's collie dog. The flames rolled on, he would not go, but at last as the decks were buckling under the heat he plunged overboard, swimming away from the boats, and was lost in the fog.

The tops of the José's funnel and her masts are visible. She will be raised, because she is a danger to navigation. When the fire burst forth the José had loaded 10,000 cases of kerosene into her forward hold and 4,000 cases of gasolene into her after hold. All of this was destroyed. It is unlikely that the wreck will be worth repairing. The José belonged to B. Hansen and hailed from Norway. She measured 930 tons.

DANIEL IN THE DEN DISCUSSED

Church Conference Divides Over Resolution Denouncing Doubting Writer.

PHILADELPHIA, March 13.—A mass meeting in celebration of the 125th anniversary of the Philadelphia Conference of the Methodist Episcopal Church will be the principal feature of to-morrow's session of the conference, which opened to-day in St. George's Church. The morning session to-day was devoted to the annual communion service and the roll call, and the selection of officers.

The Rev. Dr. S. M. Vernon introduced a resolution denouncing the writer of articles in the Sunday school magazine of the denomination discrediting the story of Daniel in the lion's den.

The resolution was violently opposed by some, who said that the articles in question were very interesting to the mature mind. It was argued, however that the Sunday school children were beginning to doubt the Bible because of these articles.

Bishop Neely diplomatically obtained the consent of the conference to table the resolution for the time being. The Bishop also suggested that the resolution be rewritten, as it referred to himself in an indirect way.

ANNOUNCEMENT

CERTAIN unscrupulous houses have been in the habit of showing fictitious Callot models made up for the purpose of selling their inferior goods [even using copies of our belts].

This then is to make public the fact that only the following mentioned firms have bought our models and from none other in the United States can they be purchased.

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Hannan	2 "	M. Anderson Warner	5 "	L. Loran	3 "
Wm. T. Hardy	14 "	Lord & Taylor	3 "	Newburger	3 "
Mme. Helene	2 "	Butler	1 "	A. H. Balcom	2 "
Hickson & Co.	2 "	W. J. Daly, Inc.	3 "	A. E. Conlin	3 "
Hitchins	3 "	Hague	15 "	Henri Bendel	16 "
Leonard & O'Neil	2 "	Axtman	1 "	Aitken	2 "
Jean, Inc.	2 "	Arnold Constable	1 "	Cremins & Roche	2 "
M. Kenny	1 "	Haas Bros.	11 "	Ch. Heller	4 "
Kate Lilly	1 "	Julius Stein & Co.	2 "	Mrs. Allebone	3 "
Louise & Co.	1 "	Mrs. Osborn & Co.	5 "	R. H. Macy & Co.	1 "
K. & M. O'Connel	2 "	B. Altman & Co.	2 "	G. W. Goetz	1 "
O'Hara	14 "	Schwartz	6 "	Ralston-Morrison	5 "
Sullivan	1 "	Mme. Boulanger	3 "	McNally	30 "
Sandifer	1 "	Benett	2 "	J. Wanamaker (N. Y. & Phila.)	2 "
E. Shanahan	16 "	Ulrich	1 "		

BROOKLYN.

Abraham & Straus	1 Model	MINNEAPOLIS. Mrs. R. H. Boyd	9 Models	SAN FRANCISCO. Verdier	2 Models
Fredk. Loeser & Co.	2 "	Helen	5 "	Mme. Leuenberger	2 "

PHILADELPHIA.

Mme. Herbst	2 Models	Mrs. S. G. Altemus	10 Models	Nash	4 Models
Mrs. Graham	6 "	Mecley	6 "	Claflin	2 "
Mrs. FitzPatrick	1 "	Miss Brookes	5 "	Gimbel Bros. (N. Y. & Phila.)	10 "
Mrs. E. Challenger	1 "	James Kater	2 "		

BOSTON.

L. P. Hollander & Co.	7 Models	Miss Gallaher	3 Models	Mr. Bradley	1 Model
S. M. Wilson & Co.	3 "	C. F. Hovey & Co.	2 "	Misses Devlin	1 "
Driscoll Inc.	4 "				

CHICAGO.

Miss Hartigan	4 Models	Mme. Whitney	4 Models	Marshall Field & Co.	3 Models
Miss Staples	2 "	Carson, Pirie, Scott	3 "		

BALTIMORE.

Miss Hall	3 Models	O'Connor	2 Models	Puechsl	3 Models

CLEVELAND—Black 1 Model

ADDITIONAL LIST SINCE ABOVE ANNOUNCEMENT:

NEW YORK Kurzman	14 Models	NEW YORK Lichtenstein Millinery Co	9 Models	KANSAS CITY. Emery Bird Thayer	1 Model
Robb	1 Model	BOSTON. Ruby	11 Models	PITTSBURGH. Wilson	5 Models
Frances Smith	1 "	Gallaher	3 "		
Donovan Co.	2 Models				

WILL ANNOUNCE FURTHER PURCHASES

R. R. MEN TO MEET ENGINEERS.

First Conference Over Wage Demands Is To-day.

Members of a committee of locomotive engineers will begin conferences to-day with the committee of twelve executive officers of Eastern railroads over the demands made on these roads by the Brotherhood of Locomotive Engineers for increases in wages to bring them to the level of those paid on the Western roads. The conferences will be held in the Engineering Societies Building, 29 West Thirty-ninth street, and at them the engineers will explain in detail their reasons for the demands.

To the engineers on all the Eastern railroads were granted a year and a half ago increases ranging from 7 to 18 per cent. on their wages at that time. After the agreements had been made with the men, based on the increased wages, the Interstate Commerce Commission refused to sanction a general increase in rates by the railroad companies to meet the increased wages. The new increases demanded affect 20,000 engineers on fifty railroads.

Meetings of the committees of the engineers and railroad men were held yesterday afternoon to prepare for the conferences over the demands. Grand Chief Warren S. Stone of the Brotherhood of Locomotive Engineers attended the engineers' meeting. He said he had hopes that an amicable settlement would be reached. Asked if in view of the increases in wages granted a year and a half ago he thought the increases now demanded were justified, he said:

"If the demands were not justified in our opinion we would not have made them. They were not drawn up until they had been carefully considered and the various conditions which we believed made them justifiable were discussed at many meetings."

A. W. Sullivan, ex-general manager of the Missouri Pacific, is chairman of the railroad men. He said that the increases in wages demanded by the engineers would aggregate $10,000,000 yearly additional expense to the railroads.

"The engineers," he continued, "want a general levelling up of their wages to the rate of wages paid in the West, where the conditions are totally different from those existing here. It would be idle to make any predictions until we meet the engineers and hear their explanation of their reasons for the demands."

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