

DAMAGING FLOODS ARE PREDICTED

PRESIDENT WILSON WAS IN MILWAUKEE TODAY

Spoke There This Afternoon at 2:00 O'clock and Then Went to Chicago for the Evening Meeting.

FIVE MINUTE TALKS ALONG THE LINE

Special Train Arrived in Chicago at Early Hour and Left for the Beer City at 10:00 O'clock.

[United Press Leased Wire Service.]
ON BOARD PRESIDENT'S SPECIAL, Jan. 31.—President Wilson arose early today and started preparations for two big addresses he will make in Milwaukee and Chicago within the next twelve hours. In addition he will make several brief speeches from the rear platform of his train.
This afternoon at Milwaukee, the president will be in the heart of the so-called "hyphen country." The theme of his address is expected to develop around a message he sent yesterday to a meeting of Hungarians in New York City. In that message he expressed very deep and sincere confidence in the great body of our fellow citizens who have strengthened and enriched America by adding their energy to our own, out of the nations which have joined their stocks to make a great America.
He is expected to appeal to those of foreign lineage as well as those American born, to unite with him in building up the defenses of this country against dangers "which threaten it from without."
Tonight the president will speak in the Auditorium in Chicago.
Friends of the president express great enthusiasm over the receptions which have been accorded him at all points. It is now indicated that before the president concludes his preparedness campaign, he will visit on different trips, nearly every portion of the country.
The central west likes Mrs. Wilson. This is clearly indicated in the receptions accorded her on the first few laps of the president's swing around the circle. On every vent of her appearance with the executive, the applause accorded her has closely rivaled that of the president. Along the route today eager faces peered through the windows of the president's car. The eyes were for Mrs. Wilson and it is noticeable that enthusiastic expressions of approval always follow sight of her. It obviously pleases the president.

At Chicago Depot.
CHICAGO, Jan. 31.—President Wilson's special train arrived at the La Salle street station at 8:11 a. m. today. The president did not leave his

car, which was immediately switched to the Northwestern tracks for the journey to Milwaukee which begins at 10:15 a. m.
The president, Mrs. Wilson, Dr. Grayson and Secretary Tumulty had breakfast in their car as the train reached Chicago. Mrs. Wilson, it was announced, will accompany the president to Milwaukee, not remaining in Chicago for a shopping tour, as was previously believed.
Mrs. Wilson wore a shirt waist suit at breakfast this morning, and joined with the president in waving at crowds at the railway stations en route.
The crowds at both the Chicago and Northwestern and La Salle street stations were not permitted to enter the train gates, but were kept back by policemen.
Five minute speeches at Waukegan, Kenosha and Racine were to be made enroute to the Wisconsin metropolis, which was to be reached at 12:15.
The president speaks at Milwaukee at 2 p. m.
On the president's return from Milwaukee at 8:15, hundreds of mounted policemen will guard the line of his progress from the Northwestern station to the Blackstone and later to the Auditorium.

The president today authorized a denial of a Washington dispatch that he has changed his views on the right of Americans to travel on ships of belligerent nations. It was stated that he is not in favor of Senator Gore's bill which would bar Americans from such ships, but stands on the principle that a citizen of the United States has unquestionable rights on the high seas.
President Wilson's special train left for Milwaukee at 10:07 a. m. today after a two hour stay in Chicago.

As the train was about to pull out from the station, an air hose exploded with a blast and thrilled everyone in the train. The president was assured there was no danger.
As the president's train was leaving the Northwestern station for Milwaukee, Secretary Tumulty was shown.

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THIRTY BODIES RECOVERED OF THOSE LOST IN FLOOD

Corpses Robbed of Jewelry by Ghouls Before Guards Were Stationed.

[United Press Leased Wire Service.]
SAN DIEGO, Calif., Jan. 31.—Looting by ghouls who cut ears and fingers from the corpses of women to obtain their jewelry, was reported today from the flooded district to the south where new hundreds were fleeing greater floods than Friday's which cost upwards of sixty lives in the Otay valley.
United States marines, placed in charge of the situation, were said to have shot several Mexican looters.
About thirty bodies have been recovered. Before a guard could be placed over them, the corpses were robbed of valuables and some mutilated where the ghouls tore or cut away their loot.
Suddenly rising flood waters strengthened the belief that one or more of the city's other water supply reservoirs had given away. Automobiles were used in spreading the alarm. Residents of Imperial beach, at the mouth of the Tia Juana river, down which the wall of water came, fled for their lives.
The floods devastated the Otay, San Luis Rey and San Pasqual valleys extending south beyond the lower California boundary and nearly wiping out Tia Juana, Mexico, with its new \$200,000 race track.

The principal entrance to the Otay territory, by way of Coronado, Calif., was guarded by U. S. marines from the battleship Oregon and the cruisers Milwaukee and South Dakota. Sight-seers were turned back. With loaded rifles and a supply of cartridges in their belts, the marines had orders to shoot looters on sight. Vigilance committees in the other valleys reported having the situation well in hand. Relief work among the hundreds of homeless was being organized.
With fair weather today, the worst was believed to be over. Workmen were strengthening dams which threatened to weaken. The theory that cloudbursts in the hills on the watersheds caused the other reservoirs to give way, was being investigated.

Waters Receding Today.
SAN DIEGO, Calif., Jan. 31.—With the waters receding today, reports tended to discredit the earlier rumors of great loss of life in the flooded Otay, Tia Juana and San Pasqual valleys.
The latest estimates were that only about twenty-five persons perished in San Diego county, mostly Italians, Mexicans, Chinese and Japanese. Eleven bodies have been recovered.
Bands of Mexicans looted stores and houses at Tia Juana, Lower California, Sunday. Looting was also reported on the American side of the border before United States marines

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FRANCE

[United Press Leased Wire Service.]
PARIS, Jan. 31.—In a Zeppelin raid on Paris at 11 o'clock last night, ten incendiary bombs were dropped. The authorities announced today that no damage was done, so far as is known. Six incendiary bombs dropped in the second raid within twenty-four hours, fell in an open field in the suburban section, bursting into flame. The others fell in the vicinity of a factory, exploding harmlessly.
French air patrols attacked the raiding dreadnought which fled northward, escaping in the mist. The Zeppelin sped over the city at such a great height that searchlights were unable to pick it out of the curtain of fog and it was not shelled by anti-aircraft guns. Only the faint hum of the dirigible's engines was heard. The Paris newspapers are calling for immediate raids upon large German cities as measures of reprisal for the killing and wounding of more than fifty persons in Paris again sounded warning today that a whole squadron of Count Zeppelin's sky monsters accompanied by several of the fokker "air uhlans," may swoop upon Paris any night. The raids of Saturday and Sunday night, aeronautic experts wrote, undoubtedly were for the purpose of testing out Paris aerial defenses, preparatory to greater raids.
The majority of the people of Paris only learned through their newspapers today of the second raid on the city last night.
"The lights out" warning was sounded at 9:50 p. m., while great crowds were in the boulevards, theatres and restaurants, but when the lights were turned on again an hour and a half later, it was reported that the Zeppelin had been driven off. It was several hours later that the police were informed of the pursuit of the Zeppelin over the suburbs.
An official statement today said that twenty-six persons were killed and thirty-two injured in Saturday night's raid. The property damage was less than \$100,000.

Squads of laborers are digging in the ruins of a five story tenement building built in half by one of the six hundred pound bombs, for bodies today.
Auguste Pettjean, a souave, had obtained a leave of absence from the front and had reached home Saturday evening, eager to escape the war for a few days, with his family. While he sat at the table with his wife, his two little boys and three other relatives, the war came to him. The bodies of

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AUTO MURDER IS A MYSTERY

Two People Killed and Two Injured on Road, is Puzzle for the Police.

NEGRO IS ACCUSED

Several Peculiar Matters Connected With the Crime Which is Thought Case of Robbery.

[United Press Leased Wire Service.]
BUFFALO, N. Y., Jan. 31.—An auto murder mystery of puzzling angles confronted the police today in the assassination of two persons and the mortal wounding of a third on the lonely Orchard Park road, two miles from Buffalo, early today, by a negro.
Mrs. Charles Tepler, 67, widow of a wealthy manufacturer, was shot through the back of the head and killed instantly. Her son, Frederick, 36, was struck on the head by an iron bar and his skull crushed. Grace Tepler, 32, a daughter, was wounded probably with the same weapon and lies near death at the Sisters hospital.

The only clues which may lead to the apprehension of the negro bandit are: Handkerchief found in a ditch nearby; muddy fingerprints on John

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ENGLAND

[United Press Leased Wire Service.]
LONDON, Jan. 31.—The Dutch steamer "Massetijk" has been beached. The British received here today said that two of her crew were killed.

[The above message as passed by the British censor, gave no hint of the nature of the accident, but it is presumed that the steamer was torpedoed or mined.]

Effective Blockade of Germany is Called an Impossible Feat

[By Carl W. Ackerman, United Press Staff Correspondent.]
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BERLIN, (via wireless) Jan. 31.—An effective blockade of Germany is impossible, Admiral Von Holtzendorff, chief of the German admiralty staff, declared today in an exclusive statement to the United Press.

England, he said, could under no circumstances stop commerce in the Baltic between Sweden and Denmark and Germany. For weeks, he pointed out, no British submarine has had any success in the Baltic. The Russian fleet is frozen in Russian harbors. The only effect of a declaration of blockade by the allies, the admiral stated, would be upon neutrals and upon the women and children of Germany. He hinted strongly that Germany is prepared for any action by Great Britain.

"When I say a new blockade of Germany would be a bluff, don't misunderstand me," said Admiral Von Holtzendorff. "Germany looks earnestly but fearlessly, upon any enemy plans to cause her women and children to suffer. But because such a blockade is impossible I say it is a bluff."
"Ask any Swedish merchant, ask Swedes in Berlin, ask anyone knowing the Baltic situation. They will all tell you that commerce between the two countries is absolutely normal. For four weeks no English submarine has had any success in the Baltic. We intend to make it more impossible. Because an English blockade of our Baltic ports is out of the question, an attempt at an effective blockade would be a bluff. England already hampers German trade. If a blockade should be declared now, it would be contrary to international law. It would not be a blockade of Germany, but of neutral countries about her.

England's purpose is to make difficulties for our families, thinking this will affect the men in the trenches—and it will, for when the men learn that their families are being made to suffer by the enemy opposite them, they will be more determined to fight the harder.
"England's purpose in this war, as her officials have repeatedly stated, is to cripple Germany and destroy her commerce. After eighteen months of

war she has not been successful. Her effective blockade will have absolutely no effect upon our military developments. We long ago prepared for any emergency."

The admiral is a small, plump, energetic man, with thick white whiskers and a hearty handshake. He greets you smiling, with a military bow, a firm grip and a word of greeting which comes so suddenly that you forget you are in the presence of one of the kaiser's most trusted officials. For five months he has held the important post as chief of the admiralty staff. He has watched the official relations between the United States and Germany grow friendlier. During his direction of the admiralty staff, submarine activities have centered with great success in the Mediterranean, the most successful air raid on London was planned, and the Baltic freed of English submarines.

"The admiral is a Boer, not a talker, as evidenced by the things he had accomplished, and by the fact that this is the first time he ever talked for publication.
"What effect would a stricter blockade have upon Germany's military plans?" he was asked.
"Absolutely no military advantage would be gained," the admiral answered. "We have all the things necessary for war for years."

It was suggested that persons in allied countries believed that by stopping all imports, Germany would be forced to sue for peace.
"We have all we need to clothe our soldiers," said Admiral Von Holtzendorff. "We have everything necessary for our campaigns. The stopping of one box or a thousand from entering Germany will not interfere one iota with our military plans. It will make food articles for non-combatants more scarce. But this no more than the Bardanelles expedition, will bring an English victory. Neutrals and our people will bear the burdens, but a further effective blockade reported being planned, would be contrary to international law and I am sure neutrals would so regard it."
When the admiral spoke of Germany's abundant military supplies, I

ITALY

[United Press Leased Wire Service.]
ROME, Jan. 31.—Thirty thousand Austrian prisoners, five guns, sixty-five machine guns, many thousands of rifles and other war material have been captured by the Italians since the beginning of the war, said an official statement given out today.
"Despite the formidable Austrian defenses and adverse conditions, Italian troops crossed the Austrian frontier at the opening of hostilities and occupied important strategic positions in Cadore-Carnia and on the Isonzo," said the official statement. "Italian artillery now commands Torino and Goritz, preventing the Austrians from approaching these important supply bases."

FORTIFYING ALBANIA.
BERLIN, (via wireless to Sayville) Jan. 31.—The Italians have landed another infantry division and several batteries of heavy artillery at Valona (Avlona) in southern Albania, according to Vienna dispatches today.

"Italy will not give up Albania, but considers the efficient defense of southern Albania a military and political necessity," said the dispatch. "It is also reported that Italy lacks sufficient troops of her own and has asked help from England and France."

GERMANY

[United Press Leased Wire Service.]
BERLIN, (via wireless to Sayville) Jan. 31.—German Zeppelin raids on Paris Saturday and Sunday nights were in retaliation for French air attacks on the open German city of Freiburg, the war office announced this afternoon.
The official statement called attention to the fact that Paris is a fortified city, whereas Freiburg is an open town lying outside the war zone. The war office added that the attacks on Paris apparently were satisfactory.

The repulse of all French counterattacks in an effort to counter positions taken by the Germans in their great offensive movement last Friday was claimed in this afternoon's statement. The war office indicated, however, that the Germans have not renewed the attack.

FLOOD WARNING ISSUED BY WEATHER BUREAU

Mississippi River Will be at High Stage for Some Time from Cairo to the Gulf.

THE OHIO ALSO, CANNOT BE TRUSTED

Indiana Streams are Out of Their Banks and Sweeping Through Farming Section Many Miles Wide.

[United Press Leased Wire Service.]
WASHINGTON, Jan. 31.—Warnings of further floods in the Ohio, Mississippi and Arkansas valleys and a forecast that they will be long continued, were issued by the weather bureau this morning.
"The heavy rain of Sunday in Arkansas, the lower Ohio and the Mississippi valley, coming upon rivers already flooded, have created a serious situation.
"High stages from Cairo to the gulf will be long continued," the bureau said.

Morning stages today were: St. Louis, 31.2 feet, flood stage, 30. Cairo, 51.4 feet, flood stage, 45. Memphis, 39.8 feet, flood stage, 35. Vicksburg, 50.1 feet, flood stage, 45. New Orleans, 17.8 feet, flood stage, 18.

Higher Than 1913.
—AZUL, Ind., Jan. 31.—Water higher than the floods of March, 1913, were sweeping over large areas in this section today. The waters are still rising. The Eel river has flooded bottoms over two miles wide. Many farmers have moved out with their stock.

Kentucky Levee Broke.
HICKMAN, Ky., Jan. 31.—The levee

here broke early today forcing 1,600 people to flee from their homes. All escaped.

Landslide on Railway.
JEFFERSON CITY, Mo., Jan. 31.—Landslides along the Missouri Pacific right of way from New Haven east to Washington, today blocked traffic of the eastern division of the railroad. Wire communication with the effected section is crippled and the extent of the damage is unknown.

Basements Flooded.
SPRINGFIELD, Mo., Jan. 31.—Three thousand basements today are flooded here following a big rise in Jordan creek yesterday. Both the wholesale and part of the residence section were inundated. Furnace fires were extinguished. A torrential rain and sleet storm over parts of four states, damaged property to the extent of many thousands of dollars.

Traffic on the southwestern division of the Frisco is blocked because of a landslide near Winslow, Ark.

Another Levee Breaks.
MOUNT CARMEL, Ill., Jan. 31.—The Brevoort levee protecting the Big Four track from St. Francisville to Vincennes, Ind., went out at noon. Fifty thousand acres of land probably will be flooded.

Fell Over Dead.
[United Press Leased Wire Service.]
MUSCATINE, Iowa, Jan. 31.—J. R. McLean, overseer of the Iowa State Game and president of the Muscatine County Crop association, fell over dead while eating supper at his home near here last night.

Committee to Investigate.
[United Press Leased Wire Service.]
WASHINGTON, Jan. 31.—A subcommittee today was named by Acting Chairman Overman of the judicial committee to investigate Louis D. Brandeis' fitness for appointment to the supreme court.
The senators named are Chilton of West Virginia; Fletcher of Florida, and Walsh of Montana, democrats, and Clark of Wyoming and Cummins

of Iowa, republicans.
Of this five, it is thought that Chilton and Fletcher and possibly Walsh will be susceptible to white house influence even if their private opinions are adverse to the Brandeis appointment. Clarke, republican, is determinedly opposed to the appointment and Cummins is inclined to be so because of Brandeis' action in the five percent increase. However, Cummins claims he has yet an open mind.

Carthage Man Arrested.
[United Press Leased Wire Service.]
CHICAGO, Jan. 31.—On complaint of the Fay hotel at Peoria, Ill., former State Senator James E. Gibson of Carthage, Ill., was arrested here today, charged with passing checks which were returned unpaid.

MUCH ANXIETY CAUSED BY MISSING SUBMARINE

The K 5 Lost in the Fog While on Her Way to Winter Maneuvers.

[United Press Leased Wire Service.]
WASHINGTON, Jan. 31.—Missing since one o'clock Sunday morning, no trace of the submarine K-5 "lost in the fog" off Charleston, S. C., had been found early today.
Gravest fears for the missing submarine and her crew of six men were expressed. Officials held out hope, however, that the submarine may have merely lost her way or become disabled. Every available naval auxiliary from the Charleston and Norfolk navy yards was today combing the seas between Cape Hatteras and Charleston.

A flotilla of destroyers, submarine tenders, scout ships and coast guard cutters were in the search.
After an all night vigil at the navy department, the only word received by wireless and wire, was the bare statement that the K-5 was missing when the rest of the flotilla of K boats, the K-1, K-2 and K-6 arrived off Charleston. They had sailed Friday from New York for Pensacola for winter maneuvers, conveyed by a monitor and the submarine tender Tallahassee.
The navy department had no definite information regarding the number of men aboard the K-5, but it is understood she had one officer and between five and eight bluejackets.

The K boats were all traveling under their own power.
Reports to the navy department were that the K-5 was last seen off the Carolina coast north of Charleston. A heavy fog blanketed the sea and when the other vessels arrived off the Charleston bar, the K-5 did not put in an appearance. The boats were last together off Cape Roman, where the search is being centered. Navy officials were at a loss today to explain the disappearance of the submarine, no heavy weather having been encountered. The Carolina coast, while treacherous, was not believed to have caused the submarine's difficulty. That the commander may have lost his way in the fog and run aground, or run short of fuel and forced to lay by until relief arrives, were the explanations advanced. The K-5 was authorized in 1911 and cost \$500,000.
The K-5, commanded by Lieut. R. C. Graby and Lieut. Hugh C. Racer, has the following crew: Geo. C. Abbey, ship's cook, Vera Cruz; Perry L. Albe, gunner's mate, Newport, R. I.; Andrew Bourne, gunner's mate, Newport, R. I.; William J. Brady, gunner's mate, Sheffield, Pa.; Arthur Brown, gunner's mate, Whitesville, Miss.; Otis O. Gallow, gunner's mate, Chicago; Paul Davidson, gunner's mate, Princeton, Ind.; Howland Droge, electrician, Fleming, L. I.; John M. Emory, machinist's mate, Poughkeepsie, N. Y.; William Gottlieb, electrician, New York; Frank Jackson, machinist's mate, Johnstown, Pa.; John W. Kathke, machin-

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