

ZEPPELINS KILLED 54 IN NIGHT RAID ON ENGLAND

Weather—Fair to-night and Wednesday; much colder.

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BRITISH S. S. APPAM SEIZED BY RAIDER; GERMAN CREW BRINGS IT ACROSS OCEAN

54 KILLED, 67 INJURED IN MOST DISASTROUS RAID BY ZEPPELINS ON ENGLAND

Big Dirigibles Make Greatest Sweep Over English Territory—Squadron of 20 Zeppelins Reported Ready for Another Invasion.

LONDON, Feb. 1.—Fifty-four persons were killed and sixty-seven injured in last night's Zeppelin raid. The figures giving the casualties were contained in an official statement issued here this afternoon.

The official statement says bombs were dropped at several towns and in rural districts in Derbyshire, Leicestershire, Lincolnshire and Staffordshire. Some damage to property was caused.

The number of dead and wounded may be increased by later reports, it was indicated. The official statement said that reports from towns and cities bombarded are still incomplete. The raiders were hampered in their operations by a mist, which made it impossible to hurl down bombs accurately or to gauge their surroundings.

The four counties raided by the Zeppelins lie about one hundred miles north and northeast of London and contain some of the greatest manufacturing cities of England. Manchester and Sheffield lie only a few miles north of the line of counties officially reported to have been raided.

Total casualties, as officially reported, in eighteen Zeppelin and aeroplane raids on England since the beginning of the war, is: Killed, 224; wounded, 462.

Excepting the raid on London on Oct. 13, 1915, when 55 persons were killed and 115 injured, the Monday night invasion by Zeppelins was the most disastrous air attack in history.

At least six or seven Zeppelins, the War Office says, took part in the raid. No more than three Zeppelins at any one time have ever been reported in a raiding squadron.

The fact that the airships raided the interior counties also indicates that they penetrated many miles further than ever before into the country. Previous raids have been on the coast counties, except for those on London.

A squadron of twenty Zeppelins, some of them equipped with the new silent motors, has been manoeuvring over Belgium for several days, preparing for a great "air drive" on London, according to Amsterdam despatches to-day. The raid last night was only preliminary to a great attack from the sky, it is believed here.

A dozen German aviators have been observed in the manoeuvres with the Zeppelin squadron over Belgium, Amsterdam reported. The type of aeroplane was not made out by travellers arriving in Holland. They reported that all Belgian civilians were being excluded from the country near where the manoeuvres are going on. London experts believe the aeroplanes were Fokkers, assigned to accompany the Zeppelin raiders and give battle to English aeroplanes which may climb into the heavens to attack the dirigibles.

Last night's raid was not entirely unexpected. All the newspapers predicted another air invasion following the visits to English east coast towns by German aeroplanes last week. It was realized that these flights were for the purpose of "feeling out" England's new air defences.

By direction of the naval and military authorities, the police to-day ordered discontinuance of chimneys and the striking of hours by public clocks between sunset and sunrise, as a precautionary measure.

The Times to-day, commenting on a phase of the recent developments,

WILSON AWAKENS PATRIOTIC WAVE ALL ALONG ROUTE

Men, Women and Children
Cheer and Hold Flags at
Every Station.

ON WAY TO DES MOINES.

President Saves Voice While
Travelling Through Strong-
hold of Progressives.

By Samuel M. Williams.
(Special Staff Correspondent of
The Evening World.)

OTTAWA, Ill., Feb. 1.—President Wilson's trip to-day from Chicago to Des Moines was one continuous ovation of cheering and flag waving through two States, Illinois and Iowa. He has suddenly been transformed into a popular hero and there is being poured out on him the enthusiastic adulation of uncounted throngs of plain people in the small cities, the towns, the villages and the farms. At every station, even though the train did not stop, there were crowds assembled in zero weather to give him a cheer. In many places the schools were dismissed and the children, under leadership of their teachers, were massed at the station to get their first object lesson in patriotism and to cheer for the man who is now winning the Middle West in a most amazing manner.

President Wilson seems to have touched a responsive chord in the heart of the mass which knows little about politics. It is as though he typifies to them true Americanism and that they must salute him with the stars and stripes. A tidal wave of emotional love of country has been let loose on these Western prairies. The women and children have suddenly become demonstrative with it, even more so than the men. They form a large part of every assembly, doubly inspired by the newly acquired fervor for patriotism and the truly feminine curiosity to see Mrs. Wilson.

In return President Wilson is getting into closer touch with the people. He has begun to make his appeal direct to them, telling his audiences that he has come out to report to them the facts of what is going on in the Government and to take counsel with them. It is the policy adopted by Charles E. Hughes when Governor of New York, and the political effect of such a course is alarming to partisans of both sides.

TRAVELS TO-DAY THROUGH PROGRESSIVE TERRITORY.

The President had sounded the note of non-partisanship in both preparedness and tariff. He travelled to-day through the heart of Progressive territory, and the thousands that were once enrolled members of the Bull Moose herd gave attentive ears to the President. Particularly did they like his assertion that the Government would establish its own munition and armor plants to make ready for national defense.

The first large town out of Chicago through which the Presidential special ran was Joliet. Five thousand people were packed around the station, most of them waving flags and cheering. The train crawled slowly through the town. The President and Mrs. Wilson stood on the rear platform answering the salutations. The crowds ran down the track in pursuit, crying for the train to stop and begging for him to speak to them.

At Ottawa, where this despatch is dropped off, the same scenes were repeated. There are few Democrats in this section of the country, but the masses apparently have forgotten

HEARD HEALIS SAY HE KILLED MOHR, WITNESS SWEARS

Fellow Prisoner of Chauffeur
Brings in Another "Con-
fession" at Trial.

WIDOW RESTS HER CASE.

In Tears Again as Witness
Tell of Husband's Death
in Hospital.

Special from a Staff Correspondent of
The Evening World.

PROVIDENCE, R. I., Feb. 1.—George Healis, the negro who was chauffeur for Dr. C. Franklin Mohr, was directly charged this afternoon at the trial of Mrs. Elizabeth Tiffany Mohr and the two negroes with being the sole and unaided murderer of the physician. The charge came in the testimony of David Pine, who was called in the defense of the negro Victor Brown, after Mrs. Mohr's attorneys had rested their case.

Pine testified that when he was a convict in the Providence County Jail, last September, Healis made a practically complete confession to him.

Attorney-General Rice made every effort to have the testimony of Pine excluded, and did succeed in having some of the questions and answers stricken from the record, but all that Pine had to tell reached the jury.

Pine was called by William H. Lewis, counsel for Brown.

Q. Did you see Healis with a paper in his hand while you and he were in the jail and hear him say that the Attorney-General would give him \$50 if he'd answer "yes" to the questions written on it, and also that he'd serve two years while Brown and Spellman would get life?

Pine answered "Yes, I did," before Mr. Rice could jump up with his objection. Then Justice Stearns sustained him and ordered the question struck from the record.

Q. Did not Healis say to you that day, "Well, Pine, I done this. They questioned me so close that I had to bring others into it to save myself. I was going to run to the nearest house and say that there had been a holdup, but after I dragged Miss Burger to the side of the road I didn't have time?" A. Yes, he said that.

Miss Amy N. Nye, the trained nurse who accompanied Mrs. Mohr to the Rhode Island Hospital the night Dr. Mohr was shot, was the first witness called to-day. She lived on the second floor of the house in which Mrs. Mohr lived, No. 1 Reservoir Avenue.

"I came downstairs when the house was aroused that night," Miss Nye testified, "and after learning what had happened I went in to quiet the Mohr children. Mrs. Mohr was crying."

On the way to the hospital Mrs. Mohr continued to cry, according to the witness.

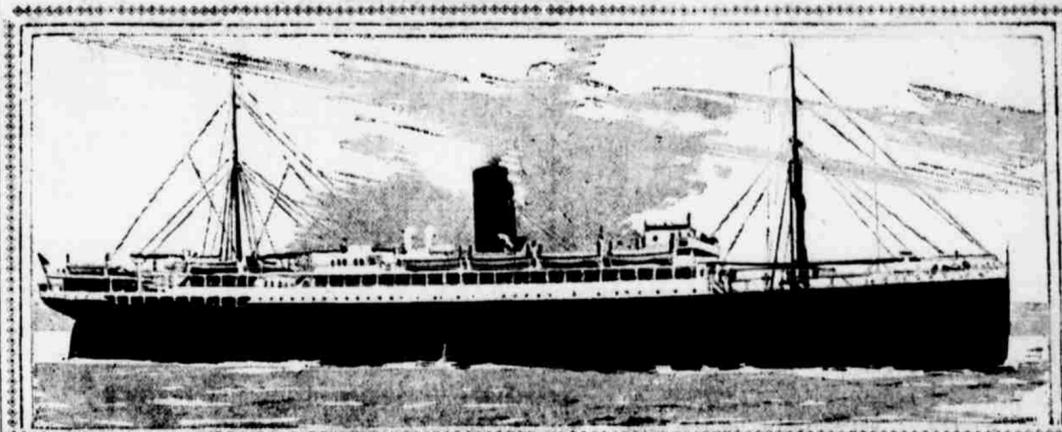
Rev. William McNamara of the Bethlehem Home, Providence, who has had pastorates at Fall River, Providence and Oak Bluffs, Martha's Vineyard, and said he took great interest in Healis as one of his parishioners, testified that he had visited the chauffeur in Cranston Jail after his arrest.

Mr. Fitzgerald asked Father McNamara what Healis had said to him. "I asked him, 'Did Mrs. Mohr have anything to do with bringing about the murder of her husband?'" said the priest. "He replied, 'I don't know; she never said anything to me about it.'"

Cross-examination by Attorney General Rice:

Q. You went to see Healis to get a confession, didn't you? A. No, the whole State of Rhode Island couldn't

RAIDING SHIP THE MOEWE; BEGAN WORK AT KIEL CANAL



BRITISH S. S. APPAM SEIZED BY GERMAN RAIDER AND BROUGHT HERE A PRIZE

British Liner Which Had Been Given Up as Lost Overhauled Off the Canary Islands and Captain Sur- rendered to Preserve Safety of the 166 Passengers on Board.

NORFOLK, Va., Feb. 1.—Bringing with her one of the most remarkable stories in naval history, the British steamer Appam, supposed to have been sunk off the African coast, arrived here to-day flying the German

German Commander's Story Of How the Appam Was Taken

Says They Lay in Wait for Several Days, but Refuses to Describe the Raider.

NORFOLK, Va., Feb. 1.—Lieut. Oscar Berge's account of the capture of the Appam and his voyage in command of her from the Canary Islands to this port, was told while he smiled and smoked a cigarette.

"We knew we accomplished a great feat in bringing this vessel safely through the lines of the enemy," he said. "The ship is not hurt and she is a good prize. We waited for her several days, and had given up hope of getting her. We thought she had heard of us and gone to another port."

"We treated the passengers as best we could. We gave them every comfort and had the doctors care for the injured men taken from another ship."

"We had intended going to New York, but were advised that the enemy's ships were cruising near that point, and we changed our course to Norfolk. We expected to arrive here Sunday, but we had to be cautious, and went in a roundabout way to reach the Virginia Capes. We sighted no British cruisers but met several merchant ships. We might have taken them, but that would have endangered our arrival here, so we let them pass."

"Did a submarine accompany the ship that captured the Appam?" he was asked.

"That is war business," he replied. "We don't tell how we do things." "How many men were there on the ship that captured the Appam?"

"That also is a secret that we don't care to discuss."

"We had expected the Appam and we were waiting for her. When we hear from our Ambassador perhaps then I will tell you more."

"We expect to take this steamer to Norfolk until such time as we can get ready to return to sea. The passengers have begged to go ashore and the little children are so tired of the water."

There are five children and twenty women among the Appam's original passengers.

"Everybody is well, and we had a good time," continued the captain. "The poor men, they will get better in a hospital. We are tired ourselves and want to rest a while. When we captured the Appam, we had seen five months of hard work. We slept little and our nerves were tired. We were only a few miles from a port, but we dared not go in. We stood off and waited and when the Appam came we took her."

"We took another after that, but she was not good enough to take with us, so we sank her and took off her cargo. Only four of our men were hurt and none seriously. I had a wound in my arm, but it healed. None of our men on the other ship was killed."

German Vessel Sunk Seven Ships Be- fore She Overtook the Appam— British Governor of Sierra Leone and Wife Among the Passengers Captured by Raider.

flag, a Teutonic war prize, and with her passengers and crew as prisoners. She was in charge of a German prize crew of twenty-two, commanded by Lieut. Oscar Berge.

The Appam was captured by a German commerce raider somewhere off the Canary Islands on Jan. 15, according to the best information from passengers. There was a fight on her decks, during which two men were killed and several injured.

The most thrilling fiction story of the days of pirates has never equalled that told by men and women on the Appam, of how the liner was overhauled, how stout German sailors came clambering upon her decks and clashed with the Britons.

A message thrown from a port hole of the British steamer Appam to a United Press reporter this afternoon revealed the name of the German raider whose prize crew had brought the liner into port as the Moewe, gave the names of seven British steamers sunk by the Moewe and told that she had started the remarkable career of raiding from the Kiel Canal, passing entirely through the British naval lines.

She captured the Appam sixty miles north of the Madeira Islands. She is described as a tramp steamer. She approached the Appam flying a British flag. As she halted the Appam she ran down the British flag and pulled up the German colors.

The following seven British steamers were sunk by the German raider that captured the liner Appam, according to passengers.

Corbridge, with 6,000 tons of coal, Jan. 11.
Farrington, with 4,000 tons of copper ore, Jan. 11.
Drummond, 5,000 tons of coal, Jan. 13.
Aulthur, 8,000 tons of general cargo, Jan. 13.
Traitor, cargo of sugar, Jan. 13.
Ariadne, with 5,000 tons of wheat, Jan. 13.
Clan McFavish, with 10,000 tons of general cargo, including a large quantity of beef, Jan. 15.

With the British flag lowered and the double eagle at her masthead, the Appam then set out on one of the most remarkable voyages in history, which ended here when she put into port.

The entire Atlantic is hostile waters to the Germans. But the Appam eluded British naval vessels, avoided the regular passenger lanes on which she would have encountered British merchant ships without number, and slipped into this neutral port safe and sound.

It was first believed the Appam had been captured by a submarine, but passengers and members of the crew declared the Appam had been taken by a raider. It was not even known that a German ship was at large on the seas. Once in the hands of the Teutons, the Appam was

(Continued on Fourth Page.)

For something that is given or cost less than
Hoddy's Malted Milk. Avoid substitutes.—Advt.

(Continued on Second Page.)

(Continued on Second Page.)