

Wilson's Plea for 'America First' Wins Milwaukee

WEE BOY SPY AIDS MRS. MOHR

Mother Told Him to Pray for Papa, He Tells Jurors.

SAYS SHE, TOO, LOVED HUSBAND

Ten, and Just "Like a Brownie's Bust," Lad Amazes Courtroom.

By F. F. VAN DE WATER.

Providence, R. I., Jan. 31.—This is the story of how a little boy helped his mother.

It was told today by the impish, three-cornered mouth that is Charlie Mohr's heritage from her. This was the mouth that Mrs. Elizabeth F. Mohr kissed a few minutes before he took the stand, her witness in her murder trial.

Charlie was, in the past, his mother's spy on the doctor's liaisons with various women; his mother's thief, who stole the "little red book" from the physician's desk; his mother's go-between, who carried messages in regard to his father from her to negro stable hands in his employ.

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Charlie Knows Life's Squalor. Persons who would loom up higher above the rail of the witness box than Charlie Franklin Mohr did this afternoon know less of the squalor that is sometimes life.

For years the "good mother"—that is how Mrs. Mohr has described herself upon the witness stand—has numbered among the spies with whom she surrounded her husband her little and only son.

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Promotion Gown Will Be Her Shroud

"Left Back," Girl, 12, Runs from School to Leap to Death at Home.

There is a cracked mirror in the littered, dingy parlor of the Ostrow home. If that mirror had a voice it might tell of its service to Sadie, just turned twelve, who was most busily engaged with the furbelows and frills of the new white dress she wore to school yesterday morning.

It is so beautiful, my little darling! It might say Mrs. Ostrow said. Maybe it would also tell of the extra hours the mother had worked at her pushcart to spare the little money necessary to purchase the dress.

But the mirror couldn't tell of what went on in Sadie's mind between the hours of 8 and 12.

"Good morning, Miss Duffy," said Sadie, as she took her seat in the 7 B classroom of Public School 188, Third and Lewis streets.

But Miss Duffy was too busy marking little slips of pasteboard to notice Sadie's greeting. The girl tossed her golden curls in vexation and opened a book. She had a faint premonition of unpleasant news written on one of those small cards.

The morning wore on. It seemed never to end to the excited, fidgeting companions of Sadie Ostrow. All the little slips had been marked, placed in a pile, and the teacher, who for once wasn't teaching, was waiting to distribute them.

The hands of the clock approached ten minutes to 12. Miss Duffy arose from her chair, smiled, and asked that the ambitious whispers that had swelled into a buzzing stop.

Sadie Ostrow got up with the rest, shut her eyes and waited for her name to be called.

"Children," said Miss Duffy, "Sadie—"

She stopped as she searched for a card. Sadie! Twelve-year-old Miss Ostrow gulped. Which Sadie? What about Sadie?

"Sadie Pfeiffer," said Miss Duffy, "will skip into the graduating class, 8 B."

Sadie Ostrow breathed a sigh of relief. Yet she did feel envious. How lucky Sadie Pfeiffer was! If she—Sadie Ostrow—hadn't been left behind she would have been in the graduating class, too.

Soon Sadie got her card. She opened it nervously. One glance, and the world grew dark before her eyes. Something within her seemed to snap. She shouted:

"I can't stand it any more. I'm going to kill myself!"

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AUTO MURDERS BAFFLE POLICE

Mother and Son Slain on Lonely Road Near Buffalo.

GIRL, DYING, WILL NOT TALK

Surviving Son Guarded by Sheriff—Says Negro Fired Shots.

By The Tribune Staff.

Buffalo, Jan. 31.—"Nobody did it," whispered Grace Teiper this afternoon to Inspector Girvin at her bedside when she was asked to tell the story of the murder of her mother, Mrs. Agnes M. Teiper, and her brother Frederick on a lonely road near the Orchard Park line last night.

The girl, who is fatally injured, lapsed into unconsciousness again, leaving the police with one of the most extraordinary of crime mysteries on their hands.

J. Edward Teiper, the youngest son, who was with the party when the murders were committed and was slightly injured, is too weak to go to the office of District Attorney Wesley C. Dudley.

A deputy sheriff was placed on guard at his home to-night on Dudley's orders.

In spite of the young man's sworn statement that the party of four were attacked by a highwayman, apparently a negro, while he and his brother were fixing his automobile, the police have discarded that theory.

They say that Mrs. Teiper and Frederick were struck with some blunt instrument when they were out of the automobile and then placed in the car. No blood stains were found on the cushions, the police allege, although there was a bullet wound in Mrs. Teiper's head.

Although the murders occurred before midnight last night, the police knew nothing of it until morning. According to the early story of Edward Teiper he had accompanied his mother, sister and brother from his home in Orchard Park toward this city. His own automobile had been left alongside the road earlier in the day because of being out of order.

He intended to repair it and return home. The party had stopped near the stalled car when the attack was made. He says he was knocked senseless after hearing four shots fired. One of them hit his mother as she sat in the car, he said.

Inspector Girvin said the body of Mrs. Teiper was found sitting upright in the rear seat of the motor car, her hands crossed naturally in her lap. Although the nature of her wounds must have caused violent hemorrhages, no blood was visible in the car. Much of it was found on the roadway only a short distance from the automobile.

Efforts of the police to obtain from Grace Teiper some statement of the slaying of her mother and her brother were rewarded when the girl recovered consciousness for a few minutes.

Inspector Girvin sat at her bedside. "Who did this, Grace?" he asked. "The girl gazed at him in silence. "Grace, I want to know who did this," the inspector insisted.

The girl's lips moved. "Nobody did it," she said, and closed her eyes.

Inspector Girvin told Mr. Dudley that there could be no doubt that the shots which pierced the cover of the motor car were fired from the front, not from the rear, of the car.

Bullet holes were plainly made by bullets which entered the cover from the inner side of the car above the seats. It would be very difficult for any one to fire the shots, the inspector said.

If a person were sitting on a seat, this developed the theory that Mrs. Teiper was neither struck with some blunt instrument nor shot while she was sitting in the car, but that she was shot and struck while she was out of the car, and that she was then lifted into the car and placed on the seat. This theory seems substantiated by Inspector Girvin's statement that the bullet blood on the seats or cushions of the car, and the bullet holes in the cover were made from the inside.

After performing an autopsy on Mrs. Teiper, Dr. Cook said that he believed she had been shot after being hit over the head with the hammer and killed. The autopsy disclosed two long fractures near the top of the dead woman's head and a bullet wound starting under her left eye, ending at the back of the head. Later the bullet which passed through Mr. Teiper's head was found on the back seat of the touring car. It evidently dropped in back of her. Although an autopsy has not been performed on the body of Frederick Teiper, it is apparent that his death was caused by a blow from a hammer.

At Police Headquarters Floyd Nabb, an employe of John Teiper, the surviving member of the automobile party, identified a hammer and a tire iron found near the scene of the murder as being the property of his employer. Nabb could not say that another hammer, which was covered with blood, belonged to John Teiper. He said he knew that there were generally two hammers carried in the car.

District Attorney Dudley said to-night that if J. Edward Teiper was able to be moved he would be brought to Buffalo to-morrow for further questioning. The Teiper family is prominent in this city. Mrs. Teiper was the widow of Conrad Teiper, who made a fortune in the structural steel business. One son, Harry, was in New York at the time of the murder.

GERMANS AND BRITISH CONDEMN LANSING CODE

London, Jan. 31.—Discussing Secretary Lansing's note to the belligerents on submarine warfare, the "Tagliche Rundschau," of Berlin, says that it "could just as well have been signed by Sir Edward Grey, so carefully is everything unpleasant or uncomfortable for the British avoided."

"The Daily Telegraph," of London, says: "One might think the note had been prepared by Count von Bernstorff. If Germany could obtain such concessions she would gain immensely."

REPORT K-5 SAFE PASSING FLORIDA

Coastwise Vessel Saw Similar Craft on Normal Course.

Washington, Jan. 31.—A Navy Department dispatch from Charleston to-night said that a steamer had reported sighting what appeared to be the missing submarine K-5 off the Florida coast.

The dispatch read: "The following message has been received from Jupiter Inlet, Fla.: "Steamer D. A. Canfield reports what appeared to be the submarine K-5 at 5:30 p. m., January 31, twelve miles north of Jupiter, bound south."

Department officials said that if the K-5 was proceeding on her normal course for Key West her position at 5:30 would have been virtually that reported by Captain Penn.

Naval officials here, including Secretary Daniels and ranking officers in the department, were confident to-night that the under-water craft had not come to harm. They believed the vessel either had proceeded as ordered, to Key West, or had developed some trouble with its engines which caused its temporary separation from its sister ship.

Every effort was made to-day to locate the K-5 and definitely establish its safety. Captain Bryan, commandant of the navy yard at Charleston, was ordered to direct a thorough search. Three destroyers, two coast guard patrol boats and the buoy tender Mangrove were sent in search.

The vessel is in command of Lieutenant R. C. Grady, who also was in charge of the division, including the K-1, K-2 and K-6. His sailing orders directed him to take the division from New York to the southern drill grounds off Key West, not stopping at any port on the way.

The K-5's wireless-sending radius recently was reduced to approximately twenty-five miles, and would be limited to ten or fifteen by unfavorable weather conditions.

JUMPS TEN STORIES AFTER WILSON PASSES

Salesman Crashes Through Glass Canopy and Is Killed.

Chicago, Jan. 31.—Soon after President Wilson had passed under a glass canopy at the entrance to his hotel to-night the body of Edward Ford Johnson, an insurance man of Chicago, came crashing through it.

Johnson fell or leaped from a room on the third floor, but had registered as from San Francisco, but a cardcase found in the room disclosed Chicago as his address.

The President's apartments were on the third floor, just behind the scene of the tragedy. Johnson was killed almost instantly.

HIS CRUEL MEMORIES MAKE WIFE NO. 2 SUE

Husband, She Says, Can't Keep Away from Former Mrs. Scott.

Mrs. Lottie Wilson Scott, daughter of a minister, has discovered a new form of husbandly cruelty. She alleges in her separation suit against Lorne Albert Scott, wealthy contractor and real estate man, that absence made his heart grow fonder for his first and divorced wife.

They had been married only a month, Mrs. Scott says, when her husband disappeared. She says he explained that he believed he could resist the charms of his divorced wife. Mrs. Scott No. 2 sets this down as one of the acts of cruelty of which her husband was guilty.

HE DOESN'T PATENT IDEAS OF EMPLOYEES, SAYS TRACTION OFFICIAL

Doesn't Patent Ideas of Employees, Says Traction Official.

HIS INVENTIONS ADD TO INCOME

Resents Intimations from Counsel for Thompson Committee.

Bainbridge Colby, counsel for the Thompson legislative committee, sought to establish yesterday that the inventions of employes of the Interborough Rapid Transit Company which are submitted to Frank Hedley, vice-president and general manager, are taken by the latter and patented in his name.

Under the lawyer's sharp questions, many of which the transit man, red faced from suppressed indignation, answered grudgingly, he told of his sources of income, which averages at least \$85,000 annually.

"I do not think I am paid enough," Mr. Hedley told the committee. "Is it not a fact," asked Mr. Colby late in the afternoon, "that everything good that comes to your office that has been invented or perfected by an employe is taken by Hedley and Doyle and promptly patented by them?" J. S. Doyle is superintendent of the Interborough's car equipment department.

\$85,000 A YEAR HEDLEY'S PAY

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"No," replied the witness. "I resent that question." "You might well resent it," the lawyer returned, "if it did not seem to be a fact that only one or two inventions worth while which are in use by the Interborough came from all their thousands of skilled employes, while you, as vice-president and general manager, have been successful in having accepted at least twenty patents, which have paid and are paying you thousands of dollars annually."

Mr. Hedley indignantly. "Whether a man in our employ makes \$2 a day or \$40 a day, he receives a square deal if he has something worth while which may make transportation safer or reduce expenses," he said. No applications for patents had ever been made by him at Washington with his name attached unless he had been a part inventor, he declared.

Mr. Colby indicated that his examination was not to be merely perfunctory. The Interborough, declared Hedley, accepted all his patent devices and did not pay him a cent for them. He admitted, however, that he had received special awards for safety and expense saving devices. The Railway Improvement Company took his inventions and placed them on the market, he said. They were privileged to sell them to any company but the Interborough.

In 1908, Hedley said, the Interborough paid him \$5,000 outright for a device for scraping ice and sleet from the third rail of the elevated railway. An invention which saves the company \$600,000 a year, which he perfected, he asserted, was a coasting clock, an electric meter which showed the amount of power consumed and the distance coasted by motormen. Prizes were given for train operators who averaged the greatest coasting distances. It took him twelve years to perfect it, Hedley said, and for each one in use he receives \$750 a year, or an annual income of about \$5,000.

For inventing corrugated ends for car platforms, called anti-climbers and designed to keep trains from telescoping in a wreck, the Interborough directors voted their vice-president an award of \$10 for every car so equipped. Forty other railways, including the Hudson & Manhattan and the Pennsylvania Railroad, use them, Mr. Hedley testified.

His Pleasure Is Inventing. After listening to the narration of the income from his inventions, Mr. Colby

was expressed by the French authorities that these attacks were doubtless merely a prelude to a more extensive movement by German aircraft.

The fact that six or seven machines have taken part in the raid on England would indicate a well considered plan by the Germans to increase the activity of their dirigibles and probably to bring into play the new Fokker machines, which are reported to be very effective engines of war.

Confidence Is Renewed. German confidence in the raiding qualities of the Zeppelins apparently has been revived. An attack on a scale so large as last night's indicates that. This confidence was augmented undoubtedly by the fact that the airship which raided Paris Saturday night was able to escape from five French aeroplanes in a 53-minute pursuit.

A resumption of the Zeppelin raids on London and the east coast of England was expected by the British authorities. On January 26 a special warning was sent out by the police, which on referring to the increase in the offensive protection against hostile aircraft recently provided in the metropolitan district, advised the public on the occasion of air raids to take cover.

The latest raids on England by German aircraft occurred on January 23 and 24, when hostile aeroplanes dropped bombs along the east coast of Kent, killing or wounding a few persons.

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6 Zeppelins Raid England; Kill 5 in London Streets

Eastern, Northeastern and Midland Counties Attacked by Dirigibles—French Planes Drove Off Invader After Long Battle.

London, Feb. 1.—Eleven deaths reported England yesterday due lightning restrictions. Five of the tragedies occurred London streets, three of victims soldiers.

The above dispatch refers undoubtedly to the Zeppelin raid on England. Its unusual wording is the attempt of The Tribune's correspondent to get the news past the censor. "Lightning" is probably "lightning," and means the order to keep out lights saved man lives. It is the first hint that the raiders reached London.

London, Feb. 1.—England was raided by six or seven Zeppelin airships last night. Eleven deaths are reported. The lightning restrictions in the metropolitan district prevented a greater number of casualties. Five of the tragedies occurred in London streets.

Coming so soon after the two attacks on Paris Saturday and Sunday nights, this invasion is accepted by London as evidence that the Zeppelin war has begun in earnest—a war in which the new Fokker machine may play a large part.

The dirigibles flew over the eastern, northeastern and midland counties of England last night, according to an announcement of the War Office. A number of bombs were dropped, but up to the present no considerable damage has been reported.

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CITY, HOSTILE TO DEFENCE, CHEERS FLAG

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