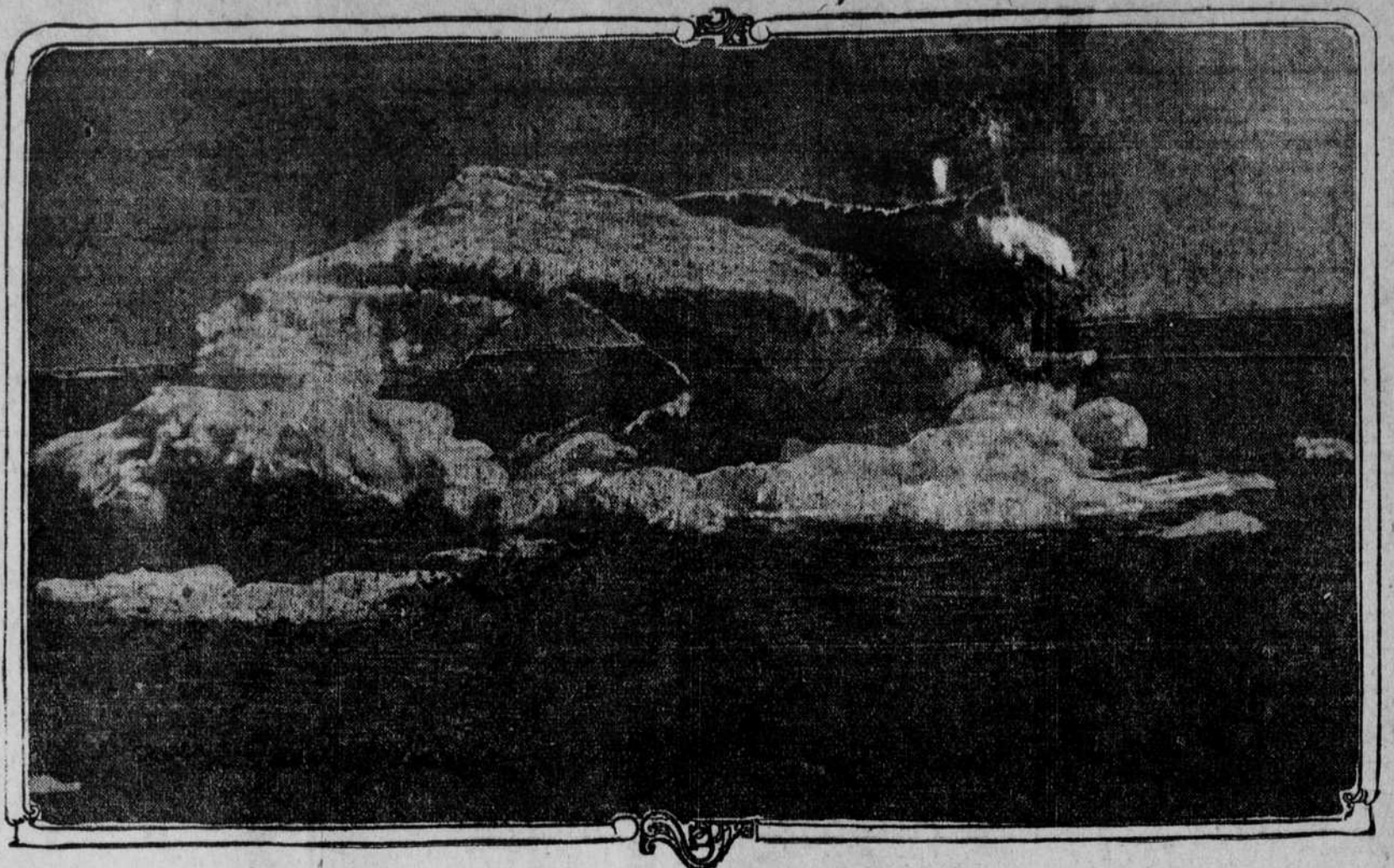
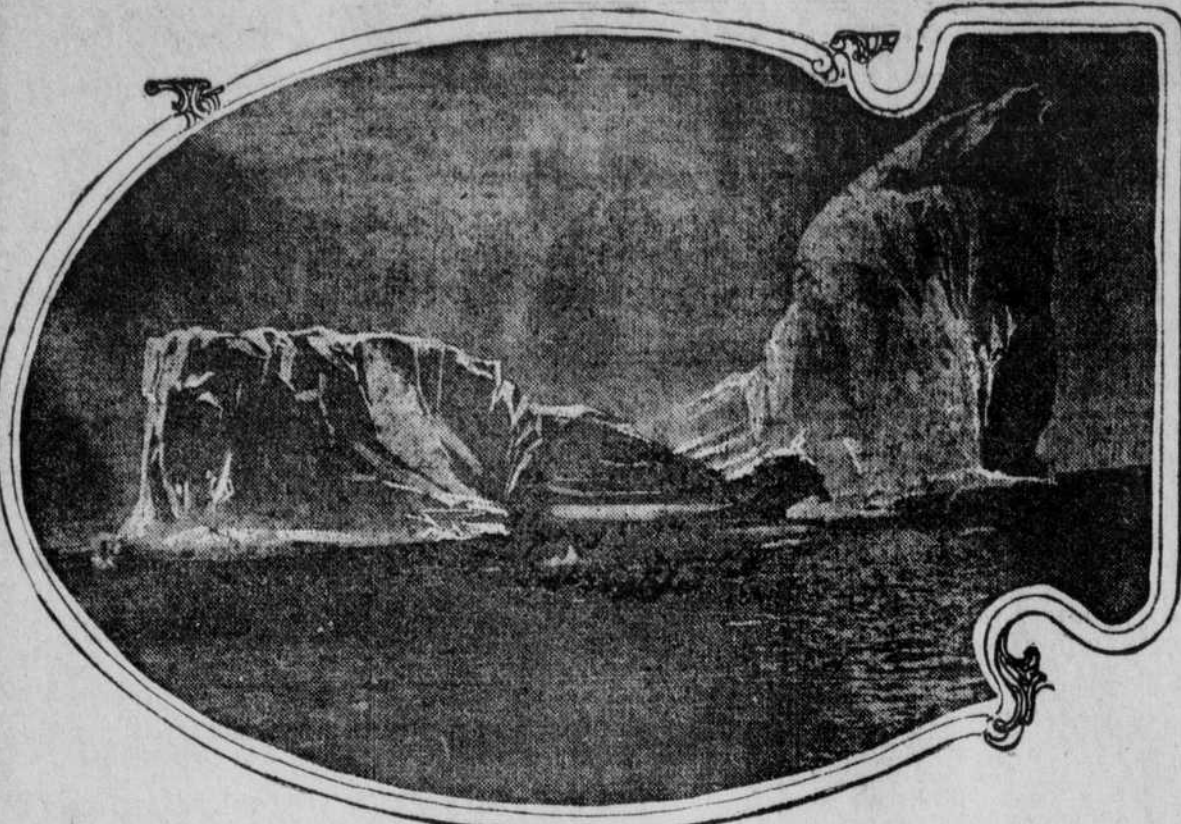


## GIGANTIC ICEBERGS LIKE THAT WHICH SENT THE TITANIC TO HER DOOM, BELOW, THE RESCUE SHIP CARPATHIA



## Giant Leviathan Sinks; 1,445 Lives Are Lost

(Continued from First Page.)

boats. Among the ice floes the sailors fought to keep the small boats from being crushed.

The Carpathia, the first liner to reach the scene, picked them up, but the Titanic had vanished.

On Thursday afternoon the Carpathia, according to wireless dispatches, will arrive in New York. It will be one of the saddest disembarkings ever witnessed, for many of those who were saved left behind husbands, wives or friends.

Assistant Secretary of the Treasury Curtis has directed that the customs regulations should be waived when the Carpathia arrives.

A wireless message sent by Captain Rostron, of the rescue steamship, to the Cunard line offices, read:

"Am proceeding to New York unless otherwise ordered with about 800. After having consulted with Mr. Ismay and considering the circumstances with so much ice about, considered New York best. Large number icebergs and twenty miles field ice with bergs amongst."

Another message from Captain Rostron to the Cunard line said: "Titanic struck iceberg; sunk Monday 3 a. m., 41.46 north lat., 50.14 west long. Carpathia picked up many passengers in boats. Will wire further particulars later. Proceeding back to New York."

NEW YORK, April 16.—All through the night the offices of the White Star line and the newspapers were besieged by scores of persons anxious to learn the fate of relatives or friends on board the Titanic, while a flood of telegrams, cablegrams and telephone messages were received, bringing eager inquiries from different parts of the country.

Officials of the White Star line had little news to impart. Wireless operators worked through the night trying to send and pick up calls from the scene of the disaster. The wireless was handicapped in the early morning by a thunder storm, which finally silenced wireless transmission for a time.

Gradually the names of the rescued began to come through by wireless by way of Cape Race from the Carpathia, and were posted in the company's offices. There were some who scanned the lists and turned away with faces showing hopes realized, but the many who came were disappointed and grief-stricken. A squad of police and an extra force of clerks were called to take care of the inquirers.

Repeated calls were made for information relative to the fate of Colonel Archibald Butt, President Taft's military aide, who is returning from a visit abroad. President Taft telegraphed the company early in the day and was promised immediate word if anything of a definite nature regarding Colonel Butt was received.

Vincent Astor, son of Colonel John Jacob Astor, remained up through the night trying to learn the fate of his father. Word came that Mrs. John Jacob Astor, his stepmother, and her maid were safe aboard the Carpathia.

Members of the Guggenheim and Straus families had representatives at the White Star offices throughout the night in anticipation of some definite word being received concerning Isidor Straus and Benjamin Guggenheim, who were among the prominent passengers on the Titanic. Their names were not in the survivors' list received up to 8:30 o'clock.

Numerous inquiries were received regarding the fate of Henry B. Harris, the theatrical manager, and his wife. The list shows that Mrs. Harris had been saved, but no word came regarding her husband.

Vice-President Franklin, of the International Mercantile Marine, said today that he had heard that the Carpathia would arrive here on Thursday evening, and that his information was that there were 675 survivors of the Titanic on board. Mr. Franklin said that he did not expect to receive any further wireless messages from the Olympic on this side of the Atlantic, and that Captain Haddock of that steamship would soon be in position to send all his wireless reports to the London office.

A cablegram from London, received at the steamship offices in the night, concerning the fate of Sir Cosmo and Lady Duff-Gordon, remained unanswered until this morning, when it was definitely ascertained Sir Cosmo and Lady Duff-Gordon were among the passengers taken from the Titanic and now on board the Carpathia.

Long distance telephone calls came from Philadelphia throughout the night inquiring for the many society folks from that city aboard the Titanic. The name of Mrs. George D. Widener, of Elkins Park, was posted as among those on board the Carpathia. The names of her husband and her son, Harry Elkins Widener, did not appear among those saved.

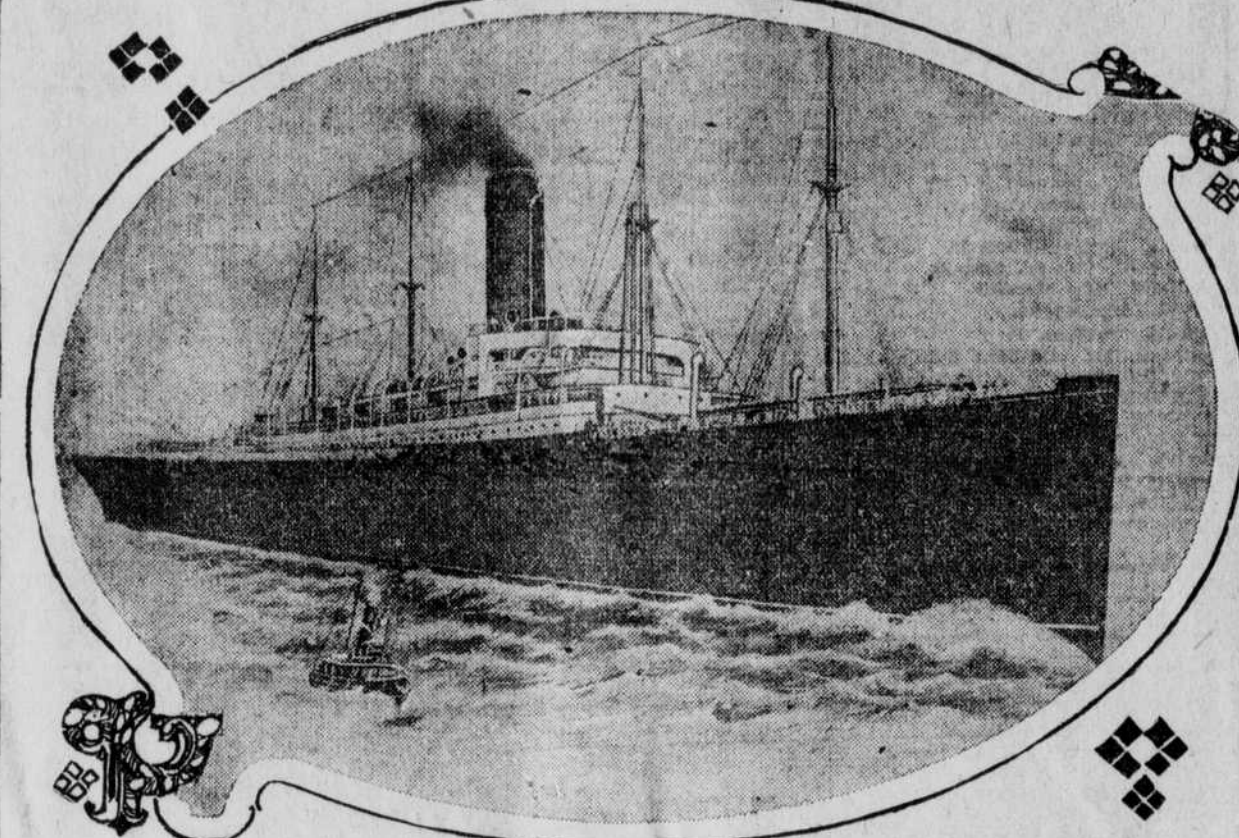
Vice-President Franklin made efforts during the morning to get into communication with Montreal and sea-board cities for any information which was likely to be sent by wireless. "Nothing more has been received," said Mr. Franklin, "since the list of passengers was given out. I am trying to get Montreal on the telephone to find out where the Virginian is. She could hardly be returning to this side unless she had some of the Titanic's passengers aboard."

"The only authentic news we have so far is from the Carpathia, which is returning here with 675 of the Titanic's passengers. All the reports are coming in by way of Cape Race, and we expect to hear soon all of the details."

It was stated at the White Star offices that President Taft had sent a number of dispatches to Halifax inquiring about the safety of Major Butt.

ST. LOUIS, Mo., April 16.—Miss George Madill, reported among the saved in the Titanic disaster, is one of the city's youngest heiresses. She is 15 years old. By an order of court a year ago, she was awarded an annual "pin money" allowance of \$7,500 to pay for her clothing and education until she became of age.

Miss Madill is the principal heir of



Judge George A. Madill, who is a prominent banker of this city. CINCINNATI, O., April 16.—Mrs. George M. Stone, mentioned in the list of the survivors of the Titanic, is from this city. She had been visiting a daughter in Cairo, Egypt for the last year.

## JERSEY FOLK ARE PROBABLY SAVED

(Continued from First Page.)

a chauffeur, were on board the ill-fated Titanic.

John S. March, of Newark, who was United States mail superintendent on the Titanic, has not been heard of since the wreck. Another New Jerseyite missing is Arthur Keefe, of East Rahway.

Mrs. Elizabeth M. Byrne, a trained nurse of this city, who has been abroad with the family of F. O. Spedden, of Tuxedo Park, is believed to be among the survivors, although the name is given by wireless as a "Mrs. G. M. Burns."

Following a heart-rending wait of twenty-six hours, the members of the family of Mr. and Mrs. C. E. Henry Stengel, of 109 Lincoln park, were rejoiced today at the news that Mr. and Mrs. Stengel were among those saved from the ill-fated Titanic which sank yesterday 1,150 miles from New York.

All day yesterday and today the telephones at the Stengel home and the leather factory of Stengel & Rothschild, at Kossuth and Maine streets, were kept busy by anxious friends who desired the latest news from the voyagers. This morning C. A. Stengel, a brother of the leather manufacturer, received the first authentic message from the officials of the White Star line that the Stengels were among those saved.

Mrs. Paul Jones Horton, daughter of Mr. and Mrs. Stengel, telephoned today from her home at Fort Locom, N. Y., to the Lincoln Park home, asking for news of her parents. At the time an Evening Star reporter was at the home and when Mrs. Horton was told of the rescue of her parents she was overcome with joy. She could hardly express her feelings.

Mrs. Horton was also on the point of coming to this city when informed that her brother, Raymond Stengel, was on the way to her home. Two years ago Mrs. Horton, then Inez Stengel, was married to Lieutenant Paul Jones Horton, a naval officer stationed at Fort Locom.

Mr. and Mrs. C. E. Henry Stengel left this city four weeks ago tomorrow to take an extended pleasure trip in London, Paris and other points of interest. Yesterday Raymond Stengel received several letters from his relatives, arranging for a party among them to greet the travelers when they docked in New York this week from the Titanic.

The palatial home of Mr. and Mrs. Stengel at Lincoln Park was thrown into a turmoil when the news of the disaster was received.

Colonel James W. Howard, a friend of Mr. and Mrs. Stengel, was one of those who waited at the New York office of the White Star Steamship Company.

When seen by an Evening Star re-

## Newarker Tells of Hitting Iceberg

Dr. Sattler Was Passenger on the Elbe When She Struck.

Dr. L. R. Sattler, of 22 Seventeenth avenue, gave a reporter for The Star last night a vivid description of the feelings of a passenger on a ship which strikes an iceberg in midocean. He was on the North German Lloyd liner Elbe in 1901 on his way from Germany when the steamer crashed into a mountain of ice.

"I was asleep in my berth," said Dr. Sattler, "when the ship stopped suddenly dead still, and my head was pushed against a partition. I could hear the timbers of the ship groaning and creaking as I jumped out of bed and made for the deck."

"When I reached the deck the ship was backing away from what seemed to be a bank of fog. The passengers gathered in frightened groups about the deck and asked one another what had happened. Then, beneath the shock that came with that sudden crash into that immense volume of ice, a submerged iceberg. No particular damage was done the Elbe, which was quickly turned into her course, but not even when we landed several days later, had any of us recovered from the shock that came with that sudden crash into that immense volume of ice."

"Four years later I was on the same ship when she ran on the rocks off the coast of the Isle of Wight. That was the time the Elbe went to the bottom and we were without doubt in great danger; but speaking for myself, I can say that the fright that seized me then was not one-tenth as horrible as the sickening horror that I felt when I realized that the ship on which I was sailing had run into that floating nightmare of ice four years before."

porter the tears were streaming down his face. "Did you have friends on board?" asked an official.

Too overcome to speak, he held up two fingers. Later Mrs. Howard, at her home, said she had received a telephone message from her husband saying that Mr. and Mrs. Stengel had been saved.

That hundreds of Newarkers are anxiously waiting for tidings regarding the fate of loved ones is indicated by the inquiries that have besieged the Star office by phone ever since the first news regarding the accident to the big ship was announced.

One of the first to inquire this morning was Rev. Dr. W. J. Dawson, who was greatly shocked to learn that W. T. Stead and Rev. Dr. Stewart Bolton, the eminent English clergyman, with whom he was closely associated in friendship and in religious work when he was a resident of London, were both among those as yet unaccounted for in the reports from the disaster. Many other Newarkers number these two distinguished men among their friends.

Dr. Bolton is particularly well-known here as a result of his yearly visits to this country. His name does not appear on the official list of persons sailing on the Titanic, but telegrams from London indicate that he was among the passengers.

## J. B. THAYER, PENNSY VICE-PRESIDENT, SAVED.

PHILADELPHIA, April 16.—At the offices of the Pennsylvania Railroad Company today it was announced that John B. Thayer, second vice-president of the company, who, with his family, was on the Titanic, was safe aboard the Carpathia. A message to this effect was received by Mr. Thayer's relatives here.

PROMINENT CANADIANS ON TITANIC. LONDON, April 16.—A number of prominent Canadians were on board the Titanic at the time of the disaster. Among them were Mark Fortune, a capitalist of Winnipeg, who had been spending the winter on the Riviera; Hugo Ross, son of the late A. W. Ross, of Winnipeg, a politician; and T. O. C. Caffry, the western superintendent of the Union Bank of Vancouver. All these are known definitely to have sailed.

## COMPLETE LIST OF THOSE RESCUED

(Continued from First Page.)

TAYLOR, Mr. and Mrs. E. Z.  
TUCKER, Gilbert M.  
WARREN, Mrs. F. M.  
WHITE, Mrs. J. Stuart  
WICK, Miss Mary  
WEISS, Mrs. Matilda  
WEBBER, Miss Susan  
WRIGHT, Miss Marion  
WATT, Miss Bessie  
WATT, Miss Bertha  
WEST, Mrs. and two children.  
WELLS, Mrs. Addie  
WELLS, Miss J.  
WELLS, Ralph  
WILLIAMS, Charles  
WIDENER, Mrs. George D. and maid  
THAYER, Mr. and Mrs. J. B.  
WILLARD, Miss Constance  
WOOLNER, Hugh  
YOUNG, Miss Marie  
HIPPECH, Mrs. Ida S.  
CLARKE, Mrs. Walter  
CUMMINGS, Mrs. John B. (?)  
SILVERTHORNE, R. Spencer  
ABBOTT, Mrs. Rose, probably Mrs. N. Aubert  
ANDREWS, Miss K. T., probably Miss Cornelia I.  
CHIBINACE, Mrs. B., probably Mrs. E. B. Chibinall  
DOUGLAS, Robert, probably Mr. or Mrs. W. Douglass, or Mrs. F. C. Douglass  
ELLIS, Miss, probably may be Miss KENCHEN, Miss Emilie, probably Mrs. F. R. Kenyon  
KIMBERLEY, Mr. and Mrs. Ed, probably Mr. and Mrs. E. N. Kimball  
KENNYMAN, F. A., probably Mr. or Mrs. F. R. Kenyon  
LINDSTROM, Singrid, probably Mrs. J. Lindstrom  
SPEDDEN, Mr. and Mrs. J. J., probably Mr. and Mrs. Frederick O. Spedden  
WILLIAMS, Rich N., probably N. M. Williams, Jr.  
O'CONNELL, Mrs. Robert, probably Mrs. R. C. Cornell

List of survivors whose names do not appear on the original sailing list, probably includes a large number of those who took the ship at Cherbourg: BECKER, Mrs. Allen, Miss Ruth, Miss Mary, Master Richard, probably Mrs. A. O. Belker and three children. "JULIET, Mr. Laroche," probably Mrs. Joseph Laroche. "MR. LAROCHE SIMONE," probably Simon Laroche. LINKKANCA, Miss Anna, probably Mrs. William Lahtinen. MARSHALL, Miss Kate, probably Mrs. Marshall. MANGE, Mr. Paula, may be Mrs. William Angle. "MR. LAROCHE SIMONE," probably Miss Nellie Walcott. MELLORS, J. N., may be William Mellors. Neeserell, Mrs. Adella, probably Mrs. Nicholas Nasser. Oxenham, Percy J., probably Thomas Oxenham. ROGERS, Miss Eliza, probably Selma Rogers. SILVANA, Miss Synly, probably Lilie Silven. BASSINA, Miss A. BURNS, Mrs. G. M. BROWN, EDITH. BROWN, T. W. S. CHARLES, W. M. E. CARMACON, Renardo M. DRISCOLL, Miss B. FORMERY, Miss Elsie. CASEBERE, Miss D. D. CHANDESEN, Mrs. Victorine. DANIEL, Miss Sarah. DESSETTE, Miss. DRACHENSTEDT, Alfred. EMOCK, Philip. FIEGHEIM, Miss Antoinette. PRANCATELLI, Miss. GOOCHT, James. GERRARD, Mrs. Marcy. HANSON, Miss Jennie. HOSONS, Massofame. HALVERSEN, Mrs. Allen. HOMER, Henry R. MAIMY, Miss Ruberta. MELICARD, Madame. MCGOWAN, Miss Annie. MCDEARMONT, Miss Letitia. MARE, Mrs. Florence. PENSKY, Miss Rossi. LAVORY, Miss Bertha. LESNEUR, Gustave J. PANHAUT, Miss Nanette. RENACQ, Mrs. Mamam J. RANFELT, Miss Apple. SERPEPECA, Miss Augusta. STEFFANSON, H. B. SEGESESSER, Miss Emma. SMITH, Mrs. P. P.

SLAYTON, Miss Hilda.  
SHADELL, Robert Douglas.  
SMITH, Mrs. Lucin P.  
WARD, Miss Emma.  
THOR, Miss Ella.  
SKELIERY, Mrs. W. N.  
TROUT, Mrs. Jessie.  
TUCKER, Mrs. and maid.

## WILSON IS CALLED AN EX-GOVERNOR

(From a Staff Correspondent.)

TRENTON, April 16.—Because of the absence of Governor Wilson and the presence of Acting Governor Prince the Senate today engaged in a lively debate trying to decide the legality of accepting a message written by "Former Governor Wilson," so styled by Senator Edge. It was finally decided that Acting Governor Prince ask Attorney-General Wilson for his opinion on the matter. During the debate Senator Edge made a motion to the effect that the Senate ask for the opinion. There was considered unnecessary by Senator Fielder.

At one point in the discussion, Senator Nichols said: "If we cannot get the public buildings are floating at high tide. This hilt for the White House has degenerated into a shameless scramble." Mr. Nichols said he believed that the message should be received.

## CHERBOURG IN DEEP MOURNING.

CHERBOURG, April 16.—The disaster to the Titanic has thrown Cherbourg into profound sorrow. The flags on all the public buildings are flying at half-mast. Thousands of citizens who had witnessed the liner's departure on her maiden voyage have waited all day at the steamship offices for details of the catastrophe.

## REICHTAG EXPRESSES SYMPATHY.

BERLIN, April 16.—The speaker of the Reichstag at the reopening of the session today introduced a resolution expressing the sympathy and grief of the German empire over the loss of the Titanic, with so many lives.

## BROADWAY ACTRESS CONQUERS WRINKLES

Green Rooms and the Boudoirs of Fashionable Society Women Hum With Gossip About Anaxing

Society women and actresses all over the United States are deeply interested in a marvelous new wrinkle remover which has been recently introduced into the United States by the Princess Yoo Tokio company of Denver, Colo. The new process of eliminating wrinkles, crow's feet, aged skin and blemishes of the complexion is said to have created a veritable sensation. Women who have experimented with the numerous nostrums on the market and dislike the process will be interested to know that the new treatment is said to do away with cupping, plasters, greasy creams, steaming, subcutaneous injections and all the old methods which have been used in the past. One of the best known actresses in the United States, who is no longer in the first flush of youth, is said to have been the member of the profession to introduce the new discovery. She was literally "beamed" by her friends and finally told the secret of having learned of the Princess Yoo Tokio. She is said to have written for particular and her face tells of the success of the experiment. Every New York train going West that day is said to have had letters to Princess Yoo Tokio from that side of the continent. Most of them, it is said, were under assumed names, but they all wrote and it is declared the introduction of the new treatment is now the most discussed thing in fashionable circles. Much mystery attaches to the personality of the Princess Yoo Tokio and to the treatment itself, but its results speak loud enough for anyone who needs such remedies, and so the Denver postoffice is said to be flooded with mail for the mysterious Oriental.

## A QUARTER CENTURY

Before the Public. Over five million samples given away each year. The constant and increasing sales from samples prove the genuine merit of Allen's Foot-Ease, the cathartic powder to be shaken into the shoes for Corns, Bunions, Aching, Swollen, Moist, Tender feet. Sold everywhere. Dr. J. C. F. E. Address A. S. Olmsted, LeRoy, N. Y.

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Menus, Etc., Etc.  
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## Sample Bottle Often Proves Beneficial.

Some time ago I was afflicted with kidney and bladder trouble and was unable to obtain any relief from other medicines so sent for a sample bottle of your Swamp-Root. I received so much benefit from this small bottle that I purchased a large bottle of the drug. I continued the use of Dr. Kilmer's Swamp-Root until I regarded myself as cured and am now in very good health. I recommended it to a neighbor, who has used it with the same results.

I regard your remedy, Swamp-Root, as a preparation that will do all you claim for it.

MRS. ALBERT STERNER,  
Cressona, Pa.

Personally appeared before me this 15th of September, 1909, Mrs. Albert Sterner, who subscribed the above statement and made oath that the same is true in substance and in fact.

C. A. MOYER, J. P.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

Prove What Swamp-Root Will Do For You Send to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. It will convince anyone. You will also receive a booklet of valuable information, telling all about the kidneys and bladder. When writing, be sure and mention The Newark Star. Regular fifty-cent and one-dollar size bottle for sale at all drug stores.