

RESCUE SHIP TO ARRIVE AT 1 A. M.

**NIGHT
EXTRA**
COMPLETE STOCKS
ONE CENT

Newark Evening Star

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EXTRA**
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ONE CENT

ESTABLISHED 1832

ADENON, MR.
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MELICARD, MME.
MAIMY, MRS. R.
MAF

NEWARK, N. J., THURSDAY, APRIL 18, 1912.

UNSETTLED TONIGHT AND FRIDAY.

TITANIC DEATH-TRIP SURVIVORS NEARING HOME REPORT THAT ONLY 705 WERE RESCUED STILL PERSISTS

No Final Word from
Rescue Ship Giving
Number of Titanic's
Passengers Aboard.

LOSS OF 1,340
IS GIVEN OUT

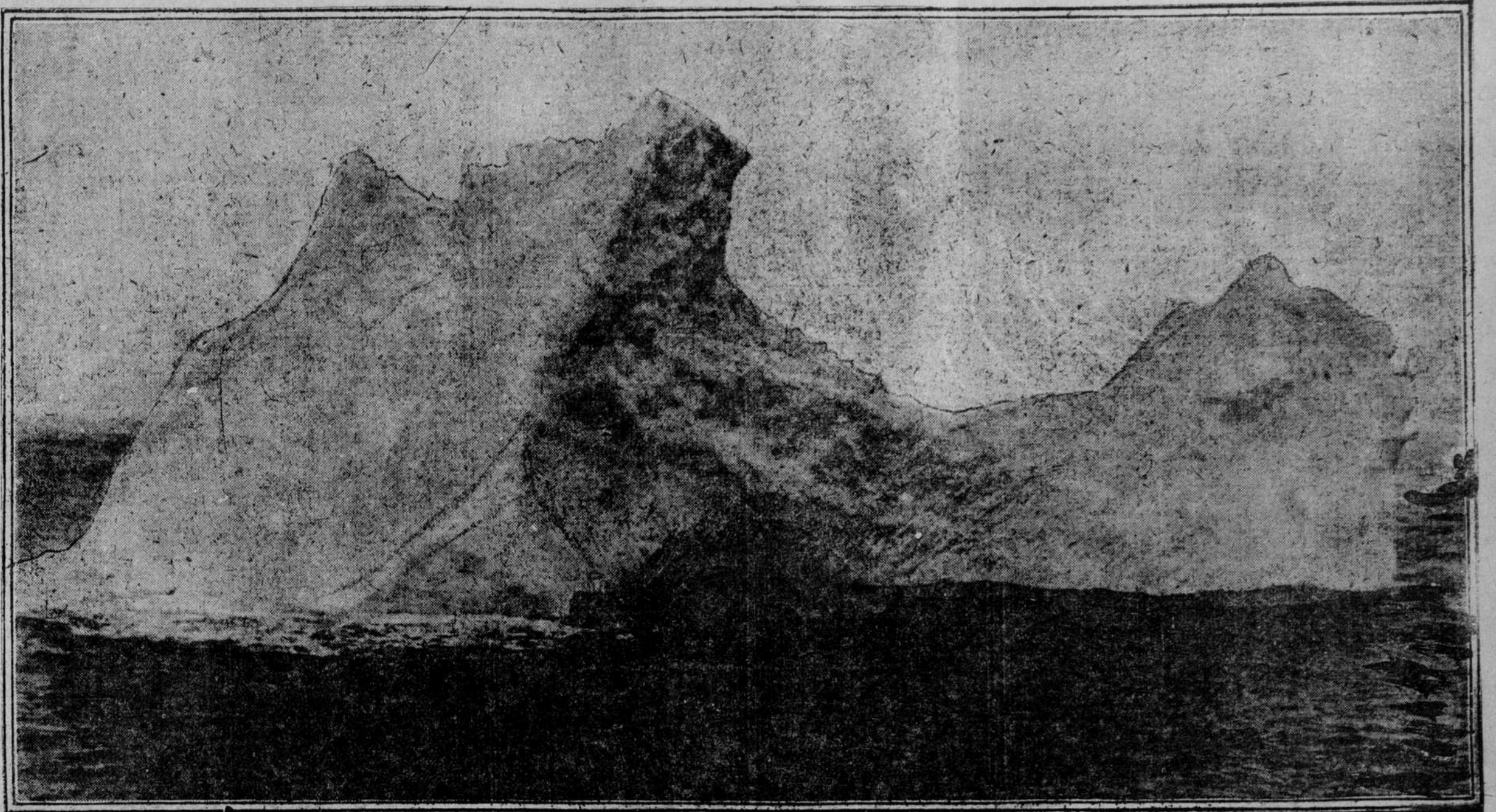
Colonel Astor, Major Butt,
Isidor Straus and Other
Notables Are Probably
Among the Missing.

PRESIDENT'S QUERY
STILL UNANSWERED

Incoming Liner Pays No
Attention to Repeated
Requests for Informa-
tion of Taft's Aide.

CUNARD MENTIONS 13
LIFE-BOATS IN DISPATCH

Flash Seems to Indicate That
Not All of Leviathan's Small
Craft Were Available for Res-
cue Work.



(Copyright, 1912, by the New York Herald.)

FIRST PICTURE OF THE GIANT ICEBERG WHICH SMASHED THE LINER TITANIC

The Evening Star herewith publishes the photograph of the giant iceberg believed beyond question to be the one into which the White Star steamship Titanic crashed at full steam, sinking the vessel to the bottom. The photograph was taken by Captain William Freeley Wood, commander of the freighter Eutonia, of the Leland line, less than two days before the accident and the iceberg was the largest of a score or more floating in a field of ice 100 miles in length.

The iceberg, according to Captain Wood's estimate, was at least 500 feet long and 100 feet at its highest peak above the water. Under the water the berg was, in his opinion, seven times greater than the bulk that appeared over the water. When photographed from the Eutonia the freighter was in latitude 42 north and longitude 49.50 west. According to dispatches from Baltimore wireless messages received by the United States hydrographic office there indicate that the Titanic at the time of the crash was in latitude 41.46 and longitude 50.14. The Titanic it was reported could not have been more than twenty miles from that spot at the time of the accident. For this reason it is admitted by naval authorities that the photograph taken by Captain Wood is undoubtedly that of the iceberg against which the Titanic crashed.

Sickness on Board Carpathia Adds More Sadness to World's View of Greatest Marine Horror That Ever Shamed Mankind

New Mystery Forces Itself to Front in
Strange Silence of Cunarder Concerning
Details of Accident and Scene Aboard
Doomed Liner.

BULLETIN.

NEW YORK, April 18.—The Brooklyn Navy Yard this morning received the following message from the scout cruiser Salem, to be relayed to the Secretary of the Navy:

"Can get no information from the Carpathia of any kind, although she is within easy radio-communication. She sometimes acknowledges a call, but will not admit the receipt of messages or make any reply. I cannot believe that she has failed to understand the messages we have sent her. She is within easy range of torpedo station, so the Salem will go to Bradford this afternoon."

[Signed]

"CHANLER."

BEYOND even the mystery of how the mammoth Titanic met her fate, another mystery, evolved by the events of the past three days, forced itself to the front today.

Although the rescue ship Carpathia was within the zone of wireless communication for hours during the night and both shore stations and relaying ships were able to obtain from her long lists of survivors among the steerage passengers and to send and receive numerous short messages from and to private individuals, not a word of matter descriptive of the manner in which those on board the doomed liner comforted themselves in the face of impending death reached the shore.

Given the names of the first and second cabin passengers and the assurance, which the Carpathia furnished, that she had no more of these to offer, the word of world-wide interest demanded of the Cunarder was that which would reveal the long-withheld secret of what took place on the Titanic's decks when it became known that the doom of the giant liner was sealed.

But that word was not spoken. Neither was there any explanation forthcoming from the surviving officers of the Titanic as to how their ship came to strike the hidden obstacle in the ocean.

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Kin Mourn for 18 Jersey Victims

Eighteen New Jersey men and women and children are now believed to be numbered in the appalling death-roll of the Titanic.

Their relatives and friends, after scanning with hopeless eagerness the lists published piecemeal in the papers or going direct in their pathetic quest for news to the White Star offices in New York, are heart-broken at the loss of their loved ones.

Three Newarkers are believed to be among the dead. One of them was an engineer and another was superintendent of the mails. They probably had no choice but to stay with the vessel and die.

With the spirit that has always animated those who carry or guard the mail of the government, John S. March no doubt went down at his place in the Titanic's postoffice.

It is no less certain that Jonathan Shepherd, the assistant third engineer, died the heroic death of the men who, knowing they were doomed, were tied by duty to the sinking wreck.

The list of New Jersey men and women who are not reported among the survivors on the Carpathia is as follows:

MRS. A. T. COMPTON, of Lakewood.
MISS S. W. COMPTON, her daughter.
A. J. COMPTON, JR., her son.

T. HULL BOTSFORD, engineer, of Orange.

JOHN ASHBY, 517 Syms street, West Hoboken.

W. L. GWINN, a United States postal clerk, of Asbury Park.

PETER H. RENIFF, of 20-B Florida street, Elizabeth.

MRS. TREASTAL PEACOCK, of 609 South Broad street, Elizabeth.

TREASTAL PEACOCK, her 4-year-old daughter.

ALBERT EDWARD PEACOCK, her 9-months-old baby.

JONATHAN SHEPHERD, of Newark, assistant third engineer on the Titanic.

JOHN S. MARCH, of 53 Emmett street, Newark, superintendent of mails on the Titanic.

AUGUSTUS SMITH, 22 years old, of 59 Halsey street, Newark.

W. ANDERSON WALKER, of 72 East Park street, East Orange, gar-

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DUGAN GETS FIVE YEARS

Counsel Gets Writ of
Error and Youth Is
Released on Bail.

Daniel A. Dugan, Jr., was today sentenced by Judge William P. Martin to serve not less than five years or more than ten years in the State prison for the killing of 14-year-old Leo F. McDermott, at Main and Day streets, Orange, Christmas Day.

Counsel for Dugan got a writ of error from Trenton this afternoon and the youth was released in \$10,000 bail. The suit is returnable May 28.

Dugan, with James A. Clark, Jr., and Louis F. Nolte, took an automobile owned by Dugan and came to Newark. They had several drinks and then started home. The machine, speeding at a rate said to have been thirty-five miles an hour, shot across Day street.

Miss Sylvia Tichenor, 19 years old, who started to cross the street, was the first victim. She was tossed to one side and knocked senseless. On the opposite side of Day street young McDermott was crossing. He was hit and knocked fully fifty feet. He died three hours later in the Orange Memorial Hospital.

It was not until 11 o'clock that Judge Martin today sentenced Dugan. For an hour before that time he had been in conference with Prosecutor Mott, and with Louis Hood, counsel for Dugan.

Louis Hood, as soon as he learned that Judge Martin was disposed to give the lifer sentence, got busy on a writ of error and had a messenger from his office sent to the office of the clerk of the Supreme Court, in Trenton, when Judge Martin imposed sentence. The writ was immediately issued and will act as a stay of sentence until the case

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Push Carts.
Macknet & Doremus, 700 Broad st.—Adv.

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4 Jersey Folk Reported Saved

Of the score of New Jersey men and women who were on board the fated Titanic, only four are known definitely to be among the survivors. They will be met by their friends at the dock when the rescue ship Carpathia arrives in New York city.

One of the four saved is now a widow, Mrs. Lily Reniff, of Elizabeth, is listed among the survivors, while her husband, Peter Reniff, is numbered among the lost. Those of the New Jersey passengers who were saved are:

MRS. LILY RENIFF, of 20-B Florida street, Elizabeth.

C. E. HENRY STENGEL, of 1075 Broad street, Newark, leather manufacturer.

MRS. C. E. HENRY STENGEL, his wife.

HENRY BLANK, of 138 Ridgewood avenue, Glen Ridge, a manufacturing jeweler.

It is thought that C. E. Henry Stengel, a Newark leather manufacturer, who managed to get a wireless message through from the Carpathia to his son Ivan yesterday, intends to bring with him to his home, 1075 Broad street, one of the survivors, Miss Daisy Minahan, who may be ill or injured.

His message yesterday was: "Both on Carpathia. Have two automobiles to meet Carpathia. Have some survivors with us."

"HENRY STENGEL." This was confirmation of the reported rescue of both Mr. Stengel and his wife. It was followed by a telegram delivered at the Stengel home from R. E. Minahan, of Green Bay, Wis.

This was addressed to "Miss Daisy Minahan, survivor of Titanic, 1075 Broad street, Newark," and said that the sender would meet Miss Minahan either at the pier in New York or at the Stengel residence here.

Members of the Stengel family say they do not know the Minahans, but they suppose that Miss Daisy Minahan must have sent a wireless message to Green Bay announcing her intention of accompanying Mr. and Mrs. Stengel to Newark and giving the Stengel address.

The names of Miss Daisy Minahan and Mrs. Minahan appear in the list of rescued first cabin passengers of the Titanic.

Every Preparation Being Made for Reception
and Care of Carpathia's Passengers.
Relatives Anxiously Awaiting Further
News as to Identity of Victims.

BULLETIN.

By wireless from the steamer Carpathia, 150 miles off Sandy Hook, noon, April 18:

"The condition of the survivors of the wreck of the steamer Titanic is critical. Not one of those picked up by the Carpathia is mentally coherent or physically well. None has been able to give any sort of an account of what happened aboard the Titanic. The only thing known definitely is that Colonel John Jacob Astor perished."

BULLETIN.

WASHINGTON, April 18.—After a conference at the White House today it was announced that an appeal to the people of the United States probably would be sent broadcast today by the Red Cross for funds to aid the destitute rescued from the Titanic.

BULLETIN.

LONDON, April 18.—The actual number of the passengers and crew on board the Titanic at the time of the disaster was 2,208, according to Sydney Buxton, president of the Board of Trade, in reply to a question in the House of Commons this afternoon. This means that if the report of 868 on board the Carpathia is correct the total death list is 1,340. If the report of 705 rescued is correct the death list is 1,503.

BULLETIN.

NEW YORK, April 18.—General Henry, surveyor of the port of New York, says the Carpathia will not dock until 1 o'clock Friday morning.

BULLETIN.

NEW YORK, April 18.—The rumor that the Baltic had picked up 250 of the Titanic survivors has been investigated by the Associated Press and proven to be untrue.

BULLETIN.

HIGHLAND LIGHT, Mass., April 18.—A private message has been caught from the Carpathia indicating that more than 100 of

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