

Unsettled, with showers this afternoon and tonight. Friday probably fair and cooler.

The Star is the only afternoon paper in Washington that prints the news of the Associated Press.

CONTAINING ON PAGE 19 CLOSING NEW YORK STOCK QUOTATIONS

No. 18,831.

WASHINGTON, D. C. THURSDAY, APRIL 18, 1912—TWENTY-FOUR PAGES.

ONE CENT.

MAIGNONE REPLY SENT FROM MEXICO TO WARNING NOTE

State Department Not Anxious to Argue With the Mad-ero Government.

RESENTS UNITED STATES ENDEAVOR TO ADMONISH

Answer Also Disclaims All Blame for Acts of Rebels.

WILSON REFUSES TO COMMENT

No Further Reason Advanced for Intervention, However—Matter to Be Subject of Cabinet Meeting.

Acting Secretary of State Wilson declined to comment officially on the telegram from the Mexican government, replying to his admonition in regard to the treatment of Americans in Mexico. It is pointed out here unofficially, however, that it is probable that the American government will not enter into an academic discussion with Mexico at this time as to the propriety of sending Mr. Wilson's note to Orozco as well as to the American consuls throughout the Mexican republic, so that it could get directly to the people.

The note was received at the State Department over night, and probably will be submitted to the cabinet by Secretary Knox and considered materially before any answer is returned. It cannot be said that Minister Calero's statement caused surprise, nor has it modified the diplomatic situation.

Disclaims All Responsibility.

The note is regarded rather as an attempt to relieve the Mexican government from financial liability for damages inflicted upon foreigners by the rebels, than as an evidence of resentment against the actions of the State Department here in reminding the Mexican factions of their obligations under international law toward foreigners resident in Mexico, or even those serving as volunteers on one side or the other.

In the opinion of administration officials, the Mexican note has not advanced any fresh reasons for intervention at this date, unless the disclaimer for responsibility for the actions of the rebels may be regarded as warranting foreign governments in considering whether they might not be privileged to take forcible measures to protect their subjects and citizens, in view of the right of the rebel forces to be bound by the principles of international law in any further operations.

Rebel Acts Up to Orozco.

The reply from Mexico City is one declining to assume the responsibility for Orozco's acts, and denying the right of this government to deliver the admonition contained in Acting Secretary of State Wilson's note of warning.

Exception is taken to the communication directed through Consul Letcher and the making public of this communication in the same note to which the government was required to make answer is declined.

The reply also denies responsibility for the constituted government's action in accepting full responsibility for every loss of damage sustained for foreigners, legally chargeable to the government. A caution has been issued to leaders of the Mexican federal forces to insure that the treatment of foreigners may be taken as prisoners of war. At the same time it is asserted that no basis exists for the supposition that the government would have been the recipient of a diplomatic communication.

Exception is taken to the Washington government to admonish Mexico for the reason that it is not based on any justifiable incident.

JEALOUS RIVAL SHOTS TWO.

Fatally Wounds Sweetheart and Her Escort.

CHICAGO, April 18.—While walking along the street together, two persons were shot in the back of the head today by Nicholas Staples, twenty-two years old. One of the victims was Florence Miller, a year younger than the assailant. Her companion was Philip Tenebrelli, a few years older.

One bullet struck Miss Miller between the ear and inflicted a probably fatal wound. The shot that hit Tenebrelli felled his scalp. Staples and Tenebrelli were rivals. The police locked both up.

Heavy Bull Commits Suicide.

NEWPORT, R. I., April 18.—Henry Bull, a prominent local business man and a brother of the late Dr. William T. Bull, was found dead in the harness room of his stable early this morning, a suicide. He had inhales dynamite and held the tube in his hand when found. He was seventy-six years of age and a veteran of the civil war.

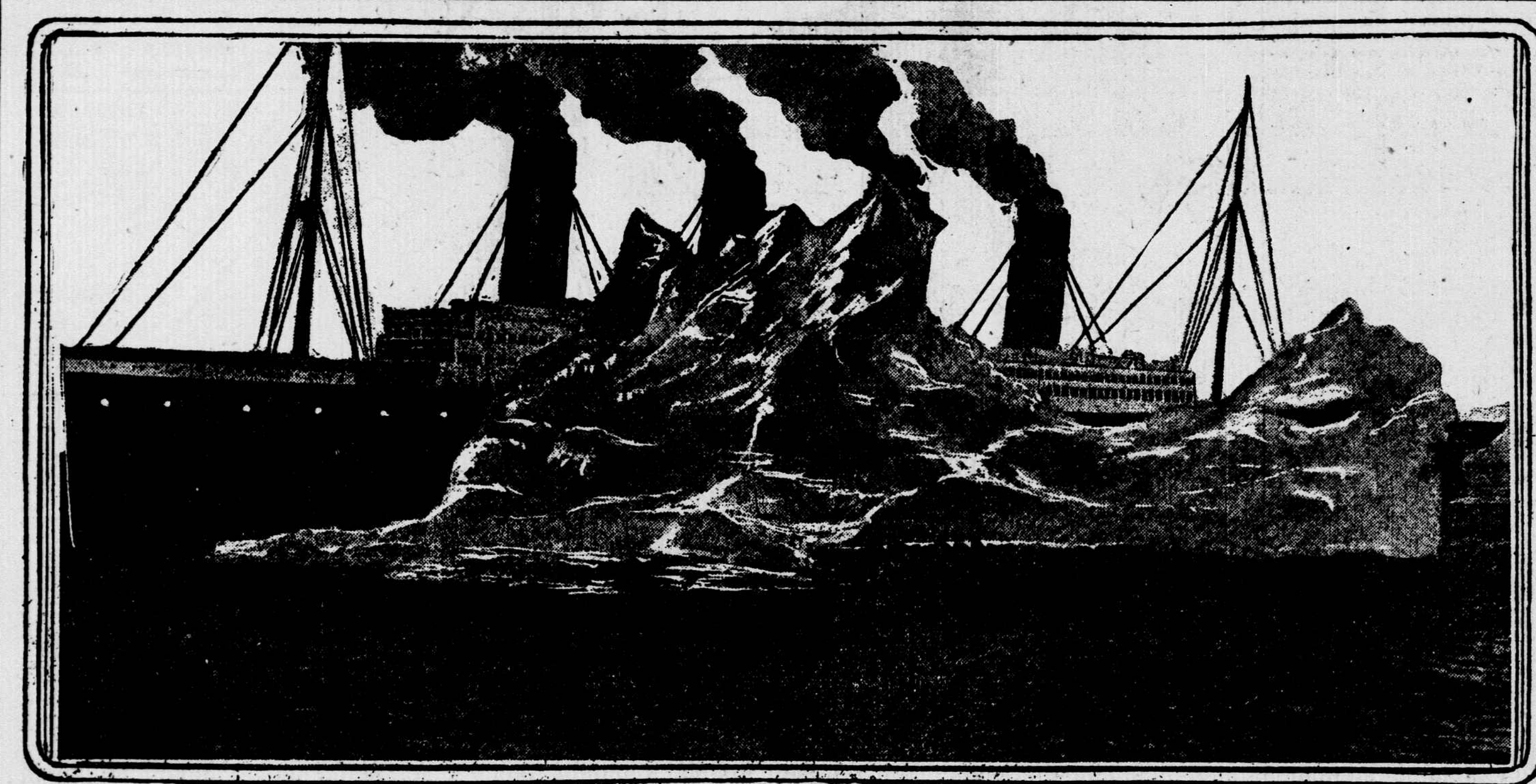
Heavy Snow in Milwaukee.

MILWAUKEE, Wis., April 18.—About six inches of snow fell in Milwaukee this morning, causing considerable inconvenience to street railway and steam road travel. The storm is from the northwest and continues this morning.

Death of Capt. Purcell.

Capt. John L. Purcell, United States Navy, retired, died at the naval hospital, Philadelphia, the 15th instant. He was a native of New Jersey, and was graduated from the Naval Academy in September, 1879. During the Spanish war he served on the United States steamer Osceola, and was advanced two numbers in rank for eminent services in three engagements. He commanded the United States steamship Paducah and Lancaster, respectively, before his retirement on account of disability in October, 1911.

CARPATHIA, WITH HER WIRELESS SILENT, STEAMS THROUGH THE FOG TO NEW YORK



Photograph of iceberg taken by Capt. William F. Wood of the Estonian of the Leyland line, believed to be the berg against which the Titanic was destroyed. The Titanic drawn alongside to show relative proportions. The picture was made less than two days before the sinking of the Titanic. The iceberg, according to Capt. 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 Estonian the iceberg was in latitude 42 north and longitude 48.55 west. Wireless messages received by the United States hydrographic office in Baltimore 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 believed that the photograph taken by Capt. Wood is that of the iceberg against which the Titanic crashed.

ATTACK REPORTED ON DARDANELLES

Believed Italian Fleet Attempted to Force Entrance to Straits.

CONSTANTINOPLE HEARS THAT A WARSHIP IS SUNK

Two Dozen Italian Naval Vessels in Aegean Sea Yesterday.

STRAITS GARRISON WAITING

Turkish Military Authorities Had Been Preparing for Action Rumored Today.

CONSTANTINOPLE, April 18.—The Italian fleet is reported to have appeared at the entrance to the Dardanelles straits. One Italian warship is said to have been sunk.

ATHENS, Greece, April 18.—Two divisions of Italian war vessels, each comprising a dozen ships, passed Skyro Island, in the Aegean sea, yesterday, sailing to the north.

TENEDOS, Aegean Sea, April 18.—An Italian fleet consisting of fifteen vessels was sighted here today bound in the direction of Seddul Bahr, at the entrance to the Dardanelles. Seddul Bahr is the most extensive fortress in the straits.

Occasional firing of big guns has been heard coming from the direction of the island of Imbros.

LONDON, April 18.—Cannon firing was heard at the entrance to the Dardanelles at noon today, according to a dispatch received here from Lloyd's signal station in the Dardanelles. It is believed that the Italian fleet has begun an attack on the forts of the straits, but no details have yet come to hand.

Turkey Prepared for Attack.

It has been rumored for some weeks that Italy contemplated a renewal of naval action in Turkish waters, and the Italian fleet was said to have approached within fifty miles of the Dardanelles a month ago with the intention of occupying some of the islands. In consequence of these reports the Turkish military authorities reinforced the garrisons in the vicinity of the Dardanelles straits, and the Turkish government notified the foreign powers that the Dardanelles had been mined, and that it was necessary for vessels passing through to employ local pilots.

Separates Asia and Europe.

The Dardanelles is the narrow channel, in ancient times called the Hellespont, connecting the Sea of Marmora with the Grecian archipelago and separating Europe from Asia. It is about forty miles long, and varies in width from one to four miles. A strong current flows through the channel at all times, for which reason Leander's feat in swimming it nightly to visit Hero was considered almost impossible until Lord Byron repeated it, for glory.

The Hellespont, or Dardanelles, is celebrated in ancient history on account of its having been crossed by Xerxes in 480 B. C. and by Alexander in 334 B. C., the former invading Europe and the latter entering Asia.

Straits Strongly Fortified.

The Dardanelles is strongly fortified on both sides, and defended by many guns of large caliber, in order to prevent a possible invasion.

PASSENGERS DEMAND THE SOUTHERN ROUTE

Delegation of Those Booked on Adriatic Makes Request of Line Officials.

LONDON, April 18.—A deputation of passengers booked to sail on the White Star liner Adriatic today has lodged with the White Star Company a two-fold request—that the Adriatic take the southern route, and that the vessel be compelled to carry sufficient lifeboats to accommodate all the passengers and crew.

The deputation included the Rev. Henry Brundage of Washington, William J. Smith of New York, J. B. Corey of Pittsburgh and Charles Wright of Detroit. The insufficiency of the lifeboats carried by the Titanic has brought the board of trade into the limelight. As one paper says:

Fulfilled the Rules. "Doubtless the White Star line will be blamed for not carrying more boats, but as a matter of fact they have done no worse, if not better, than any other line. They fulfilled the rules of the board of trade, and having done so, and having a firm belief that the Titanic was practically unsinkable, their conscience was at rest."

"If there be blame let it be shared by every other company which has only by sheer luck escaped similar disaster, but let the main burden rest on the shoulders of the government department, which has not made it its duty to inquire into the insensate avarice in time which most people display in their arrangements for crossing the Atlantic. They may be the more northerly route save one day or two days, but we now know at what risk. Moreover, in my own experience the supposed rapid passage has been at least once annulled by delays due to the Newfoundland fogs."

"Of course, now there will be a change. We know now that no ship is unsinkable, and therefore due provision must be made lest she do, indeed, sink in midocean. We shall be very wise after the event, and officialdom may even go so far as to drop its ridiculous tonnage scheme and demand that for every living soul carried on a vessel there shall be a place in one of the lifeboats."

Sir L. L. Johnston strongly advocates the adoption by transatlantic steamers of the southern route.

"The only reason," he says, "why the more southern and much safer and pleasanter route is not followed is due to the insensate avarice in time which most people display in their arrangements for crossing the Atlantic. They may be the more northerly route save one day or two days, but we now know at what risk. Moreover, in my own experience the supposed rapid passage has been at least once annulled by delays due to the Newfoundland fogs."

Returning From Vacation.

Rev. Henry E. Brundage is pastor of the Eckington Presbyterian Church, at North Capitol and Q streets, having come to Washington from Colorado to accept the local pastorate about a year ago. He succeeded Rev. Dr. William Taliaferro Thompson, who is pastor emeritus of the church, and who decided to retire from the active direction of the work on account of ill health. Mr. Brundage left Washington in February on a vacation and shortly thereafter he began to make plans for a thorough and prompt inquiry. He conferred with President Taft and Secretary of Commerce and Labor, and the best method of procedure and the lines of investigation they desired to suggest. And he was early in touch with Gen. Uhler, chief of the steamboat inspection service, with regard to its powers and to lines of scientific inquiry. Senator Smith will leave at 4 o'clock this afternoon for New York city, to confer with officials of the White Star line, especially J. Bruce Ismay, who was on the Titanic, and to be on hand when the survivors are landed from the Carpathia. That will put him in immediate touch with the survivors, especially with the

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Immediately after Senator William Alden Smith had made the head of the Senate committee to investigate the Titanic wreck, he began to make plans for a thorough and prompt inquiry. He conferred with President Taft and Secretary of Commerce and Labor, and the best method of procedure and the lines of investigation they desired to suggest. And he was early in touch with Gen. Uhler, chief of the steamboat inspection service, with regard to its powers and to lines of scientific inquiry. Senator Smith will leave at 4 o'clock this afternoon for New York city, to confer with officials of the White Star line, especially J. Bruce Ismay, who was on the Titanic, and to be on hand when the survivors are landed from the Carpathia. That will put him in immediate touch with the survivors, especially with the

Both Get Five-Year Terms.

H. M. Dearing and Son Sentenced for Bank Embezzlement. DETROIT, Mich., April 18.—Henry M. Dearing, seventy-three years old, cashier of the defunct Albion National Bank, and his son, Palmer M. Dearing, were each sentenced today to five years in the federal prison at Leavenworth, Kan., for misappropriating the bank's funds. The son was secretary of the Cook Manufacturing Company, and it was admitted that thousands of dollars were illegally taken from the bank in a vain effort to save the Cook company from failure. The bank's discrepancies totaled more than \$100,000.

CONGRESS TAKES PROMPT ACTION

Senate Committee Will Seek Means to Prevent Repetition of Titanic Disaster.

SURVIVORS OF THE WRECK TO BE SUMMONED HERE

Chairman Smith Going to New York After Witnesses.

PLANS BROAD INVESTIGATION

Possibility of an International Agreement to Protect Sea Traffic Will Be Fully Discussed.

Facts Sought by Congress. Causes leading to the wreck. Responsibility for the disaster. What legislation is necessary. Titanic's equipment for safety of passengers and crew. Number of persons on Titanic. Adequacy of inspection. Feasibility of an international agreement on sea traffic.

Congress today lost no time in making preparations for thorough probe of the wrecking of the Titanic, and for inquiries to determine what legislation and international agreements are necessary to prevent repetitions of the disaster.

Senator William Alden Smith of Michigan, who put through the Senate yesterday a resolution for an investigation, was appointed chairman of the subcommittee to make the inquiry, and others appointed to the subcommittee are Senators Perkins of California, Bourne of Oregon, Burton of Ohio, Simmons of North Carolina, Newlands of Nevada and Fletcher of Florida. The subcommittee was introduced in the Senate yesterday, being a committee on commerce, in accordance with the Smith resolution, adopted by the Senate yesterday.

Senator Cullom, chairman of the Senate committee on foreign relations, announced today that he expects to call a special meeting of his committee for next Saturday at which the possibilities of an international conference and of international agreements regulating life-saving apparatus on ocean vessels will be discussed. The maritime resolution, introduced in the Senate yesterday, calling for a thorough and prompt inquiry, stating that the Senate favors treaties with maritime nations "with a view to directing the course of all vessels engaged in the carrying of passengers at sea" and favoring a conference as to all matters appertaining to the safety of such craft and passengers, will be the basis of the discussion.

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TAFT WEIGHED, FOUND WANTING, SAYS COLONEL

May Be Good Lieutenant, "But Doesn't Do in Command of the Army."

AUBURN, Neb., April 18.—Col. Roosevelt's view on the qualifications of the President were brought out in a speech which he delivered this morning in Nebraska City at the beginning of today's campaigning in this state.

"Often we have to try a man out," he said. "He may be a first-class lieutenant, but doesn't do in command of the army. Often the lieutenant when he becomes commander means well, but means well feebly, and you don't get much out of it if you have a lot of strong men around him who don't mean well at all."

After again charging that President Taft had intruded his fate to Senators Lorimer, Penrose, Gallinger and others whom he characterized as opposed to the rule of the people, he added:

New Epigram Brings Laughter.

"When I was President I saw all these men. I consulted with them, but I didn't let them be my masters. Whenever there was a line up between them and the people I was against them."

The colonel brought out a laugh from the crowd with a new epigram. He was speaking of the "silk stocking whigs" who, he said, were against him. He said: "The silk stocking, if he is a game man, is just as good as if he didn't wear any at all."

Mr. Roosevelt's program called for a day's run through the southeastern section of the state, ending at Lincoln, where he speaks tonight.

FIGHT FATAL TO 107.

Gold Miners Killed by Russian Soldiers at Irkutsk, Siberia.

IRKUTSK, Siberia, April 18.—One hundred and seven gold miners were killed and eighty more wounded in a fight with Russian soldiers at the Lena Gold Mining Company's workings in this vicinity. Details of the fighting and of the cause of the trouble have not yet been ascertained.

WOULD NOT BE FORCED OUT.

Statement of American Railroad Men in Mexico Who Struck.

LAREDO, Tex., April 18.—A statement addressed to the American people, giving the grievances of American conductors and engineers who struck yesterday on the Mexican national railway lines, declares the Americans preferred to walk out rather than to be forced out by a policy of "Mexico for Mexicans."

FLAG RAISED ON TOWER.

Ceremony Marks Step in Construction of Fort Myer Wireless Station.

A flag-raising ceremony was held at the big navy wireless station being erected for the government near Fort Myer, Va. The last leg of the second 450-foot tower was placed in position, and the contractor raised a flag to signalize this period in the progress of the construction.

The station at Fort Myer will be the biggest in the world. There will be two towers of 450 feet each, and one of 90 feet. The range of the station, according to weather conditions, will be from 2,000 to 5,000 miles.

Alleged Slayer Is Lynched.

FORSTH, Mont., April 18.—Harry Hoffman, alleged slayer of Mrs. William Merrill of Joppa, near the town of Rosebud, Mont., was taken from the county jail early today by a crowd of sixty masked and armed men and despite the efforts of the sheriff and his deputy was hanged to a tree on a vacant lot.

TAFT IS CLINGING TO HOPE FOR BUTT

Points to Fact That Names of All the Survivors Have Not Been Given.

HIBBS SEEKS NEWS OF CLARENCE MOORE

Secretary Nagel to Look After Landing of Carpathia's Passengers.

RELATIVES GO TO NEW YORK

Mrs. Champ Clark and Daughter Will Greet Friends Who Were on Way to America on the Titanic.

Clinging desperately to the last vanishing shreds of hope that, after all, he may be among those on board the Carpathia, President Taft yesterday was completely silent.

Whether, in the confusion that must exist on board the rescue ship Carpathia, it has been impossible to locate some of the survivors, or whether the list sent from the Carpathia yesterday was complete is not yet known. President Taft is still hoping that there may be persons among those saved and taken on board the Carpathia whose names have not been included in the lists.

A wireless message from the Carpathia, received at Halifax, N. S., and forwarded to New York and Washington tonight, states that Mrs. Edgar Meyer is safe on board the vessel.

Daughter of Andrew Saks.

Mrs. Meyer is a daughter of the late Andrew Saks of New York and Washington, having, before her marriage, been Miss Lila Saks. The aerogram, which was not signed, says:

"Lila safe; well cared for. Edgar missing."

The fact that Mrs. Meyer is reported safe aboard the Carpathia, although her name did not appear in the previous lists sent out from the rescue steamer, and relayed by the Olympic and other vessels, is taken to indicate that others not yet reported may be safe aboard the Carpathia.

Secretary Nagel will leave at 4 o'clock this afternoon for New York, where he will personally assume control of the matter of landing the Titanic's survivors. Included in the list of survivors are many steerage and third-class passengers, who will land in a destitute condition, and Secretary Nagel will see to the comfort of these unfortunates and assist them in reaching their friends or relatives.

William B. Hibbs of Hibbs & Co. left for New York last night to be present when the Carpathia docks in the hope of learning something definite in regard to Clarence Moore. Before leaving, Mr. Hibbs said that there was practically no hope that he would see Moore, as he had not been received from him long before this time. However, Mr. Hibbs wishes to secure definite information if possible.

Miss Gracie in New York.

Miss Edith Gracie went to New York today, where she will meet her father, Col. Archibald Gracie, when he debarks from the Carpathia. It is certain that Col. Gracie is among the survivors on the steamer that is slowly approaching New York. Mrs. Gracie was in New York, where she went several days ago.

Other Washingtonians who have gone to New York to await the docking of the

Declines to Make Reply.

An earlier dispatch sent by the Salem at 8 a.m., corroborated the numerous dispatches declaring that the Carpathia has persistently declined to answer any message of inquiry, although sometimes acknowledging calls. The message made

SHIP'S STEADY REFUSAL TO ANSWER QUESTIONS STILL A DEEP MYSTERY

Even Inquiry From President Taft Regarding Fate of Maj. Butt Is Disregarded.

PREPARATIONS ARE MADE TO GREET THE SURVIVORS

Expected to Reach Dock at One O'Clock Tomorrow Morning—Secretary Nagel Will Personally Look After Their Comfort.

NEW YORK, April 18.—The Cunard liner Carpathia, bearing the survivors of the sunken steamship Titanic, was making her way slowly toward New York this afternoon, groping through the fog, her wireless as silent as that of the stricken vessel a small part of whose human cargo she carries. According to best reckoning she will not reach her dock here before 1 o'clock tomorrow morning.

Wireless messages bombarded the Carpathia all last night and this morning, but with little result. Even a message from President Taft, asking for news of his aid, Maj. Butt, remained unanswered, and the indications are that no details of the disaster will be known until the Carpathia reaches port.

Judging from the nature of the few messages received from the survivors aboard the Carpathia the inference is that most of them are unaware of the awful tragedy that took place aboard the Titanic after she was abandoned.

DO NOT KNOW HUSBANDS DIED.

Many wives are ignorant that their husbands have perished and are hoping that they were picked up by some passing liner which subsequently rendered service similar to that of the Carpathia.

In New York all preparations have been made to receive the survivors when they land. Food, clothing, ambulances and other necessities and luxuries have been provided. The police protection will be ample, and every measure will be taken to protect the unfortunates who have been under such a terrific strain.

For the women of the steerage a committee of prominent New York women has been formed to house and take care of them until relatives abroad can be notified of their plight.

REFUSAL OF STEAMER CARPATHIA TO ANSWER QUERIES PUZZLES

Radiograms which reached the Navy Department before 11 o'clock this morning simply go to show the great state of confusion existing in the wireless telegraph service. One of these dispatches was from the commander of the Salem, which acted as a relay ship in transmitting any information that came by the Chester from the Carpathia, and one was from the commandant of the Newport wireless station, the nearest probably to the Chester and Salem. Neither of these convey any information regarding the catastrophe, but simply relate to the difficulties which the operators are experiencing in establishing communication with the Carpathia.

The dispatch from Capt. Chandler, commanding the cruiser Salem, was received by the shore wireless at 9:30 a.m. today, and was dated April 18, but without any specific time.

It reads as follows: "Navy Department. 'Your telegram relative to Maj. Butt and others, was relayed to Chester promptly and acknowledged, and I later sent a second inquiry. Just learned that the original message was not received by the Chester. I am now trying for the Carpathia direct to inquire. Conditions very unfavorable, with many stations interfering with each other. Salem will proceed to Bradford (the calling station) at the head of Narragansett bay Thursday for coal; thence to Boston.'"

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remarkable ten minutes after its dispatch from the Salem. It follows: "U. S. S. Salem, 8 a.m.—Can get no information from Carpathia. No radio communication, she sometimes acknowledges messages I have sent. Cannot believe that she has failed to understand the easy range of torpedo station (Newport, R. I.), so Salem will sail to Bradford tomorrow afternoon. CHANDLER, Comdr."

From the commandant of the Chester, Capt. Decker, came the following message to the Navy Department, also dated April 18, without time statement, and evidently referring to a passenger list previously made public by the Navy Department this morning: "Have forwarded a list of third-class passengers on the Carpathia, via Salem, and am proceeding to Chester promptly."

A later dispatch in point of time is the following: "Newport, R. I., April 18.—No information from the Salem or Chester since 1 o'clock. Third-class passenger list now going through the Salem." (Signed.) CHANDLER, Comdr. Naval Station, Narragansett bay.

Give Up Attempts.

The feature of importance of these dispatches is the statement that both of the naval scouting cruisers have practically given up the effort to secure further information from the Carpathia and are returning to port. The officials of the Navy Department are suspending judgment on the conduct of the officers of the Carpathia, who have ignored requests for specific detailed information, direct in some cases from the President of the United States.