

The Idaho Lumber Company Has a Yard at Sterling

THE BLACKFOOT OPTIMIST

MONDAYS

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THURSDAYS

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BLACKFOOT, BINGHAM COUNTY, IDAHO, THURSDAY, APRIL 18, 1912

\$2.00 PER YEAR

Don't Forget A. Lincoln Kirk Friday Night At The High School Auditorium

THE STEAMER TITANIC WRECKED

Great Liner Collides With an Iceberg in the Night---Wireless Messages Result in Other Vessels Hurrying to the Scene and Giving Aid---More than 1300 Perish.

Wireless dispatches up to noon Sunday said the passengers of the White Star liner Titanic, which struck an iceberg off Newfoundland coast last night are being transferred aboard the steamer Carpathia, a Cunarder. Already 20 boat loads have been transferred and allowing 40 to 60 persons as the capacity of each lifeboat, some 800 or 1200 passengers have been transferred. The latest reports indicate the transfer is being made safely. The sea is smooth and the weather calm. Probably all the passengers of the Titanic are safe. While badly damaged, the Titanic is still afloat and reported making her way toward Halifax under her own steam.

Another liner, the Parisian of the Allen company, which sailed from Halifax April 6, already is close at hand and is assisting in the work of rescue. The Baltic and Virginian also are near the scene and the Olympic apparently close.

Halifax, April 15.—The Canadian government marine agency here at 4:15 received a wireless that the Titanic was sinking. The steamers towing her are trying to get her into shoal water near Cape Race to beach her.

New York, April 17.—The scout cruisers are expected to be within speaking distance of the Carpathia in a very few hours. That more than 1300 went down with the liner has grown into an almost positive certainty.

It is estimated that approximately 140 of the crew were saved, their presence in lifeboats being necessary for the safety of the passengers. The estimate of 400 steerage passengers saved completes the list of 868 the Carpathia has aboard.

A great majority of these are women. The names of only 79 men have been given in the list of rescued whereas the names of 249 women appear. The men among the passengers, for the most part seemed to have remained to die so the women and children might be saved. No new names have been added to the list of rescued since yesterday when the Carpathia wireless failed.

John Jacob Astor, Isador Straus, George Widener, Major Butt, Francis D. Millet, the artist; William T. Stead, a London journalist; Benjamin Guggenheim and Colonel and Mrs. Washington Roebling are among the more prominent names missing from the list saved.

Mr. Franklin said he reckoned the Carpathia would arrive early Friday morning. The company has made every arrangement for the comfort of the survivors, he added.

"Just now," he said, "we are bending every effort to get addition names of the survivors. There is no reason why these names should not come through provided they can be relayed by some ship, but the Carpathia's wireless is greatly overtaxed. In fact, she has messages that would occupy her a week ahead. We have heard nothing from her or the Olympic since 9 o'clock yesterday morning and know nothing of the report that bodies have been picked up."

New York, April 18.—One passenger said the Titanic went down with her lights burning and with the band playing "Near, My God, to Thee."

The members of the crew had to use force to separate wives from their husbands and throw them into the lifeboats. This is a story by Mrs. Jacques Futrell, formerly of Atlanta, Ga.

Five were buried at sea from the Carpathia, Mesdames Caroline and Lily Bonnell of Youngstown said.

"We were asleep in our berths when the Titanic crashed into the iceberg," they said. "We immediately rushed on deck, only stopping to throw on a coat over our nightgowns. The night was bright and starlit. We could see

the crowds of passengers falling down the stairways while the officers sought to reassure them of their safety. Major Butt and Colonel Astor stood by the lifeboats bravely and helped the women. They did not think the boat was going to sink.

"The Titanic kept settling lower and lower, however, then word came that the engine room was flooded."

NEW YORK, April 18.—When the Carpathia docked at 9:30 the gangplank was quickly lowered and doctors and nurses went aboard.

The first survivors began to leave the ship at 9:35. The following statement, issued by a committee of the surviving passengers, was given to the press on the arrival of the Carpathia:

"We the undersigned surviving passengers of the Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give the press a statement of facts which have come to our knowledge and which we believe to be true:

"On Sunday, April 14, 1912, at about 11:40 p. m., on a cold starlight night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision.

"Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life-boats and the boats were lowered. The ship sank at about 2:20 a. m. Monday, and the usual distress signals were sent out by wireless and rockets at intervals from the ship. Fortunately, the wireless message was received by the Cunard's Carpathia at about midnight and she arrived on the scene of the disaster at about 4 a. m. Monday.

The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors and the last mentioned were received on board with the most touching care and kindness, every care being given, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit, all honor to them.

The English board of trade passengers' certificate on board the Titanic showed approximately 3500. The same certificate called for life boat accommodations for approximately 950 in the following boats.

"Fourteen large life boats, two smaller boats and four collapsible boats.

"Life preservers were accessible and apparently in sufficient numbers for all on board.

"The number of passengers carried at the time of the collision was: "First class, 330; second class, 320; third class, 750; total 1400. Officers and crew 946. Total 2340. Of the foregoing the following were rescued by the steamship Carpathia: First class, 330; second class, 320; third class 296; officers 4; seamen, 39; stewards, 96; firemen, 71; total, 210 of the crew. The total, about 745, saved, was about 90 per cent of the maximum capacity of the lifeboats.

COMMENDABLE EFFORT

When James Wallace died last week the body was taken to the Brown-Eldredge Undertaking apartments, and Mr. Peck of that firm, prepared a small room with screens and ferns for its reception. He took especial pains to arrange every thing beautifully for the old war veteran, and the casket, amid a bed of flowers, was draped with the stars and stripes. The work of Mr. Peck was a tribute to a soldier and a man, and was highly commendable. Too much respect cannot be paid to the boys who wore the blue.

Chickens wanted at this office, 11c per pound.

ARMS FOR AMERICANS

Washington, April 15.—In response to an appeal from the American consul at Guadalajara, Mexico, the president has authorized the exportation of 150 rifles and fifty thousand rounds of ammunition for the arming of Americans in that district.

The state department's forceful note to the factions in Mexico, warning them against the mistreatment of Americans, is believed to have brought relations between the United States and Mexico to a critical point. It is recalled that such a warning as this preceded the Spanish American war. It is still hoped and believed by administration officials, however, that Saturday's notes will have a sobering effect on the passions of the factions and it will not be necessary for the American government to take drastic steps.

MARION THERMON INJURED

While Marion Thermon of Kimball, was returning to his home from Fifth Monday he met with quite an accident, whereby one rib was broken, and he was badly injured. Mr. Thermon was riding his bicycle, and in some way the peddle became locked when Perry Fraudsen drove up behind him, thinking to give Thermon a race he started to drive faster and upon seeing he would have to turn out, he turned to the same side of the road just as Thermon did, running him down. The buggy passed over Thermon. He was taken to the home of his sister, Mrs. J. E. Hepworth, where he is making his home. A doctor was summoned, and his injuries dressed. Last reports are that he is getting along well.

HAS PURCHASED HARDWARE STOCK

Charles H. Holland has purchased the hardware business of R. C. Holsclaw at Springfield and will conduct that business hereafter, in addition to his general store. Mr. Holsclaw will return to Salt Lake.

DEKAY BROTHERS IN GROCERY

F. E. and Roy DeKay have leased the first floor of the Millick block and will engage in the grocery business in the near future. N. E. Montgomery, who now occupies the room in consequently forced to give possession May 1st.

CELEBRATING COMPLETION OF PROJECT

Invitations have been issued to the people of Southeastern Idaho to participate in the celebration of the successful completion of the Portneuf-Mary Valley Irrigation Project to be held at Downey, April 22nd, 1912. The speakers of note will be Governor Hawley, of Idaho, Governor Carey of Wyoming, Governor Spry, Utah and other prominent men of the west. The banquet accompanying the celebration will be held in the new Hotel Oxford, recently completed, and one of the most picturesque. One noticeable thing about the invitation to the function is that they were printed by the boys who run a shop in Downey. There was no sending off for engraved stationery, and that principle has characterized the entire proceeding relative to the building of a city like Downey. The people have stuck together.

ART LOVER'S TREAT

A treat for art lovers coming. At an early date, to be announced, the current Event Club, assisted by the High School, will place on exhibition for three days, a collection of originals by American artists.

Following is a list of artists to be represented by one or more pictures: Water Colors: Charles Francis Browne, William Clusman, Mrs. George E. Coollidge, A. Crossman, Mrs. Helen Luthardt, Mrs. Julia Collins Stohr, William Vytalac, Dudley Crafts Watson.

Etchings: George Charles Aid Geo. E. Burr, Thomas R. Cingdon, Chas. W. Dahlgren, Edw. F. Ertz, L. O. Griffith, Helen Hyde, Bertha E. Jacques, Katharine Merrill, B. J. O. Nordfildt, Geo. F. Plowman, Ralph M. Pearson, Earl H. Reed, Phil Sawyer, Otto J. Schneider, Thomas W. Stevens, Helen B. Stevens, Thomas E. Tallmadge.

List of oils to be given later.

CHARLOTTE R. HENDRIE Sec.

MANY NEW BUSINESS BLOCKS

During the week arrangement have been made for the new Standard bank and Curtis buildings at the corner of Bridge and Main Streets, and now it is understood that Walter Scribner is contemplating the building of a large addition to his block at the corner of Main and Pacific streets. D. H. Blethan is arranging for a building with a front of twenty-five feet on Pacific and there is assurance that the erection of a new depot will be a reality after July 1st.

There is no place like the fountain at the Modern.

WEEKLY COUNCIL MEETING

Councilmen, Watson, Bond, Simmons LaCour, Gibbs, Rockwood, Younle, Peck, and Mayor Capps, were present at the council meeting Tuesday evening. The minutes of the previous meeting were read and approved. The following building permits were granted:—

D. L. O'Neal, 7 foot porch to house on Lots 20-21-22, in Block 125, Danilson addition. Rufus Chesnut, two room house 14x28 value \$400, on lot 17, Block 4 Dipple addition. A. Younle, cement addition to building on West Judicial street. J. B. Astle, house and barn on lots 4 and 5, block two Kennedy's second addition. Dr. Gee, automobile garage, Shilling Av. Councilman Bond representing citizens of Shilling avenue, asked that the minutes of the council be changed in that particular relative to the reimbursing of those citizens who have extended the sewer at their own expense, which may never be extended by the city and therefore under the agreement as spread upon the minutes at a previous meeting, might never be paid for by the city.

Bond made a motion that the matter be referred to sewer committee and city attorney with power to act. W. H. Montgomery asked that the time be extended for clearing sage brush off until May 1st. The extension of time was granted.

D. H. Blethan asked permission to extend a stairway for a new building into the sidewalk on West Pacific street, two feet and eight inches. Watson moved that request be granted, carried.

F. W. Berryman, representing the Standard bank, presented the notice and ordinance for the sale of coupon bonds, for acceptance by the city council, prior to their publication in this issue of the Blackfoot Optimist.

Bids for Sprinkling Streets
S. J. Gibbs submitted a bid for 50 cents per hour, and R. T. Dye one for 40 cents per hour, with the privilege to work the team at other work. Younle moved that the contract be awarded to R. T. Dye.

The street and alley committee reported trouble on sewer connections on account of ground sinking after connections were made, necessitating the filling of the holes by the city at an expense to the latter.

The committee recommended that the city purchase a gravel pit.

Peck made a motion that the subject be laid over until the next meeting, and that each councilman look up a suitable gravel and sand pit. Carried.

LARGE ATTENDANCE AT FUNERAL

The funeral of James W. Wray, which was held at Riverside hall Tuesday afternoon was one of the largest in point of attendance ever held. Many beautiful tributes were paid the deceased, by men who had been almost life long companions to him. Mr. Wray has been a sincere worker in the L. D. S. church work, and through his sterling principals and true christian life has won the respect of all.

NEW DEPOTS ALONG THE LINE

Locating Architects Ullmer and Zimmermen of the Short Line are spending several days on the Moreland Aberdeen branch and are designating the spots upon which depots will be built. There are four depots to be built along the system this year. They are one at Blackfoot, Pingree and Sterling in this vicinity and one in Montana. The plans for the Blackfoot depot are almost complete and according to them, this city will have one of the finest depots in the state. Work will commence within the next ninety days. The contract for the depot at Pingree was let this week and active work commenced today.

ENGINEER KILLED

J. O. Brown of Montpelier, a veteran engineer on the Short Line, was instantly killed Monday morning while pulling the west bound Fast Mail. He was struck by a bridge while leaning out of the cab of his locomotive. The accident happened at bridge No. 9, about half a mile west of Granger, at 8:30 o'clock. The body was taken to Montpelier for interment. This makes the third accident of a similar nature on the Short Line between Pocatello and Granger within two years.

MISSIONARY SOCIETY MEET

On next Wednesday afternoon at 3 o'clock, will be held the next meeting of the Women's Foreign Missionary society at the home of Mrs. C. F. Hendrie.

Rockwood made a motion that the property owners on the east side of Spruce street between Pacific and Judicial streets be notified to put in sidewalks. Carried.

Peck of the cemetery committee reported that the V. I. S. had turned in \$80.00 for the cemetery fund.

It was also agreed to permit the cemetery committee to employ additional help when necessary. Adjourned.

THE ISIS THEATRE

One Big Noise



One Big Noise

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