

CITY BEAUTIFUL PLANNED BY WOMEN

(Continued from Page 1)

around a home might be obscured by vines on trellises. She suggested that all try to get together for promoting the beauties of the homes and the city.

Mrs. Jackson suggested that if a fixed water rate were obtained it would enable the small home owner to improve his lawn. She called on W. E. Deissel to quote the water rate, and as he could only give the price of the White Pelican product he had to pass the proposition along. Mayor Fred T. Sanderson could not give the rate, but he thought a city surrounded as this is by water, there ought to be no scarcity of cheap water for the purpose indicated. The mayor said he believed all the men in town would co-operate with the women in the matter, and concluded by saying, "You ladies have got this question right, and you're off right."

The toastmistress suggested trying to get the Southern Pacific to put in a triangular park at the depot, and that a clean-up day be appointed, with the children to co-operate. The mayor thought that Saturday, April 27, would be a day when the school children could assist.

Principal W. E. Faught said that as far as the county high school was concerned, he believed more assistance could be had from pupils there if they were given some other afternoon "off" on condition that they work. He said there are a number of wide-awake boys and girls in the high schools who would be valuable to the movement, and he said that the faculty and teachers would work heartily with the women in the scheme.

"I have a plan which I will come up to the school and present before the day," said Mrs. Jackson.

"Come up any time you wish," suggested Professor Faught.

Mrs. C. C. Hogue, with the subject

"What Women Have Done Along the Lines of Civic Work," was the next speaker, who said that many women in Klamath Falls had been heard to say that they liked Klamath Falls because it was their home, but not for other reasons, and that the husbands liked. She mentioned that too many local homes had a Queen Anne front and a Mary Ann rear. It was women's province to adorn and beautify the home, she said, and spoke of one city where, in a clean-up movement, children gathered and burned in one day two tons of dandelions. The failure to properly dispose of the refuse of the stockyards in Chicago, she said, had been remedied by women. Cleanliness was not simply a benefit to health, Mrs. Hogue said, but it was of moral, mental and intellectual benefit.

Mrs. Jackson mentioned that the assistance of the ministers in getting the city cleaned up, by giving their entire sermon hour to the matter, would be valuable, and that the newspapers could also help. The movement needed the general support of both, she said.

Mrs. C. E. Hogue, daughter-in-law of Mrs. C. C. Hogue, spoke of what had been done to beautify her home city, Minneapolis, where the lakes had been parked, boulevarded and lighted. The great cliffs of the Mississippi River had also been treated for their improvement and the general effect was very desirable, and added to the value of city property. Views were made more restful by cleaning up. Mrs. Hogue mentioned the two lakes this city has, and how the banks on both sides of Lake Ewauna might be parked and trees planted and the marshes filled, meaning a new residence district. Upper Klamath Lake could be improved, also, and regatta and other water diversions held. There was no reason, she said, why this could not be made a summer resort.

TITANIC'S SPEED FATAL BELIEF OF SURVIVORS

Ismay Denies This Before the Senate Committee, and Carpathia's Captain Says Boat's Path Was Safest for Season

United Press Service
NEW YORK, April 19.—It is the unanimous opinion of survivors that the accident was the direct result of a speed attempt. Seven hundred and forty-five lives were saved and 1,595 perished.

The missing are 139 first cabin passengers, 195 second cabin, 55 steerage and 750 officers and crew. The saved are 210 first class, 125 second class and 200 steerage, and 210 officers and crew. Guggenheim is missing, and survivors are unable to tell how he died.

Ismay Tells His Story
United Press Service

NEW YORK, April 19.—J. Bruce Ismay was the first witness before the senate committee. He said in part: "I first want to express my grief; secondly, I wish to say I welcome this investigation and the fullest inquiry."

He reviewed the Titanic's history, saying no money was spared in her construction. Describing the accident he said: "I was asleep in the stateroom. It has been stated she was running at full speed. She never went at full speed. After the crash Captain Smith said the ship had struck the ice, and he feared she was seriously damaged. The chief engineer expressed a similar fear. I returned to the bridge, and heard the lifeboats ordered. I assisted in getting them into the water, and then went to the starboard side. I don't know whether the captain stayed on the bridge."

the captain regarding the ship's movements, adding: "I want to say right here, we were not attempting to get speed records. I knew the ice had been reported, but had never seen any icebergs in my life."

He denied that he sent a wireless message after the S. O. S. signal was sent.

"He said: 'I saw three boats lowered, and got into the fourth. The order given for women and children to be saved first was followed out as far as I know, I saw no struggling or jostling attempts by men to enter the boats. We picked up the first women we found and helped them into the boats.'"

Asked if he saw any passengers on the Titanic just before she sank Ismay said he did, but that he recognized none. He described how he left the Titanic: "I was opposite the last boat the sailors were lowering. There was an unfilled space. The captain asked, 'are there any more women?' There was no answer. The captain said 'there are no more.' There were no other male passengers on that part of the ship. Just before the boat was lowered I stepped in."

He did not know where the berg struck the Titanic, and added: "All the men passengers I saw had preservers, but I saw none jump into the sea. There were no rafts aboard the Titanic. Some years ago the White Star discontinued them. Fourteen wooden and fourteen collapsible lifeboats were aboard, but I didn't look

back after I left the Titanic to see whether she had broken in two. I didn't look to see if there was a panic. After I left the bridge I didn't see the captain."

Ismay insisted that the vessel was equipped with a full complement of lifeboats, and declared he knew nothing of any explosion as she sank.

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ADMINISTRATOR'S NOTICE OF INTENTION TO RESIGN

In the County Court of the State of Oregon, for Klamath County. In the Matter of the Estate of S. W. Kilgore, Deceased.

Notice is hereby given by the undersigned, who is now acting as administrator of the estate of S. W. Kilgore, deceased, that he will, on Saturday, the 18th day of May, 1912, at 10 o'clock a. m., in the court room of said court, in Klamath Falls, Oregon, tender his resignation as such administrator to the honorable judge of the above-entitled court; and all persons interested in said estate are hereby notified to appear at said time and place and make their objections, if any they have, in writing, to the acceptance of said resignation.

Dated this 18th day of April, 1912.
H. H. KILGORE,
Administrator of Estate of S. W. Kilgore, Deceased. 19-24-3-10-17h

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