

FOUR HUNDRED ISLAND MAINTAINS ABOUT STORM IN FLORIDA

Floyd D. Young Describes Scenes When Waves Lash Lighthouse and Make It Sway; Foiled Death.

Floyd D. Young, who was formerly a carrier on The Journal, and is well known in Portland, has written The Journal an account of his experiences in a lighthouse during the hurricane that swept the Florida coast last October.

Young, after leaving The Journal, went into the United States weather bureau service. He is stationed in a signal station at Sand Key, Florida, where he saw the very heart of the hurricane. His remarkable description of it follows:

"There was a hurricane on October 11, 1909, which took away the weather bureau here, and ever since that time we have been quarantined in the lighthouse. Our little island is eight miles out in the Gulf of Mexico from Key West, and is a coral reef covered with white sand. There are three of us belonging to the weather bureau, and our duties are the signalling to the passing ships. We have telephone connection with Key West through a submarine cable, and also a small wireless set of our own with which we can talk with the naval station at Key West.

"Beginning of Storm. "I had many tales of the 1909 storm, and was really wishing one would come along, for I couldn't see how the wind could blow so hard as the people said it had. We had a terrible time, and it doesn't seem real now. Our little island is eight miles out in the Gulf of Mexico from Key West, and is a coral reef covered with white sand. There are three of us belonging to the weather bureau, and our duties are the signalling to the passing ships. We have telephone connection with Key West through a submarine cable, and also a small wireless set of our own with which we can talk with the naval station at Key West.

"On the night of the 13th, the barometer began to fall rapidly, rain fell in torrents and the wind increased to a gale. It continued to blow about 60 miles an hour for two days and then the wind subsided and we thought it was all over. "Waves Made House Sway. "The worst was yet to come, however, for on the night of the 16th the barometer again began to fall, and the real hurricane began. The barometer went down and down until it reached the bottom would fall out of it. A 50-mile wind hardly caused the lighthouse to tremble, but the wind that blew that morning soon had it swaying like the branch of a tree. There never was a more awe-inspiring sight as the waves crashed over the island. "The waves were incredibly high, and curled over and fell like miniature Niagara. The rain was forced by the wind through the openings around the windows and the whole place was flooded with water. We pulled all the windows and doors shut and even then the doors would pull the nails out and it would take all five of us to get them closed. "The wind increased as the barometer fell, and we could not keep the clock running on account of the motion of the lighthouse. "World Out Off. "The waves kept running higher on the island, until they reached the very center of it. After some dubious messages over the telephone from Key West, the cable gave out, and we were without communication with the outer world. We could not see a hundred feet across the island, and the wind seemed to literally tear the water to pieces and hurl it into the air. "We were all gathered to the leeward side of the house and watched the island slowly wash away. The waves ate up our wharf first, then our boat house, and then the brick oil house at the very center and highest point of the island broke up. After the waves washed completely over it several times, and all the oil washed to sea. The waves now washed completely over the island, and there was nothing but angry sea in sight. "Whole Structure Rocks. "The lighthouse rocked so violently that it seemed impossible for it to hold much longer, and we expected to be pitched over into the waves at any moment. We could feel every wave that struck the lighthouse, and several small cracks broke loose at the bottom and made a noise like a boiler factory, pounding against the other braces. "Of course we didn't know what was making the noise, and thought perhaps that an acceptance to the Tenth street tunnel had been filled with the city by the Oregon Electric and work will begin as soon as the material can be gotten together. The line will be double tracked and will give the electric lines of the Oregon Electric and United Railroads direct connection for passenger service. It is expected that a passenger station will be located somewhere along the line, but Mr. Stevens said he could give no information along that line at this time. "It is too early to say anything definite about that as yet," said Mr. Stevens, "as that will depend entirely upon future development of traffic."

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the station, and told us the particulars by flashlight telegraph. "There were about twenty men on some of the wrecks. Six men, nearly dead with hunger and thirst, were picked up at sea clinging to the pilot house of a boat. On many of the steamers that went through the storm safely, most of the men of the crew were injured in some manner. One steamer went on the reef with 600 passengers. They were all saved by the revenue cutter from Key West. There are still two large steamers and a four-masted schooner on the reefs near here, and probably most of them will never get off."

"Key West was paralyzed by the storm. The electric power plant was totally wrecked, and new machinery had to be shipped from New York before there was any light on any street cars. The seawalls were all washed away like paper, and many buildings were completely demolished. "Our little island has since washed back somewhat, and we all hope that the wind will never again be so fierce. The estimated velocity of the wind was 125 to 150 miles at the height of the storm."

EMPIRE BUILDER SEES HILL LINES AND IS GRATIFIED

(Continued from Page One.)

and, as for the Deschutes canyon, he said he found it exactly as he had pictured it in his mind, a rugged gorge forming a gateway into a vast empire. Stevens is in charge of all the work on the Hill, and has announced on touching upon new work will come from him. The depot question will be determined by Mr. Stevens and any other announcements to be made will come from him."

"Everything indicated that Mr. Hill was immensely pleased with the Oregon Trip line. He considered the roadbed of excellent construction and appeared especially pleased with the progress that has been made. Wednesday Mr. Hill, accompanied by his party and Mr. Stevens, saw the valley from an Oregon Electric car and the empire builder was completely carried away with the beautiful country and the contrast of its remarkable climate to that of the middle states. The sun shone brightly, the air was balmy and in the fresh green fields cattle wallowed in a wealth of verdure all of which looked good to the active builder, who sees in the tiller of the soil the builder of the nation. "Mr. Hill said in announcements to the press regarding the Oregon Electric road development, that Mr. Stevens states that eventually the entire valley will be gridironed by feeders to the Hill system. "Oregon Electric to Extend. "We can state positively at this time that the Oregon Electric will be extended to McMinnville and Eugene," said Mr. Stevens this morning. "We have our franchise for those extensions and will begin work as soon as possible, but eventually we will build new feeders. There are many districts that will deserve attention, but it is too early to speak of them now while we have our hands full with projects already under way. Mr. Hill considers the Willamette valley a wonderful piece of country."

"You may state," Mr. Stevens continued, "that the Hill system has not bought, nor is it figuring on buying the Salem, Falls City and Western railroad, as stated in press dispatches from Salem yesterday. I doubt whether Mr. Hill ever thought of that road, at least he never made mention of it to me."

"The trip through a portion of the Deschutes river canyon yesterday took the Hill party to Shearer's bridge, the old wagon bridge over which the settlement of McMinnville was founded. This particular point the Deschutes river canyon narrows down to a mere rift in the vast plateau through which the river flows. The railroad hugs the river bank very closely. It took the train seven hours to make the trip from Clark, the station on the Washington side of the Columbia, whence the ferry carries the cars across the river to the Oregon Trunk tracks. The trip was made in an observation car of the A. C. R. R., drawn by a work train. A light snow was falling and this made the trip doubly interesting, for in the Willamette valley the party had enjoyed what they considered ideal summer weather. "Kill Ye Murch Pleasid. "The run was made very leisurely to give opportunity for close inspection, and luncheon was served in the car on the return trip. Very little of the surrounding country is to be seen from the railroad which, in places, is hidden among cliffs arising to an elevation of 3000 feet above the river bed, but Mr. Hill was not surprised or disappointed that it seemed impossible for it to hold much longer, and we expected to be pitched over into the waves at any moment. We could feel every wave that struck the lighthouse, and several small cracks broke loose at the bottom and made a noise like a boiler factory, pounding against the other braces. "Of course we didn't know what was making the noise, and thought perhaps that an acceptance to the Tenth street tunnel had been filled with the city by the Oregon Electric and work will begin as soon as the material can be gotten together. The line will be double tracked and will give the electric lines of the Oregon Electric and United Railroads direct connection for passenger service. It is expected that a passenger station will be located somewhere along the line, but Mr. Stevens said he could give no information along that line at this time. "It is too early to say anything definite about that as yet," said Mr. Stevens, "as that will depend entirely upon future development of traffic."

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PIPELINES ALONG DIVISION STREET SECTION LINE

(Continued from Page One.)

erties into the sewer for a distance of more than one block, while in much of the distance the job facing on the Section Line road will be the only one that can get basement drainage into the big pipe. "To the north the drainage is better, for the sewer is built on a hillside, but even here the crest of the hill is not more than two or three blocks from the main line of the sewer, so that the drainage area is wonderfully small. To the layman it would appear that an eight inch pipe would have cared for the whole Section Line sewer. "No part of the big district out to the southeast of the big sewer main drain into it. To take care of that district a new sewer will have to be constructed, joining the new sewer at near East Forty-eighth street and running up the bottom of a draw, which has the appearance of being a former creek bed, and is the natural drainage line of the entire district. "Connected with From Lateralis. "The new Section Line sewer is now connected with only four laterals. One from East Lincoln street along East Sixtieth street for a distance of about two blocks into the head of the sewer. The second runs from East Lincoln street along East Fifty-seventh street to the sewer, a distance of a block. Both of these commence at the crest of the hill to the north of the main sewer and cover as much territory to the south as they are capable of draining. There are two other laterals, each half a block long, one on East Forty-third street and the other on East Forty-third street. "But this is not all. The construction of the new sewer and the work done by the water department seems to point to a wonderful lack of cooperation between the city engineer and the engineer of the water department. "The water department has an old 30 inch iron overflow pipe that works under the lower reservoir at East Sixtieth street and the Section Line road (reservoir No. 2), to East Thirty-ninth street, and up that street for about a mile until it empties into the main sewer at East Thirty-fifth street. "When the new sewer was constructed this overflow pipe was cut into the Brooklyn sewer at East Thirty-ninth and Division streets. There now remains nearly a mile of "dead" pipe useless in the ground. "Provides for Overflow. "At the same time the water department bought new 30 inch pipe to provide for the overflow of the new reservoir on Mount Tabor, running it along East Sixtieth street to the Section Line road, paralleling the new sewer to East Fifty-second street, where the new overflow was cut into the old overflow. The price of this new pipe was \$3.66 a foot. "Therefore the Section Line road now contains, between East Sixtieth and East Fifty-second streets, a 30 inch sewer and two 30 inch iron overflow pipes. That is eight blocks where three pipes are doing the work of one. "Between East Fifty-second street and East Thirty-ninth street the street contains one sewer, 30 inch part of the water and 33 inch remainder, and one 30 inch overflow pipe; two pipes doing the work that one could do. "And there is another place where the city engineer has sought high ground for the location of his trunk line sewer. Between East Forty-first and East Forty-ninth streets the city engineer constructed the trunk line of the Section Line road, paralleling the new sewer through private ground acquired by the city. This is a 45 inch brick and cement sewer. Between East Forty-first and East Forty-ninth streets this main trunk line runs along the Section Line road. It has been necessary, therefore, to build a smaller sewer, paralleling the trunk line a block or so to the north and running into the main line again at East Forty-third street. "The fact that this trunk line sewer runs south within 100 feet of the trunk line, drain away from it, and carry the sewage around the base of the hill and back into the main line. "City Engineer in Doubt. "There are one or two other peculiar things about the trunk line of the north branch of the Brooklyn sewer. Where the new sewer joins the east branch of the Brooklyn sewer at Marguerite and Division streets, the old sewer is a 53 inch pipe. The new sewer is a 43 inch pipe, and the biggest sewer empties into the smaller one. "Again the bottom of the trunk line sewer along East Thirty-ninth street is four inches higher than the bottom of the trunk line of the north branch of the Brooklyn sewer. The trunk line runs into the Sherman street and at the Section Line road. This is caused by the fact that the trunk line and the branches were started on the same level, but that the brick flooring of the trunk line was overlaid, so that when the work was completed the bottom of the trunk line was raised just the width of a brick placed on edge above the bottom of the branch sewer, leaving a four inch dam at the intersections. "Deputy City Engineer Hurlburt says that he does not understand just why the Section Line sewer was put along the road, instead of up the draw to the north and east. He said this morning that one reason, he thought, was the fact that at the time the work was laid out the city boundary to the north ended at the Section Line, 150 feet to the north of the Section Line road. "However, the sewer was planned in September, 1907. The city election that let the Mount Tabor district into the city was held in June, 1907, and the district became a part of the city in July, 1909. The contract for the sewer was filed with the city auditor March 11, 1910. "Mr. Hurlburt says that a smaller sewer can be constructed up the draw to take care of the big district to the southeast. "Carried Out Own Plans. "Engineer Clarke, in charge of the engineering department of the water board, says that he did not know that the Section Line sewer was to be constructed when he made arrangements for the overflow pipes for the new Mount Tabor reservoir. Mr. Clarke says that he went to the city engineer to find out how the new sewer was to be built to the reservoir, and was told that it would be quite a ways west of the reservoir. He therefore went ahead with his own plans, ordered the pipe and prepared to lay it. At that time it was expected that the reservoir would be finished by July 1 last. By the time he got ready to lay the pipe he says, the city was building the Section Line sewer, so he went ahead with his own plans, irrespective of the work of the city engineer's office. Mr. Clarke says also that if the time ever came when the full capacity of the 33 inch pipes were to be called for the Section Line sewer might not be able to carry the water, and that the sewage might have been blocked up into the reservoir had the connection been made with the sewer at East Sixtieth street. So he carried the pipes a mile down the road and cut them into the same sewer at East Thirty-ninth street. He says not determined yet, Mr. Clarke says, what

he will do with the mile of "dead" 36 inch pipe now in the ground along East Thirty-ninth street. "Idea Was to Economize. "City Engineer Morris says that the whole sewer system was constructed with the idea of ultimate economy in mind. He says that the Section Line road trunk was constructed to take care of the district laid out for it, and that it would do no more than that. Another sewer trunk is contemplated to be built up the draw to the southeast to take care of the district that can not reach the Section Line sewer. "When asked if it would be ultimately as cheap to build a 30 inch sewer up the Section Line road, and another large enough to care for its district up the draw to the southeast, as it would have been to build one sewer big enough to care for the whole district up the low land of the draw, Mr. Morris said it was not a fair question and for that reason he did not care to answer it. "In regard to paralleling the 45 inch main trunk line between East Forty-first and East Forty-ninth streets, Mr. Morris said that no less than three sets of plans had been drawn for that district and that computation had shown that the most economical construction was the one adopted. "Mr. Morris says that no less than 20 engineers have worked over the plans for the sewer extensions and that, anyway, the plan was approved by former City Engineer Taylor and simply carried out by the new administration when it came into office.

JOHN D. RINGS UP \$19.32 A MINUTE Under Quarterly Dividend Just Authorized; His Enormous Gains Since 1882. (Quoted from Leased Wire.)

New York, Dec. 17.—John D. Rockefeller's Standard Oil income is \$19.32 a minute, according to the quarterly dividend of 10 per cent amounting to \$10,000,000 on all the stock which has been authorized by the directors. It was estimated today that Rockefeller, since 1882, has received \$180,000,000 in Standard Oil dividends in addition to \$100,000,000, his equity in the profits of the concern. Since 1882 the company has made nearly \$300,000,000 out of its profits of \$1,125,442,064, leaving a surplus of \$419,679,444.

HITCH IN FINANCIAL DEALS WITH CHINA (Quoted from Leased Wire.)

Peking, Dec. 17.—The office of the United States to provide a financial expert to advise the Chinese government regarding the handling of the \$50,000,000 railroad loan now being negotiated by China from American bankers has to assist in other work of the greatest importance to the commercial interests of both countries has been flatly rejected by China. It is understood that a suspicion that President Taft's real motive in arranging for the loan and the appointment of a financial mentor is a selfish one was responsible for the rejection. "The action came as a great surprise, as President Taft in his message to congress a week ago stated that the loan negotiations were practically completed and the appointment of an advisor to China was assured. "What effect the action of the Chinese government will have on the many financial deals between the United States and China now pending is not known. The \$50,000,000 loan, known as the Manchow loan, which was to be used in the construction of the proposed Chianchow-Aigur railway, is about ready for some definite move by the parties involved. Other Chinese railroads, it has been planned, are to be built with American money and it is feared the attitude of the Peking government may bring negotiations to a stop. "The loan was to be used also by China in reforming the Chinese currency system. A preliminary agreement had already been reached and it was a question of time to accomplish the ratification of the terms of the loan that brought about China's action.

WIRE TAPPERS JAILED BY WARY RANCHER (Quoted from Leased Wire.)

Los Angeles, Cal., Dec. 17.—County officers are investigating what Saunders Williams, a Santa Paula rancher, declares to be a modern adaptation of the ancient roostack wire tapping game, and which he alleges is operated through a wireless station at Redondo Beach. As a result of Williams' charges, William Lacey and James Martin were arrested under the "confidence operator" clause of the vagrancy laws. Lacey was sentenced for six months in jail, following his plea of guilty. "Williams told the authorities that soon after his arrival in Los Angeles for a vacation he met Lacey who proposed a trip to Redondo Beach. On the way to the beach, Lacey told him of a system he had evolved of getting race tips via wireless, and later took him to the room where the apparatus was installed. "I made some small bets on the strength of these tips," said Williams, "and always won. Finally I lost \$500, giving a draft for the amount. I was again, and then the men insisted that I should go to a bank with them and prove that the draft was all right before they paid me. I became suspicious and went to the authorities."

Rheumatism Is a Constitutional Disease. It manifests itself in local aches and pains—inflamed joints and stiff muscles—but it cannot be cured by local application of ointments. It requires constitutional treatment, and the best is a course of the great blood purifying and tonic medicine Hood's Sarsaparilla which corrects the acid condition of the blood and builds up the system. Get it today in usual liquid form or chocolate tablets called Sarsata.

EDITORS RECEIVE JAIL SENTENCES; COMPANY FINED

Sanders and Allen of Seattle Star Are Punished for Contempt in Criticising Use of Injunction.

Seattle, Dec. 17.—For criticizing the use of the injunction by courts, Leroy Sanders, editor of the Seattle Star, was sentenced to four months in jail; Hugh Allen, managing editor, to one month, and the Star Company was ordered to pay a fine of \$300, by Superior Judge Mitchell Gilliam, late yesterday. "The sentences were the result of citations for contempt of court issued by Judge Gilliam. "The case grew out of a traction company fight between the people of Duwamish Valley, just outside Seattle, and the Stone-Webster interests. The street railway company involved is known locally as the Jacob Furth concern. The Duwamish residents are all working people, most of them employed in Seattle. They refused to pay a higher fare, claiming that the raised rates, in most cases, made it impossible for them to work in the city and live in their own homes. The state railroad commission declared the rates excessive. "Cars were stalled nightly, and people were ejected by the company's employees. The company finally procured a temporary restraining order from Judge Gilliam's court enjoining the people from refusing to leave cars on non-payment of fares. "The Seattle Star criticized the court's action, stating that whenever "men claimed with dollars" the usual practice was for courts to "aid dollars" with the injunction. "The citation for contempt of court followed, the court holding that inasmuch as the injunction had not been made permanent, the Duwamish cases were pending, and were not, under the law, permitted to be criticized until closed. "During the interval between the citation of the editors and their trial yesterday, the Star continued daily its attacks on the use of the injunction. "Editors to Highest Courts. "Regarding the contempt of court charge, the Star argued that only contempt shown in open court should be punished, that no court should punish a newspaper for publication of the truth, and that if the articles were not true, the court already had a remedy at hand in the libel and criminal laws. "After passing sentence Judge Gilliam released Managing Editor Allen on his own recognizance, but remanded his superior, Editor Sanders, to the custody of the sheriff. "Owing to technical delays in arranging his bond, Sanders is occupying quarters in jail. "The case against the editors and the Star was all appealed. The Star editors say the cases will be carried to the highest court possible in an endeavor to bring the use of the injunction and contempt of court into judicial disrepute, and they declare that the Star will not cease its criticisms of the measure. "The Duwamish people are holding meetings and have offered support to the Star.

Springfield Pioneer Dies. (Special Dispatch to The Journal.)

Eugene, Or., Dec. 17.—H. E. Rice, an old resident of Springfield, died at his home in that city December 15 at the age of 75 years and 15 days. He leaves a wife and two sons, H. E. Rice, Jr., and M. A. Rice. He came to Springfield in the eighties and was identified with the community's activities for many years. He was a veteran of the Civil war, serving as chief bugler in the Seventeenth Illinois cavalry.

May Make Watches at Eugene. (Special Dispatch to The Journal.)

Eugene, Or., Dec. 17.—Prospects are good for the establishment of a large watch factory in Eugene in the near future. Paul Bostelmann, who was engaged in the making of watches in Denmark before he came to America, but who has been engaged in the watchmaking business at Springfield for several years, is now closing out his business to arrange to install a plant in Eugene. It is given the proper encouragement in the way of financial assistance, he says he will install a complete plant for the manufacture of the parlor watch.

Danish Minister Thief; Punished. (Quoted from Leased Wire.)

Copenhagen, Dec. 17.—Former Minister of Justice Albert was sentenced today