

STANFORD STUDENT'S EXPERIENCE

Salem Boy Tells of the Crash of the College Walls—Other Incidents

"I would not care to give my experience in the earthquake, but to put on record the appreciation many felt for the prompt relief efforts that were made by the people of Oregon and the remarkable enterprise and public spirit of the Southern Pacific railroad."

Was a Rough House.

"We were awakened by plaster falling from the ceiling and at first thought the boys were having a rough house. When things began to fall in the room and a large dresser fell over onto our heads with a crash, we jumped up, out into the middle of the room and kept ourselves from falling by holding on to a table. The large four-story cut stone building was rocking and shaking, and we began to realize that it was an earthquake. We were not much scared just then, because we did not know its terrible effect and thought it would ease up, but it grew worse for 30 seconds. Began to think where we would light before the shaking was over."

How It All Felt.

"It felt like sitting on a table and someone shaking it up and down rapidly, and then shaking it sideways. It sounded as though telegraph poles were being jammed up against the floor from below us. The rooms were filled with dust, marble slabs screwed to the walls were torn off like rotten wall paper. Pianos were rushed about the rooms like paper balls."

How They Got Out.

"We stayed in our room long enough to put on shoes and a few clothes and started for the ground. As soon as we were out in the halls we began to understand what had happened. The hallways were filled with great chunks of rock, plastering, doors were ajar, and there was general chaos. The students who had any experience with earthquakes got out before the worst tremors were over. One doorway we went through was nearly blocked with stones weighing several hundred pounds, that came down one to four floors—the caps and sills of the windows. By the time we got out nearly all had escaped and several hundred stood around looking at the wreck from the outside. It was a remarkable sight to see the walls cracked so you could almost jump through them, and but for the fact that this building was erected under Senator Stanford's personal supervision, and that he watched every detail of construction, it would have gone down like several other buildings."

Saved the Boys' Lives.

"The stones in a great many places were linked together with iron bars and but for this superior construction it is awful to think what would have happened. The 350 students all owe their lives to the old senator's foresight, thoughtfulness and conscientious care in constructing Encina Hall. This same statement can be applied to the girls' hall."

Six Boys Buried.

"While we were all looking at the shattered building from which we had just escaped the night watch came running out and said six boys were buried where a large chimney had gone down and taken along four rooms and the roof, through to the basement. It required all the students who could work in the fallen space and an improvised block and tackle to handle the larger rocks and timbers, and it was two hours before all the injured students were recovered—the last only being dead. He was probably smothered to death. The other five were soon restored. But it was wonderful that they got out alive. The damage which the earthquake has done to the other buildings at Stanford has already been sufficiently described in the newspapers. It will be rebuilt and school will open as usual next fall."

How Relief Was Planned.

"The evening following the earth-

quake there was a meeting of citizens and students at Palo Alto, and all the food and milk for miles around was brought into Palo Alto, as a result, to send to Frisco. The students were divided into squads, each taking its turn of going into the city with food. The Southern Pacific turned their baggage cars over to the relief corps."

Tracks Were Destroyed.

"The morning of the quake trains ran down to within 18 miles of Frisco where one track was hanging in the air, the ground having sunk from under. The other track for miles was twisted and upheaved in all kinds of shapes, but the company put on at least 500 men and had the road open to Frisco in 24 hours. Trains were run without wire orders, as the telegraph was down. For a week the railroad company handled all persons out of Frisco free, and turned their cars over for hospital purposes to get out the wounded. The patience and endurance of the employees and officials was wonderful. They were besieged with questions and requests by thousands of persons, all more or less frantic and distressed."

Southern Pacific Made Friends.

"No one but was compelled to admire the rapidity with which the Southern Pacific restored its tracks and virtually turned all its almost unlimited resources over to the service of the stricken city. The mammoth ferries to Oakland were operated day and night—free to the people wishing to leave the city. The sights at the ferry building for a week after the fire can never be forgotten. I hope to never see another day like the 18th of April—one of the most beautiful days the sun ever rose on. That night the skies were illuminated from burning Frisco, 33 miles away. It was light enough for two nights to read newspapers. In Frisco order was soon established and maintained. The army deserves the greatest credit and all the people were good-natured. It was one of the lights of a lifetime to see the millionaire and his family line up and patiently await his turn to get half a loaf of bread or a pound of meat. And he was good-natured about it, too. Oregon supplies were among the first to arrive. It was very gratifying for an Oregonian to realize that his state was so prompt to extend aid."

First Car of Flour.

"A carload of flour from Salem arrived at Palo Alto, where the whole town was baking bread for the city people, on the very day when all flour supplies were exhausted. There were thousands of hungry people waiting for the new baked bread. Cook stoves were ranged in the middle of the street and women served the ovens all day and all night."

A Few Incidents.

"An old engineer who sleeps in his cab at Palo Alto told me that he was awakened by the quake and his locomotive was acting up like a young colt. He thought at first he had been run in to by another engine. Then he thought he was off the track and running on the ties. At last it dawned on his mind that there was an earthquake on when a large building near by, that had just been erected of concrete blocks fell flat as a pancake. "With two other Stanford boys we were walking up Market street when we saw a crowd working at a pile of fallen brick. Thought they were digging out a dead man and went running up to the crowd. A guard halted us and we were ordered to help clear the street by pitching brick. We all turned around and ran in the other direction not thinking at the time we were liable to be shot for disobeying orders."

Exposure.

To cold draughts of air, to keen and cutting winds, sudden changes of the temperature, scanty clothing, undue exposure of the throat and neck after public speaking and singing, bring on coughs and colds."

Ballard's Horehound Syrup is the best cure. Mrs. A. Barr, Houston, Tex. writes, Jan. 1, 1902: "One bottle of Ballard's Horehound Syrup cured me of a very bad cough. It is very pleasant to take." Sold by D. J. Fry.

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Beware of cheap imitations.
Signature of J. C. Hartman

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New York Letter.

New York, May 5.—The decision of the court of appeals upholding the validity of the law lodging the franchise power with the board of estimate, clears the way for many improvements, including rapid transit. The new subways, especially, have been made to await the decision of the court of last resort. Now that the possible adverse decision has been put out of the way, the work of construction of the new subways, thereby adding to the means of transportation of passengers from one end of the island to the other, is expected to go speedily and steadily forward. We are apt, too, to have an independent telephone line, as a possible adverse decision of the court of appeals was the only thing that was waited for before the company was to be authorized to go ahead. The public is eager to have many things of public utility done at the expense of the taxpayers, and is paying but little attention to the rapidly growing debt. It is calculated that, if expenditures on new measures of great utility, to be sure, but still very costly—are to go on at the rate they have attained for a few years past, Mayor McClellan, when he goes out of office, will leave behind him the enormous amount of \$700,000,000 of city debt, a load that many a nation might shudder at, and which, indeed, is not far from the amount the great United States owes. But the fever of improvements has seized upon the people of New York City, and they will keep pegging away until they get what they want. The board of estimate has now become the most powerful body under the city government, it even having directing authority over the rapid transit commission itself.

Everybody has given something in some way or other to the relief funds for San Francisco, millionaires plunking down a hundred thousand at a time, and children the pennies and dimes. The most touching instance that has been made public is that of a Brooklyn little Sunday school girl, who attended a meeting at which a collection was taken up. When the plate was passed she dropped \$2.65 in the basket. "That's all I have," she said apologetically. When she told her father, and asked him if she did right, he just reached out, folded her in his arms, and kissed her in silence. It is

needless to say, she soon had another \$2.65.

New York, a well as other parts of the country, will feel the effects of San Francisco's big fire loss, lost probably, more than in any other way. The insurance companies have lost such an immense sum by the fires that followed the quaking of the earth, that they feel that they should recoup themselves. So they have already indicated that they will raise the rates to much larger figures in New York City, and indeed in the congested portions of all other cities. They don't think they get enough money, and they do think that their receipts should bear a better comparison to their payments for insurance in such events as the great earthquake. They have to count in the enormous losses in the city on the Pacific coast to determine what rates must be made to gather in enough resources to enable them to pay their way. They have to average both sides of the problem. Such a disaster, happily, comes very seldom, but it has to be reckoned with by the insurance companies. As the buildings burn down by the hundreds, the insurance companies must gather in money by the thousands in order that those who based their security upon the promises of the insurance companies may not be disappointed. The raising of San Francisco must of necessity elevate the insurance rates in every direction.

The earthquake has worked an improvement for New York, as well as for San Francisco. As the latter will abolish its Chinatown, so New York will sweep its nuisance away. A park will drive the Chinese from their haunts, and they will be scattered over the city, while the authorities will look sharp to detect any tendency to concentrate the Chinese habitations in any one locality. New York has no Chinese cellars a hundred feet deep, as San Francisco is said to have had, but she has a bad, a very bad, community of Chinamen who have all the bad habits that characterize Chinamen over all the world. The new park will clear up Pell and Doyers streets, and will let daylight in on all Chinatown, so that the Chinamen will no longer be segregated, but will become a personality, and the authorities can take him in detail, and will have means of catching the right Chinaman, as he will not be

surrounded and protected by active colleagues.

The great Pennsylvania railroad, besides digging huge tunnels, building great stations and borrowing money heavily, has taken to controlling the hirsute adornment of its patrons. In order to prevent its commuters lending their tickets to friends when they had some trips to spare, each commuter was asked to furnish his photograph for the purpose of identification. Now some of these commuters are clean-shaven, while others wear beards, and still others content themselves with a mustache. Some of them went to the barber's shop and thoughtlessly had their beards or mustaches removed, while some clean-shaven ones raised beards. This greatly puzzled the conductors, and they were on the point, in many instances, of collecting full fare of the helpless fellows. Now the imperious regulation is out that when the commuter changes his beard or has his mustache changed to a new style, or raises a beard, he must notify the company, so the conductor may be given instructions as to the changes of countenance. The commuter thinks he has trouble enough with the photographer without troubling himself about the conductors.

This is the time when the commuter has to look sharp. Not only has the Pennsylvania railroad established sharp regulations as to the commuter's physiognomy, but now the Long Island railroad is breaking up the games with which commuters waste away the time that hangs heavy on their hands as they travel from the suburbs to the city. A few days ago, as the commuters were speeding into town on a morning express, a special policeman employed by the railroad company went through the trains and ferryboats and raided the poker, euchre, pinocle, whist and other provincial games. The commuters became and at once, and a trip to town now resembles a Quaker funeral. The company has issued an edict placing the ban on card games of all kinds. It is not that the moral sense of the company has become outraged. The proscription is due to the fact that the players take up too much room with their games, and that at times some of them have disturbed other passengers with exclamations of disgust over bad luck or misplaced hands.

Mr. Roosevelt's views on great estates have created a big stir among the citizens of all political beliefs, but especially among Republicans, who, being of the political faith of their president, feel that in some sense they are made responsible for his utterances. While there is considerable discussion on the topic, and views are changing from the old-time views, yet few like to say anything, except confidentially, on the subject. Yet he has a warm admirer for his views in Andrew Carnegie, whose estate would naturally come under the operation of President Roosevelt's law, if he got one to represent his views. Mr. Carnegie is an old advocate of graduated taxes on great estates. Fifteen years ago the great iron master wrote articles for a Philadelphia newspaper on the subject that is now being agitated again. In 1889 he advocated the taxation of rich estates heavily at death, and he said last week that he has seen no reason to change his views. Paragraphs in his writings refer to the action of the British parliament in fixing a graduated tax upon the estates of the rich. Of all forms of taxation, that Mr. Carnegie considers the wisest. He thinks that men who continue hoarding great sums all their lives, the proper use of which for public ends would work good to the community from which it chiefly came, should be made to feel that the community, in the form of the state, cannot thus be deprived of its proper share. By taxing estates heavily at death the state marks its condemnation of the selfish millionaire's unworthy life. Then Mr. Carnegie declared that it is desirable that nations should go much further in this direction. Indeed, in his opinion it was difficult to set bounds to the share of a rich man's estate which should go to the public, through the agency of the state, at his death, and by all means, Mr. Carnegie contends, such taxes should be graduated, beginning at nothing upon moderate sums to dependents, and increase rapidly as the amounts swell. "The other half" comes to the privy coffers of the state. Such a policy, he argued, would work powerfully to induce the rich man to attend to the administration of wealth during his life. OLD TIMER.