

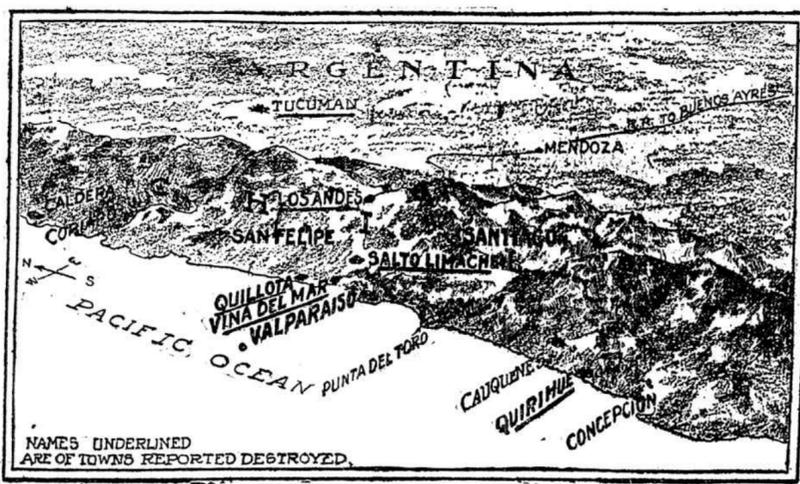
# CHARACTERISTIC VIEWS IN VALPARAISO, CHILEAN SEAPORT DEVASTATED BY EARTHQUAKE AND FIRE

Valparaiso, capital of the province of Valparaiso, is the principal city on the South American west coast. It is Chile's fortified seaport and has a population of about one hundred and fifty thousand, having grown from six thousand in 1826. It is one of the most progressive cities of South America.

It is connected by rail with Santiago, the capital, sixty-eight miles distant. Paralleling the Chilean coast of twenty-three hundred miles is the same mountain chain which lies at the back of the State of California, and through which the earth's tremors ran which so completely transformed San Francisco.

There are two sections of Valparaiso, one devoted to commercial activity and the other to domestic life, that part of the city fronting the water, on which immense warehouses and spacious docks and quays are built, having been in the early days of Valparaiso the center of its thrift. As Valparaiso began to grow there was a gradual movement back from the shore front, until to-day the slopes leading to the heights are occupied by magnificent residences, the homes of the big merchants of the city, all built to endure, and forming one of the show sights of the Chilean city.

Of course, the streets in the old quarter are crooked and narrow, but the enterprise which struck the city three decades ago is seen in the regular, wide and perfectly equipped thoroughfares in the Alameda. In a southern direction from the city run the Nuevo Malecon and Gran Avenida, joining out in the country in what is known as one of the best thoroughfares in the world. Valparaiso's harbor is protected on



DISTRICT VISITED BY EARTHQUAKE.

loons which have been known to sailors of all nations for over fifty years. They are called the "Foretop," "Main-top," and "Mizzen-top," respectively, and are still frequented by the crews of sailing ships in the harbor. Valparaiso is one of the few remaining ports where sailing ships can be seen in any numbers. The majority of them are engaged in the nitrate carrying trade. The town is situated in what seismologists term the "earthquake

Arica, one of the seaport towns, on May 5. Prolonged and severe shocks were experienced at Valdivia April 24. There is about \$60,000,000 of foreign capital, mostly German and British, invested in various industries in Chile. A few years ago the capital was principally British, but now the Germans predominate. The Valparaiso electric street railway system was constructed by a German com-

pany, but it is now owned by a local concern. About 20,000 persons are employed in Chile by British companies in the extraction and preparation of nitrate and bring Chile two weeks nearer to Europe. It is expected that the line will be opened toward the end of 1908. Another railway is being built from the Peruvian frontier to the Straits of Magellan, with branch lines to coast ports, mining districts and agricultural centres. Chile has been visited by severe earthquakes about every sixty years. In the last severe earthquake, in 1835, the Isle of Santa Maria was uplifted in three different localities, eight, nine and ten feet, but all this land subsided a few weeks afterward. At the same time two great waves rolled over the town of Talcahuano. Valparaiso's chief manufactures are cotton goods, machinery and iron goods. Much mineral water is bottled there, while the sugar refineries and the brewing and distilling interests are large. From the city are exported nitrate, in which millions are invested, grain, wool, leather, guano, saltpetre and copper, although this mineral has not been developed to its fullest extent. Valparaiso suffered a disastrous earthquake in 1835, it was bombarded by the Spanish in 1866 and suffered from a terrific tidal wave on June 30, 1899, which wrecked the railroad and did a great deal of damage in other directions. Chile threw off the yoke of Spain in the early part of the nineteenth century. It consists of twenty-four provinces and territories and contains 290,829 square miles.



THE PORT OF VALPARAISO.



A BIRD'S-EYE VIEW OF VALPARAISO.

three sides by steep hills, which rise to a height of 1,700 feet, and are terraced by rows of wooden houses. The finer buildings of bricks and stone are situated below on the level, which is practically all made ground.

The harbor is open to exposure from the north, and is a dangerous anchorage for vessels at all seasons of the year. In ordinary weather there is always a heavy surf, and when a storm occurs vessels are frequently torn adrift from their anchorage and dashed to pieces on the beach. The Chilean Congress recently decided to have a breakwater constructed to protect the shipping at a cost of \$20,000,000.

There are several wharves on the water front where ships of small tonnage can go alongside, but the larger steamers have to anchor in the bay and discharge and load their freight by lighters. The principal steamship line to Valparaiso is the Pacific Mail Steam Navigation Company, which operates a service from Liverpool via the Straits of Magellan and a coast service between Valparaiso and Panama.

The town section of the City of Valparaiso is called the Alameda. In it the principal business houses, the Park, and the Plaza Victoria are situated. The streets are broad, reg-



CALLE BLANCO, IN VALPARAISO.

ular, and well built. One of the finest new stone houses in this section is the five-story building erected and owned by the Mercurio newspaper. The terraces of which the wooden houses are situated are reached from the lower section of the city by means of electric elevators.

To the northwest of the Alameda is the quarter known as the Puerto, in which the public buildings, warehouses, and docks are situated. The streets in this older section of the city are narrow and crooked and the majority of the buildings old in structure and design. The "Puerto" has three famous sa-

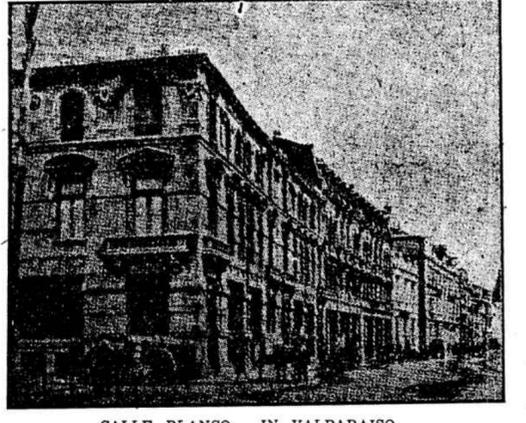
**Isn't It the Truth?**  
"Say, paw," queried little Tommy Toddlers, "who are the city authorities?"  
"The city authorities, my son," replied Toddlers, Sr., "are officials who claim to have no authority when the dear public wants something done."  
—Chicago News.

**Few Diamond Weddings.**  
Only one couple in 11,000 live to celebrate their diamond wedding.

**"Death Bird" of New Guinea.**  
The only venomous bird known is the "death bird" of New Guinea. The bite of this bird causes intense pain in every part of the body, loss of sight, convulsions and finally death.

**Suds Day.**  
In every land under the sun, whether in Asia, Africa, Europe or America, Monday is universally recognized as the general wash day.—Tit-Bits.

town, Rancagua, there were thirty distinct shocks on the night of March 27, and a violent shock was felt at



Sotomayor Square on Water Front.

of soda for export. The late Colonel North, who was called the "Nitrate King" in England, was one of the



GENERAL VIEW OF COMMERCIAL SECTION OF VALPARAISO LOOKING TOWARD THE BAY—IDENTICAL PORTION SHOWN ON HILL AT THE RIGHT.

**Who's Hoosier.**  
An Indiana woman has just died at the ripe old age of 112. It is unfortunate, if true, that she has left no written record of the Indiana poets and novelists she had met.—Chicago Inter-Ocean.

**Not All of Life.**  
The young have to learn to live; the old, to die. It is difficult to decide which is the more disagreeable process.—London Truth.

**Plighting Stones of Scotland.**  
The "plighting stone" was used until quite recently in parts of Scotland. Troths were plighted by grasping hands through this stone. These troths and promises were inviolate in matters of love, business and all social relations.

**Compasses For Soldiers.**  
Magnetic compasses are to be supplied in future to all British native cavalry regiments in India at the rate of four a squadron.

**Profound Observation of a Traveler.**  
If a man had to wait half as long for his dinner at home as he does at the swell city cafe he would do things that would give the neighbors something to talk about for weeks.—Washington (Kan.) Register.

**Remember War of 1812.**  
Mrs. Ruth Allen Smith, of Putney, Vt., who is in her 102d year, distinctly recalls the departure of her brothers to the war of 1812.

**A Western Saint.**  
A Michigan millionaire died the other day leaving twenty-seven different wills. He will be canonized by the Michigan bar.—Cleveland Leader.

**Animals Swift in Travel.**  
The swiftest dog in the world, the Russian wolfhound, has made record runs that show twenty-four yards to the second, while the gazelle has shown a measured speed of more than twenty-seven yards a second.

**King Carried Joy to Newcastle.**  
King Edward didn't carry coals to Newcastle on his recent visit, but he carried joy. Heretofore Newcastle's chief magistrates have been plain mayors; henceforth they are to be lord mayors.

**Prince and Pauper.**  
Most any man can make a fool of himself. It is where he wants an elegant job and doesn't care for the expense that he gets some woman to help him.—Puck.

**Unworthy of Remembrance.**  
My Dear Friend—I beg you to lend me 6000ft. Then forget me forever. I am not worthy to be remembered.—From a Letter Found by the Paris Figaro.

**Chief Buddhist Sovereign.**  
The king of Siam is the only independent Buddhist sovereign in the world, and is, therefore, looked upon as the chief supporter of the religion of Buddha.

# NEW HAVEN RAILROAD SELLS TROLLEY LINES

Fearing State Control Disposes of Its Holdings.

## SIX HUNDRED MILES GIVEN OVER

Seventy-five Per Cent of the Street Railways of Connecticut and Many in Massachusetts and Rhode Island Included.

Boston.—Trolley lines are no longer a part of the assets of the New York, New Haven and Hartford Railroad. It was announced that the railroad company had disposed of its entire group of trolley lines to a voluntary association.

The new voluntary association which now owns the trolley systems is to be known, according to report, as the New England Security and Investment Company, and is composed of a number of individuals who are, without much doubt, not unfriendly to the railroad interests. It is understood that the sale or transfer involves all the road's trolley holdings. This means about 600 miles of completed trolley lines in Connecticut, Massachusetts, Rhode Island and New York State.

The lines in Connecticut form the largest group, for fully seventy-five per cent of the entire street railway system in that State belongs virtually to the New York, New Haven and Hartford Railroad, including the street railways of Hartford, Willimantic, New London, New Haven, Bridgeport, Stamford and Norwich, not to mention numerous other towns. In Massachusetts the holdings included the systems in Springfield and Worcester, the Berkshire Street Railway and the Worcester and South Bridge Street Railway and the Worcester and Black Stone Street Railway. These systems were held by the Consolidated Street Railways Company, which was owned by the New Haven.

The transaction is evidently the outcome of the agitation over the so-called merger bill in the Legislature last session. President Mellen told the legislative committee at that time that if the people of this State did not want the railroad to hold trolley lines the railroad would bow to the popular will.

The merger bill was defeated and immediately afterward Attorney-General Malone sent a draft of a bill to the Legislature which he said would operate to cause the New Haven Governor Guild also sent a special message to the Legislature congratulating it on the defeat of the merger bill, and characterizing the present railroad system in Massachusetts as unjust and inequitable, and saying that the control of Massachusetts transportation was slowly but surely passing from Massachusetts to aliens.

The committee on street railways thereupon recommended that the legality of the New Haven's holdings in Massachusetts trolley systems be tested in court.

The New Haven management protested that the trolley acquisitions in Massachusetts of the Consolidated Street Railways Company had at all times been in conformity with the Massachusetts laws.

New Haven, Conn.—This statement was made by President Mellen at his summer home in Stockbridge, Mass., over the telephone to his office here.

"The transaction involved the sale of over seventy-five per cent of the street railways of Connecticut, including systems in the cities of New London, New Haven, Bridgeport, Norwich, Stamford, Hartford, Willimantic and other towns in Connecticut, together with lines running into New York State and Rhode Island and numerous lines in Massachusetts, including systems in the cities of Springfield and Worcester."

**FREE LUNCH UNFIT.**  
Chicago Plant Where It is Manufactured From Spoiled Meat.

Chicago.—That the free lunch served in hundreds of saloons in Chicago is largely composed of meat in a condition absolutely unfit for use was discovered by Food Inspector Murray when his force of assistants raided a barn at 124 Illinois street, owned by William Davidson.

The place contained thirty stoves, over which six men were working in an endeavor to prepare decayed pork and beef into a semblance of its original form, and thereafter "manufacture" it into free lunch for the saloon trade.

The men working in the awful stench of the place were arrested on warrants sworn out by Inspector Murray, and with Davidson are accused of violating the health ordinances of the city.

The raid of the Illinois street barn followed the inspection of a cold storage warehouse. The warehouse is a public one, and in it Inspector Murray found 25,000 pounds of meat unfit for use.

The entire plant was confiscated and will be used as evidence against Davidson and his assistants.

# GHELSEA, MASS., BANK SHUT

The First National Wrecked by Favors to Officers.

## Big Loans to Officers Caused Failure.

Washington, D. C.—T. P. Kane, acting Comptroller of the Currency, received advice by wire from National Bank Examiner Ewer at Boston that the First National Bank, of Chelsea, Mass., had been closed by action of the directors. Examiner Ewer has been appointed receiver.

The failure of this bank is due to large, excessive loans to officers and directors of the bank.

Chelsea, Mass.—The information given by Bank Examiner Ewer to the Comptroller of the Currency at Washington, in connection with the failure of the First National Bank, of Chelsea, was that the collapse was due to excessive loans made to officers and directors of the bank.

It became known that the principal factor in the suspension of the bank was a large indebtedness on the part of its president, Sylvester B. Hinckley. This indebtedness is unofficially estimated at from \$300,000 to \$500,000, but statements made by directors of the bank indicate that President Hinckley has transferred to the institution his equity in large real estate holdings, which, it is expected, will provide for the payment in full of all deposits.

President Hinckley is said to be dangerously ill at his home in Newton. On Saturday last he was unable to place his signature to the papers transferring his property to the bank, and it was necessary for him to resort to making his mark upon the document. This proceeding was legalized by the witnessing signatures of his wife and son. It is said that Mr. Hinckley has not been able to be at the bank for four weeks.

Developments indicated that Mr. Hinckley was involved in extensive real estate transactions, from which he expected to realize great profits. The director most active in bringing affairs to a crisis was Thomas Martin, a former president of the bank, who in an interview said that recently he discovered evidence of unbusinesslike methods, and started an investigation. This disclosed the fact that papers held by the bank were not what Mr. Martin considered strictly commercial. He said that the signatures in some cases "needed explaining."

Mr. Martin also stated that sufficient property had been transferred by Mr. Hinckley to the bank to insure the payment of depositors in full.

## NEW G. A. R. COMMANDER.

Encampment Elects R. B. Brown, Editor of Zanesville Courier.

Minneapolis, Minn.—R. B. Brown, of Zanesville, Ohio, was elected Commander-in-Chief of the Grand Army of the Republic at the annual encampment. Other officers chosen were: Senior Vice-Commander, William H. Armstrong, Indianapolis; Junior Vice-Commander, E. B. Fenton, Detroit; Chaplain, Chief, Archbishop John Ireland, St. Paul; Surgeon-General, W. H. Jackson, Lincoln, Neb.

The new Commander-in-Chief of the Grand Army, R. B. Brown, was born in 1845, and has always lived in Ohio. He enlisted in the Fifteenth Ohio Infantry at the age of sixteen years and served in the Fourth Army Corps in the Army of the Cumberland until he was mustered out in 1864. He then re-enlisted as a veteran soldier, and served as such until the end of the war. He was a private throughout the three years of his service and then became a non-commissioned officer. Mr. Brown is now editor of the Zanesville Courier.

The total membership of the Grand Army is declared in the report of Adjutant-General Tweedale to be 235,823, an increase of 3368 during the last six months. The losses by death for the year ended December 31, 1905, were 9205, or 3.90 per cent of the total membership. In the preceding year the loss by death reached exactly the same percentage.

The Commander-in-Chief in his address bitterly arraigned those who, as the "most eminent men of the nation," had proved false to their trust in various ways, and declared that among all such the name of no Civil War veteran could be found.

**MANY EMIGRANTS FOR CANADA.**  
Salvation Army Charters Steamers to Bring Settlers from England.

Brigadier-General Howell and Colonel Lamb, of the Salvation Army, will leave England for Canada, having completed arrangements for the settlement of between 20,000 and 25,000 emigrants in the Dominion within a year. A fleet of ten or twelve steamers will be chartered for their transportation. The emigrants will be scattered through Canada in such a way as to place them within reach of the work for which they are best suited.

**State Senator a Briber.**  
State Senator F. O. Butt has been convicted in the Circuit Court, at Perryville, Ark., on a charge of offering a bribe to another State Senator. He was sentenced to two years in the penitentiary and fined \$200.

**Wealth For Canada.**  
Winning figures that the Canadian Northwest will raise 97,000,000 bushels of wheat this year and receive \$62,000,000 for it.

**Chicago Freight Tunnel Open.**  
The Illinois Tunnel Company began its freight service in Chicago after five years of construction. Record runs in the handling of freight were made from many of the business houses and the four railroads already connected with the tunnel system.

**Sporting Brevities.**  
It has been decided not to race McKinley, 2:06 3/4, this season. Philadelphia Jack O'Brien is in England. He will be gone six weeks. Abraham Gage, of the West Indian eleven, made a new American record of nine wickets without loss of a run in a game at Prospect Park, Brooklyn. C. M. Daniels won the 100-yard metropolitan swimming championship at Travers Island, Long Island Sound. He reduced the course record by three-fifths of a second.

# MISS LEOPOLD, SECT'Y LIEDERKRANZ,

Writes: "Three Years Ago My System Was in a Run-Down Condition. I Owe to Peruna My Restoration to Health and Strength."



MISS RICKA LEOPOLD.

MISS RICKA LEOPOLD, 137 Main Street, Menasha, Wis., Sect'y Liederkranz, writes:  
"Three years ago my system was in a terrible run-down condition and I was broken out all over my body. I began to be worried about my condition and I was glad to try anything which would relieve me."  
"Peruna was recommended to me as a fine blood remedy and tonic, and I soon found that it was worthy of praise. A few bottles changed my condition materially and in a short time I was all over my trouble."  
"I owe to Peruna my restoration to health and strength. I am glad to endorse it."

**Peruna Restores Strength.**  
Mrs. Hettie Green, R. R. 6, Inka, Ill., writes: "I had catarrh and felt unable. I began the use of Peruna and began to improve in every way. My head does not hurt me so much, my appetite is good and I am gaining in flesh and strength."

**Avalanche's Secret.**  
An Alpine avalanche has just yielded up one of its secrets. Last January an enormous mass of snow fell from the mountains above Halle and a theological student named Becken perished in it. He was caught while making an ascent on ski. All efforts to recover the body failed at the time, but with the melting of the snow in the valley it has at last been laid bare. It has been perfectly preserved by refrigeration, but shows marks of terrible pressure.—London Globe.

## Religion No Excuse.

A certain theatrical manager of Chicago tells of an Irish policeman in that city possessing Dogberry-like traits.

On one occasion, at midnight, the custodian of the law overhauled a sleep walker who was promading a principle thoroughfare clad only in his nightgown. When the officer had awakened the unfortunate man, placed him under arrest and was hustling him off to the station the sleep walker exclaimed with indignation:

"Surely you are not going to lock me up?"

"Surest thing you know!" airily responded the bluecoat.

"Why, man, I can't be held responsible for the predicament you find me in! I'm a somnambulist!"

"Sure, it makes no difference what church you belong to," sharply returned the officer, "ye can't parade the streets of Chicago in your nightgown!"—Harper's Weekly.

## Thimbles in Bread.

On the sidewalk before a Brooklyn bakery, says the New York Sun, there is a large sign painted with white wash on the flagstones, which reads:

"We bake five silver thimbles in our bread every day."

Between 12,000 and 13,000 liquor licenses are in force in New York City. N. Y.—34

**Libby's Food Products**

enable you to enjoy your meals without having to spend half your time between them over a hot cook-stove.

All the cooking is done in Libby's kitchen—a kitchen as clean and neat as your own, and there's nothing for you to do but enjoy the result.

Libby's Products are selected meats, cooked by cooks who know how, and only the good of parts packed.

For a quick and delicious lunch any time, in doors or out, try Libby's Mince-Pate with Libby's Camp Sauce.

Builds free. "How to Make Good Things to Eat." Write Libby, McNeill & Libby, Chicago

**YOU CANNOT CURE**

all inflamed, ulcerated and catarrhal conditions of the mucous membrane such as nasacatarrh, uterine catarrh caused by feminine hygie, sore throat, sore mouth or inflamed eyes by simply dosing the stomach.

But you surely can cure these stubborn affections by local treatment with

**Paxtine Toilet Antiseptic**

which destroys the disease germs, checks discharges, stops pain, and heals the inflammation and soreness.

Paxtine represents the most successful local treatment for feminine ills ever produced. Thousands of women testify to this fact. 50 cents at druggists.

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