

HUNDREDS ARE DEAD

Great Mortality Due to Earthquake in Ecuador.

TIDAL WAVES SWAMP TOWN

Eruption of Volcano Rocks Earth and Flings Ocean on Shore. Many Bodies Washed up Along Coast.

QUAYAGUIL, Feb. 14.—Passengers from the province of Esmeraldas, in the extreme northeastern part of Ecuador, who arrived here today, report that earthquake shocks were felt there January 23, and that several towns in the provinces of Esmeraldas and Manabá were seriously damaged.

THE AUTO PROBLEM.

Right of Locomotive Owners to Monopolize the Streets.

Lambert Tree, in Chicago News. So many people derive pleasure from the use of the automobile, so many use it for practical business purposes and so much capital has been invested in its manufacture and that of the various appliances which go with and form an essential part of it, that it is difficult at this time, when the auto fever is at its height, to inquire into its raison d'être or the public streets and highways without exciting resentment in extended circles.

Some persons are unable to see why they may not exercise the same right of locomotion along the public thoroughfares in any kind of conveyance which suits their inclination, without stopping to consider that this is only true provided their mode of locomotion does not interfere with the safe use of the thoroughfares by other persons having an equal right to their freedom, whether they be on foot or riding in ordinary vehicles drawn by horses.

Liberty in a state of society does not mean the right to pursue one's sweet will without regard to whether it conflicts with the safety or general welfare of the remaining members of it having equal rights. If it did, the laws preventing the storing of gunpowder in certain places, firing of guns, the running at large of swine, the driving of horned cattle, racing horses or passage of railway trains through the public streets and a hundred other wise laws and ordinances in restraint of the citizen's entire liberty of action would have to be assigned to the waste basket.

There are also persons who are not devoted to the cause of progress, that they tremble at the thought of questioning the fullest freedom, to the use of inventions having for their purpose more speedy locomotion than that which has the means to command them.

Serious differences of opinion exist, however, as to what constitutes progress, and it is not always safe to jump to a conclusion that every new invention, even in the way of rapid locomotion, is the genuine article and denotes a rise in the world's methods of doing things.

It cannot be possible, however, that either of these classes is entirely blind to the fact that a conveyance as dangerous in its destructive power as the ordinary railroad locomotive has been introduced upon crowded city streets and frequently traveled country roads, in the hands, for the most part, of incompetent or ignorant persons, who are able to acquire of themselves that introduction has been followed by accidents so frequent and so distressingly fatal as to make it apparent that the peril of street life has been increased more than 50 per cent since their appearance.

Indeed, it is perhaps not too much to say that some of the more conservative of the owners of machines and devotees of rapid transit are beginning, in a half-hearted way, to admit that the authorities do possess the right to make laws and ordinances affecting them to some sort of regulation.

OLD BRASS KNOCKER.

Is Coming Back to Supersede the Thinking Bell.

when we like to look back. There are scenes that we rejoice to recall. Sentimental in these days, it is rather sad to see its proper sphere, and there is nothing left but the rush, swirl and push for money. However, there is no man with a heart in him through which the knockers of the forefathers courses who will not welcome the return of the knocker, notwithstanding it is of ancient invention and inspiration.

There are various kinds of knockers. There is the baseball fan, who is said to knock when he grows because his home is a loss of name. He is the knocker of the first class, but of low-grade disposition. Then there is the man who knocks on his fellow-citizen's door in the name of the "department" with his trivial stories of the remissness of his companion workers. We also have the knocker on everything you have met him. The weather is wrong, the neighbors don't suit. But you know them, are acquainted with every characteristic of the human knocker. He or she is a disturbance to any community and should be suppressed. Of the other knocker, the real thing! It is coming at the command of fashion.

At Esmeraldas City several houses collapsed, including the government house. The village of Pinguaki, near the Colombian frontier, was inundated by a tidal wave and many inhabitants were drowned. Ninety bodies were washed ashore at Tumaco. At Rio Verde several houses collapsed.

During eight days 35 shocks were felt in Esmeraldas. The Colombian village of Guacalia also was inundated by a tidal wave, and 20 persons were drowned. The eruption of the Colombian volcano of Cumbal caused the earthquakes.

PEACE-LOVING BENGALEES

The Most Intelligent, Industrious and Efficient People in India.

Bengal does not fight, but it is through the never-ceasing industry of its vast population, so much greater than that of the United Kingdom, that British India is enabled to meet the needs of the world. Bengal does nothing to the military strength of the empire is true, but then, also, they deduct nothing from its strength on the frontier. The population of Bengal is peaceful or requires so little expenditure for garrison. A police principally employed in detective work is all that is needed, for forcible resistance to the state is, and will probably always remain, outside the Bengalee scheme of life. They pay their taxes to the hour, chiefly through their landlords; they obey the legal orders of any magistrate even when unsupported by physical force; and when the great mutiny of 1857 broke out, their quietest but immovable adherence to the British side made the conquest of India a comparatively easy possibility. If Calcutta had been filled with a warlike population, and had risen, as it almost invariably would, either the British or the peaceful population would have been re-established at an expense of life and treasure equal to that of the war with Napoleon. Throughout that great movement Calcutta was as tranquilly British as London on a Sunday. Moreover, this vast population, though the remainder of India stigmatises its men as women, has a character of its own, with which Englishmen on the other side of their heads should have some sympathy.

Though Bengalees will not fight, they are, and are reasonably proud of being, the most intellectual race in India. It is useless for any student in any college there to compete with a Bengalee rival. He cannot be possible, however, that either of these classes is entirely blind to the fact that a conveyance as dangerous in its destructive power as the ordinary railroad locomotive has been introduced upon crowded city streets and frequently traveled country roads, in the hands, for the most part, of incompetent or ignorant persons, who are able to acquire of themselves that introduction has been followed by accidents so frequent and so distressingly fatal as to make it apparent that the peril of street life has been increased more than 50 per cent since their appearance.

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Without reference to what is transferring daily in other cities in the way of auto accidents, scarcely a day now passes in Chicago and its vicinity on which citizens are not killed or injured in the public streets, either directly or indirectly by means of these modern juggernaut cars, which are increasing in number every day.

Whether the running of these locomotives—for that is what they are—along the public streets and roads is compatible with the safe use of them by their citizens, either on foot or in vehicles drawn by horse-power, for which uses they were originally laid out and intended, and if not whether the use of them by these locomotives is fair or legal, are questions which may have to be, sooner or later, tried out. At certain times of the day and night it is dangerous to drive along certain streets or cross them on foot as it would be to drive or walk about any of the railroad switch yards surrounding the city.

It does not require any great discernment to see that popular resentment is steadily increasing against this method of street locomotion. On the European continent autos and their occupants are frequently stoned and sometimes fired upon. In Great Britain, while the same thing is being done to some extent, the authorities are now trying the experiment of regulating them by the infliction of severe penalties. Thus, a man caught exceeding the speed limit is, on conviction, fined what would be equivalent to \$100 here, and the conviction is indorsed on his license. For the second offense he is fined \$50, and this conviction is also written thereon. For the third offense, besides being fined, he is deprived of his license.

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BOB OF CAPTIVITY

Cubans Admit It Binds Them to United States.

OUR ALLY IN EMERGENCY

Fervent Speeches by Representatives of Both Nations at Dedication of Monument on El Caney Battlefield.

SANTIAGO DE CUBA, Feb. 14.—Cuban gratitude, American cordiality and official dignity marked the celebration of the unveiling this afternoon of the monument at El Caney in honor of the Americans who lost their lives during the siege of Santiago. Many thousands of people crowded El Caney road, but in spite of this there was no serious blockade, the police management being perfect and the roads clear. The unveiling was presided over by the Fifth Artillery and the Cuban Artillery bands stationed in playing military and other airs.

PROFIT IN REFUSE.

Civilizing a Department—Disposal of Waste in New York.

New York Sun. Up to four years ago the best thing the street-cleaning department could do to do with the stuff collected from the streets and homes of New York was to let it out to sea and dump it overboard. The rest of the old sink and the rest be carried away from shore by current and wave. The theory was not held by the city fathers, who knew that much of the waste matter drifted inshore, to litter the beaches, breed disease and depreciate the value of real estate. There was a serious and dangerous problem that every community must tackle, and the street-cleaning department, costly and inefficient, was by no means a popular institution.

Today scarcely a trace of the old system remains. Nothing is towed to sea. The positively useless matter is incinerated in a comparatively easy manner. Everything of value or use is turned to profit. The ashes and heavy rubbish suitable for the purpose are used to build roads and for the city. At Riker's Island 34 acres has been made already. Each acre is worth not less than \$10,000. Within four years 185 acres more will have been made, land that will be sold for \$100,000.

Identity in a Street-Car. Indianapolis News. They were going to the theater. The car was crowded, and there being two or three people more left in Manhattan, the conductor gave a seat in the forward end of the car. He remained on the platform to finish a cigar. She always lets him do that.

Muzzled Women of Muscat. Allahabad (India) Pioneer. Women of the better class in Muscat all wear muzzles, which barely allow them to open the mouth or see with the eye or sneeze. If there happens to be a disapproving Muscat who will never fascinate any Antony by the beauty of her well-shaped nose, for it is kept in a specially made, ugly case, in which it is impossible to tell its shape, but with all its faults this is a far better system than that of cutting off the nose, as men in the Kangra district, in India, are wont to do where any of their spouses have proved too fascinating.

BETTER THAN PIE. Not Only the New Food But the Good Wife, as Well. When they brought the new food, Grape-Nuts, into the house the husband sampled it first and said, "It's better than pie!" When it brought back the glow of health to her cheeks, his admiration for it and her was increased, so she says, and the rest of her story follows:

Possibilities of Scrap. High-Grade Steel Made From Very Ordinary Material. London Times. How the highest class of steel can be made from ordinary scrap, such as rail-ends, is explained by a correspondent. He says: "The electric furnace, if employed simply as a melting furnace, would melt either silicon, sulphur or phosphorus to any appreciable extent, and if rail-ends were only melted down you would only obtain a second-class steel. The advantage is obtained when such material is melted in pots. The Kjellin furnace is really a large pot-melting furnace, in which little purification is effected, and hence if rail-ends were melted in this furnace, second-class steel would be produced. To make highest-class steel in this furnace it is necessary to select pure Swedish Wollon scrap, exactly as is done for highest-class crucible steel, and hence I say in my article that this furnace is not so well suited to English conditions as others, owing to its lack of adaptability to such regards materials which can be used and any variations in design, etc. The other furnaces referred to—Heroult, Keller and

SANTA FE COMING

Southern Road Will Probably Open Offices in This City.

MOVE FULL OF MEANING

May Have Bearing on Extension North From Humboldt Bay, for Which Survey Was Once Made.

There is said to be a strong probability that before the year is over the Santa Fe will establish offices in Portland to compete for the transcontinental freight haul passenger business originating in the Pacific Northwest. Statistics are being gathered by that road and figures are in the hands of Freight Traffic Manager W. A. Russell, of the San Francisco office, showing the lumber traffic handled by the roads centering in Oregon and Washington and what proportion of this business the Santa Fe could reasonably expect. Other tonnage to the East and South is being figured on with a view to placing representatives in Portland to compete for business.

STYLES IN JEWELRY.

Revival of That Worn Forty or Fifty Years Ago.

Jewelry Circular-Weekly. In fashions we have once more come round to the somewhat heavy and cumbersome styles popular in jewelry some 40 or 50 years ago—the fads and fancies of the "olden times" are cringing, the period just before and during and even for a few seasons after the Civil War, said an uptown New-Yorker last night.

How Old Is Marriage? Harper's Weekly. The discussion which has been carried on concerning the question of the antiquity of the marriage rite receives some additional light in the current issue from the pen of a correspondent who asserts that the marriage ceremony, in its sacramental character, not only goes back to the first age of the church—as affirmed by a previous correspondent—but to the earliest days of history. It may be true, he says, that before the advent of Christianity there were forms of marriage among the Romans in which religion had no part, but he believes was passing away. The institution of sacred marriage is asserted to be as old as the Indo-European race as the domestic religion, "for the one could not exist without the other."

Taste in Cigar Smoke. Tales. First Valet—"Why don't you smoke these cigars your master gave you for Christmas?" Second Valet—"I like these that he didn't give me better."

The cigarette which taught the merits of Turkish tobacco to the smokers of two continents—The Turkish cigarette which enjoys to-day the largest sales of all the brands in all the world—The Turkish cigarette which continuously satisfies more discriminating smokers than any other—is

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A pure, sweet, rich, mild blend that never varies, never disappoints and never wearies the taste. Its flavor is a triumph of blending, its price is a marvel of merchandising. 10 FOR 10 CENTS

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OLD PEOPLE CONSTANT SUFFERERS

IN WINTER

Most old people are great sufferers in Winter. They are seldom free from pains or ailments of some description, because they are not as able to withstand the severity of the climate, with its damp, changing weather, as are their younger, more vigorous companions. Cold weather starts the old aches and pains; they suffer with chilly sensations, cold extremities, poor appetite and digestion, nervousness, sleeplessness, and other afflictions peculiar to old age. With advancing years the strength and vitality of the system begin to decline. The heart action is weak and irregular, the blood becomes thin and sluggish in its circulation, and often some old blood taint that has lain dormant in the system for years begins to manifest itself. A wart or pimple becomes a troublesome sore or ulcer, skin diseases break out, or the slight rheumatic pains felt in younger days now cause sleepless nights and hours of agony. There is no reason why old age should not be healthy and free from disease if the blood is kept pure and the system strong, and this can be done with S. S. S. It is a medicine that is especially adapted to old people, because it is made entirely of roots, herbs and barks, selected for their purifying, healing and building-up properties, and is very mild and gentle in its action. S. S. S. warms and reinvigorates the sluggish blood so that it moves with more rapidity, and clears it of all impurities and poisons. As this rich, healthy stream circulates through the body every part of the system is built up, the appetite and digestion improve, the heart action increases and the diseases and discomforts of old age pass away. S. S. S. cures Rheumatism, Catarrh, Skin Diseases, Sores and Ulcers, and all troubles arising from diseased blood.

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