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SCENE OF DISASTER

Valparaiso Splendid City and Port of West Coast.

ENCIRCLED BY MOUNTAINS

Handsome Buildings Along Narrow Beach and Palatial Residences on Steep Cliffs Reached by Elevators.

Valparaiso is a fortified seaport of Chile, and the most important commercial town of the Western Coast of South America. It has a population of about 120,000. It is the capital of the province of that name and is situated on a large bay in the Pacific Ocean, 75 miles west northwest of Santiago, with which it is connected by rail.

The lower central section of the city is constituted by the Alameda, having regular and attractive streets and containing the principal business houses, the Plaza Victoria and the National Theater.

To the northwest of this section is the quarter of the city known as the Puerta (or port), in which are situated the greater number of public buildings and the vast warehouses which line the quays and docks.

In this portion of the city, however, narrow and crooked streets are still a feature, but the newer sections of Valparaiso have an attractive, modern appearance, the buildings in the business quarter being massively built.

Bay Surrounded by Hills.

The Bay of Valparaiso, which is well sheltered on three sides, is bounded by ranges of hills rising from 1500 to 1700 feet high, on the slopes of which a considerable portion of the city of Valparaiso is built. On the south side of the bay are the spacious suburbs of Nuevo, Maipo and Gran Avenida, from which passes out one of the finest of thoroughfares of Valparaiso, the Avenida de las Delicias.

Among the monuments in Valparaiso are those to Columbus, Wheelwright (who established steam navigation on the Chilean coast), Admiral Pratt and Thomas Cochrane, organizer of the Chilean navy.

The city has various academic and collegiate institutions, a naval school, school for marines, museum of natural history, hydrographic bureau, etc., and its industrial establishments comprise foundries, railroad and machine shops, sugar refineries, breweries, distilleries, large bottling works and factories of all kinds. Elevators connect the lower parts of the city with the villa section on the heights.

The port of Valparaiso is the terminus of many important lines of steamers for Europe by way of the Straits of Magellan and Panama, and is the center of the South American coasting service.

It contains numerous foreign colonies, composed chiefly of British, German and French merchants. There is a custom-house wharf, alongside of which steamers of all tonnage can moor, but most of the loading is done by lighters from a quay surrounding the town. The harbor is defended by modern, well-mounted batteries.

Many Previous Earthquakes.

Severe storms and a tidal wave at Valparaiso June 30, 1856, wrecked the railroad and did great damage to the city. Valparaiso was visited by severe earthquakes in 1720 and 1822, and by lesser shocks in 1830 and 1872. It suffered from fire in November, 1858, and March 31, 1868, a Spanish fleet laid part of it in ruins from bombardment. It has been a city of calamity. Much of the fore shore has been raised by earthquakes.

Where Valparaiso stands the enterprises of the Chileans, aided by English and German capital, has built the finest port on the west coast of South America. The harbor is spacious and beautiful. Ten months a year it is safe for shipping. The remaining two months, when northern gales are frequent, vessels are often driven from the anchorage and compelled to cruise about in order to avoid the rocks on which the city is built.

The harbor is circular in form, with an entrance a mile or two wide facing the north. According to William E. Curtis, late Commissioner from the United States to the governments of Central and South America, trade is practically controlled by Englishmen.

Miscalled Vale of Paradise.

Valparaiso means the "Vale of Paradise." However, this is a misnomer, for there is no vale; neither are there any symptoms of Paradise. A mountain ridge, almost perpendicular, forms a crescent around the bay, towards the shores of which descend steep rocky escarpments. Here and there, water courses have furrowed ravines, or barrancas as they are called, which offer the only means of reaching the outer world.

Along the narrow strips of sand which lie between the sea and the cliffs, the town stretches three or four miles. In some places, there is width enough for only a single street, at others for three or four running parallel to each other. The only artery of commerce in Valparaiso is the "Calle Victoria," stretching around the entire harbor and skirted by all the banks, hotels, counting houses, wholesale firms, shops of retailers, government buildings and fine private residences. During the day the irregular rows of houses of different shapes and

elevations, clinging to the precipices, look as if an earthquake would easily shake them into the bay.

Beautiful Buildings and Stores.

The business portion of Valparaiso, along the beach, shows some beautiful architecture, more elaborate than anywhere else in Central and South America. No city in the United States with the population of Valparaiso has so many handsome shops or so numerous costly and luxurious articles. The people are wealthy, and the foreign element is large and rich. The place is famous, as is Santiago, for the extravagance of its citizens. The private residences of the rich are palatial. Millions of dollars are expended. There are magnificent clubs, public reading-rooms, picture galleries, etc. Parks and plazas are filled with superb fountains, statuary, bronzes and marble.

Santiago is reached from Valparaiso by a railway similar in equipment to those of Europe. The scenery along the line is picturesque, the snow caps of the Andean peaks being constantly in view, and Aconcagua, the highest mountain on this hemisphere, being seen the entire distance.

A few miles from Valparaiso and the first station on the road is Vn del Mar, the Long Branch of Chile, where many of the wealthy residents of the country have fine establishments and usually spend the Summer. It is the most fashionable resort of South America. The journey to Santiago is made in about five hours.

Climate Like St. Louis.

The climate of Valparaiso is similar to that of St. Louis or Washington. The people, believing that fogs are unhealthy, wear the heaviest underclothing. The shops do not open until 10 A. M., closing from 3 to 7 P. M., to allow the proprietors and clerks to dine; are then opened again until midnight. The shops are in the arcades or portals, like the Palais Royal, in Paris. The Santiagoans boast that everything that is found in Paris may be secured at their shops.

There are whole blocks in Valparaiso in which nothing but corrugated iron

ing Company, James & Alexander Brown, R. W. Bailey & Co., C. I. K. Lassander, A. L. Ardric & Co., John S. Beaver & Co., Duncan, Fox & Co., Balfour, Lyon & Co., Edmond, Sons & Co., Herbert Jones & Co., the French Commercial Society, Deutsche & Co., Arulliar, Brama & Co., Davis & Co., Wiegand & Co., G. Paolo Gasso, Graham, Rowe & Co., and Weir, Scott & Co.

The Central and South American Telegraph Company early today received this message from Valparaiso:

"People demoralized; all business houses closed; no prospect of an early restoration of lines to Santiago or Buenos Ayres."

LOS ANDES SUFFERS BADLY

Town Far North of Valparaiso Has Many Wrecked Houses.

LONDON, Aug. 17.—A dispatch to the Reuter Telegram Company from Buenos Ayres this evening says:

"Telegraphic communication with Chile is still interrupted. Santiago and Valparaiso are completely cut off. The Pacific cable are only working from Equique northward. It is certain that a number of houses have been wrecked at Los Andes."

Los Andes, also known as Andes and Santa Rosa de Los Andes, is a town of Chile, province of Aconcagua, 18 miles by rail from San Felipe de Aconcagua, capital of the province of Aconcagua. San Felipe is 40 miles north of Santiago, with which it is connected by rail.

Chilean Minister Has No News.

WASHINGTON, Aug. 17.—Washington is without advice tonight regarding the earthquake in Chile. Neither the State Department nor the Chilean Legation re-

REGION OF EARTHQUAKES

SUCH DISTURBANCES OFTEN, SAYS W. H. STAYER.

Former Resident of Ecuador Tells of Conditions Along Western Coast of South America.

W. H. Stayer, an American mining engineer, who has lived in Ecuador a number of years and whose wife formerly resided in the ill-fated city of Valparaiso, was a guest of the Oregon Hotel yesterday, and was able to tell more about South American earthquakes than anyone in Portland, when the news of the Chile disaster was reported. Mr. Stayer is very well known throughout the United States and southern countries as a mining expert of unusual ability, and he is in sole control of extensive properties in Ecuador, his familiarity with all portions of South America giving him an advantage over many Americans who engage in business in that climate.

"That portion of South America is frequently visited by earthquakes," he said, in speaking of the Valparaiso disaster, "but the fact that the city is built on hills has saved it from tidal waves. About 12 years ago an English vessel was swept in by a wave and is yet in plain view fully 15 miles inland from the water's edge. In Ecuador we have three or four quakes a month, and in the last four years there have been two very severe ones. In addition to those we have there Sangu, the most active volcano in the world, in the province of Canar. This volcano has from 25 to 225 eruptions daily and the ashes from it float as far as 200 miles.

"An eruption from the noted Cotopaxi

world, which will be of incalculable value to them in case of war with any other country."

Mr. Stayer had just returned from Eastern Oregon, where he examined properties near Powder, and he left last night to make his first visit to the famous mining regions of Southern Oregon. He was unable to express an opinion on the future of mining in this state until familiarizing himself more thoroughly upon the subject by personal inspection.

As Bad as San Francisco Shock.

LONDON, Aug. 17.—Professor John Milne, the seismologist, reports from the Isle of Wight that his records indicate an earthquake as great as that of San Francisco, lasting for five hours, apparently located along the coast considerably north of Valparaiso.

SAN FRANCISCO OF SOUTH

VALPARAISO THE GREATEST SEAPORT OF SOUTH AMERICA.

John F. Caples, ex-United States Consul, Describes City in Which He Resided for Several Years.

Judge John F. Caples, who was a United States Consul at Valparaiso for a number of years and only returned from that city four years ago, gave an interesting description of Chile's greatest seaport, yesterday, when interviewed by an Oregonian reporter. Judge Caples spent considerable time in Valparaiso and is thoroughly acquainted with that city and the surrounding country.

"Valparaiso is the San Francisco of South America. It is the greatest seaport on the west coast of South America, and hundreds of vessels from all over the world make their anchorage there.

"The city is situated at the base of a long range of tall mountains, and consists of really two cities—the old, El Puerto, and the new, El Almendral. The city originally was situated at the foot-hills of these mountains, but it grew in the direction of the bay, and here we find the same old and new Valparaiso, almost the entire down-town or business district of the city was built on filled or so-called 'made' ground. Narrow streets, low adobe buildings and tropical profusion of vegetation are the chief characteristics of the stricken city. The residences were mostly made of adobe, one-story high, and people were always prepared for earthquakes. In fact, when I was there hardly a week would pass without its usual tremor. When that felt the people would flock into the streets and stay there until it was all over. But earthquakes in Valparaiso were such common occurrences that people did not pay much attention to them.

"The business district," continued Judge Caples, "has more pretentious buildings. Buildings of four and five stories are not unusual, all of which were built on the filled ground.

"Of the population of about 120,000 inhabitants, the majority are native Chileans, but there is a large German colony, an English colony and a fair-sized American colony. The principal street, Calle Blanca, is filled with modern business houses. Most of these are in the hands of the Germans and the largest portion of the city belongs to an American firm, Grace & Co. A number of large American firms have their branches in Valparaiso, as the case of the distributing point and the industrial center of the west coast of South America.

"The Bay of Valparaiso, which is well sheltered on three sides, is bounded by an amphitheater of heights, rising to 1700 feet, on the slopes of which a considerable part of the city is built. On its north side are the spacious Nuevo Maipo and Gran Avenida, from which passes out one of the finest of the city's thoroughfares, the Avenida de las Delicias. The lower central section of the city is constituted by the Alameda, with regular and attractive streets, which contain the principal business houses, the city park, the Plaza Victoria and the National Theater, one of the finest in South America. Northwestward of this section, in the quarter known as the Puerto, are the greater number of the public buildings and the vast warehouses which line the quays and docks. Narrow and crooked streets are still a feature of this part of the city. The newer sections of Valparaiso have an attractive, modern appearance, the business quarters being massively built.

"Valparaiso has various academic and collegiate institutions, a naval school,



SCENE IN THE INSIDE COURT OF THE HOTEL VINA DEL MAR, SHOWING THE LUXURIANT TROPICAL VEGETATION WHICH BEAUTIFIES THE CITY OF VALPARAISO.

houses may be seen, both roof and walls being of the same material. People expect an earthquake every once in 10 days the year around, but heretofore no great damage has been done. The tremor, a quivering or shudding of the ground, has been quite common.

Convulsions of the earth when they crack and roll like the swell of the ocean, have been confined in former years to the mountain districts and the neighborhood of volcanoes.

PRINCIPAL FIRMS OF CITY.

American and European Capitalists Which Lose by Disaster.

NEW YORK, Aug. 17.—The principal bankers of Valparaiso are A. Edwards & Co., W. R. Grace & Co., Williamson, Balfour & Co., the Bank of Chile, the Bank of Chile & Germany, the German Trans-Atlantic Bank, the Spanish Bank of Chile, the Hypotecario, the Italian Bank, the Mobiliar Bank, the National Bank, the Bank of Santiago and the Bank of Tarapaca & Argentina.

The shipping companies of Valparaiso include the New York & Pacific Steamship Company, the Pacific Steam Navigation Company, the West Coast Line, the Gulf Line, the Villo Steam Packet Company, the Chilean Navigation Company, the South American Steamship Company and the Lamport & Holt line.

Among the leading commercial houses are W. R. Grace & Co., the Chilean Trad-

ceived any dispatches regarding the disaster. The Chilean Minister is absent, and Senor Don Manuel J. Vega is the Charge.

WILL SEND NEWS TOMORROW

Valparaiso Cable Closes, Keeping World in Dread Suspense.

NEW YORK, Aug. 17.—At 11:30 o'clock tonight the central cable office of the Western Union Telegraph Company received a service message stating that the "Valparaiso" office is closed until 7 o'clock tomorrow morning. No reason is given for this and neither this nor any other message received by the company tonight throws any more definite light upon the situation.

Disturbances Felt in Honolulu.

HONOLULU, Aug. 17.—The tide gauges here show a disturbance, apparently of distant origin. Beginning at 5:22 o'clock this morning, three waves per hour have been indicated, showing an oscillation from the normal tides of between three and four inches.

No Serious Damage at Mendoza.

LONDON, Aug. 17.—The earthquake shock felt at Mendoza, Argentina, last night, did not result in any serious consequences, according to a dispatch to the Reuter Telegram Company from Buenos Ayres.

Is now overcast and the natives look for a violent disturbance at any time.

This volcano is now covered excepting about the crater and is supposed to have an eruption every 12 years. Shortly after the eruption of Mount Pelee it became active and ever since has continuously given off volumes of smoke, fire and ashes. It experienced a slight eruption in 1877, but it was not a true one, as the lava was emitted from a new crater. It flowed a distance of 25 miles, however, covering houses and doing much damage, and the inhabitants of Latacunga are still much alarmed over the situation.

"During the latter part of last January there was a severe subterranean upheaval along the western coast of South America, which twice severed the cable of the Central and South American Telegraph Company. From the Panama last February and as we entered the harbor there was a small tidal wave, but it did no damage.

"The seismic disturbances of the last two years have been particularly frequent. The men in my employ keep a record of such disturbances, and also of the temperature and rainfall, and we often furnish the authorities at Washington with information. A matter which has interested the Americans living in South America very much is the work of the French Government there in conducting a measurement of one degree of arc on the equator to determine the shape of the earth. The French are doing similar work in all parts of the world and making maps of the entire

RUINED BY EARTHQUAKE

(Continued From Page 1.)

The shipping in the port was not injured. The streets which suffered most were Calle Blanco, Condell and Esmeralda, and those in the Delicias district, where the best residences are.

SHOCKS THROUGHOUT CHILE

Valparaiso and Other Towns Are Wrecked and Volcano in Eruption.

NEW YORK, Aug. 18.—A cable dispatch to a morning paper from Buenos Ayres says:

According to the information received here, a large number of buildings have been destroyed in Valparaiso, and the loss of life is said to have been large.

Insurance Companies Lose Much.

LIVERPOOL, Aug. 17.—Most of the British fire insurance companies have interests in Valparaiso, Chile, but the amount involved is not nearly so great as was the case in San Francisco. Up to a late hour this evening the insurance companies had not heard from their representatives at Valparaiso.

MANY DEAD AT LOS ANDES

Mendoza Has Vague News, but None From Valparaiso.

BUENOS AYRES, Aug. 17.—The newspapers this evening publish telegrams from Mendoza (which is an entrepot for the trade between Buenos Ayres and Chile, with which it communicated by the mountain passes of Uspaitala and Portillo) to the effect that many houses in the Los Andes district were destroyed by the earthquake and that there have been a large number of casualties.

The interruption of all means of communication with Chile causes much anxiety. Many rumors of disaster are afloat.

The disturbances was general throughout Chile, and was felt at some points in the Argentine Republic.

News of the disaster is meager, owing to the fact that telegraphic communication is cut off, the shocks having thrown down the telegraph lines. From the details obtained, it appears that there were several shocks, the disturbance passing south along the Pacific Coast and crossing the Andes. The shocks were severe, according to the registration of the seismograph instruments here and at Santa Rosa and Andes City.

The property loss is enormous. Many houses were thrown down, including Government Houses.

During the night the volcano Tupungato, on the Chile-Argentine border, was heard roaring and the people fled to the churches to pray for safety.

At San Juan, in the Andes, high winds accompanied the shocks.

The shocks at Andes City were very severe.

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school for marines, hydrographic bureau and a large museum of natural history. Among the city's monuments are those of Columbus Wheelwright, who established steamship navigation on the Chilean coast; Thomas Cochrane, organizer of the Chilean navy, and Admiral Prat.

"The present population of Valparaiso is near 120,000. During the Spanish dominion Valparaiso was a place of very little note. It hardly had 5000 souls.

"Spanish is inestly spoken and the population retained many of the Spanish customs. On the whole, it was a progressive community, much given over to gaiety, but with a keen sense for development.

"A railroad, nearly 150 miles long, connects Valparaiso with Santiago, the capital of Chile, which has all of the Government buildings. From there the railroad continues inland into Argentina.

"The city was founded in 1535, and has a most interesting history. It was taken by Drake in 1578, captured by Sir Richard Hawkins' expedition in 1592 and in 1598 taken by Dutch pirates. It was bombarded by a Spanish fleet under Admiral Nuñez in 1696, who laid a large part of the city in ruins. Finally in 1801 it was the scene of the decisive battle between the Congressional party and the insurgents.

"Valparaiso has had a number of serious earthquakes, but if the telegraph dispatches are correct," concluded Judge Caples, "this is the most serious catastrophe of any the city ever had. As a whole, the city was very beautiful and an ideal residence city."

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