DEAD TOTAL

Earthquake and Fire Leave 90,000 Homeless in Jamaica.

RICH AND POOR ALL ALIKE

Negroes Loot Ruins and the Stench of the Dead Aggravates Horror.

EXTINCT VOLCANO REVIVES

Britain Grateful for Prompt Aid of America.

EVANS HAS GONE TO SCENE

Two Naval Supply Ships Hasten to Carry Food-Breaking of Cables Still Shuts Out Details of Disaster.

ST, THOMAS, D. W. I., Jan. 16.-Reports received here from Jamaica say it estimated that 1000 persons have bekilled by the earthquake and fire and that 90,000 persons are homeless. The damage to Kingston alone is placed at fully \$10,000,000.

Advices received from Jamaica declare that all people have been warned to keep banks have been burned, but the vaults are supposed to be safe.

visions of all kinds are urgently needed. It is impossible to say where anybody

can be found. Sir James Ferguson, vice-chairman of the Royal Mail Steamship Company, is among the killed. The dead are being under the smoldering ruins mercantile community suf

most severely, warehouses falling on them. Many men are dead or injured. been destroyed and all the buildings in and around Kingston are in ruins. Very

It is reported that an extinct volcano in the parish of Portland is showing signs of activity, but this has not been erified. No news has yet been received from other parts of the Island of Jamaica, communication being very diffi-

GLOOM SPREADS O'ER LONDON

Gratitude to America for Aid. Jones. PANIC AND FIRE AFTER SHOCK Story of Disaster.

LONDON, Jan. 18.-The brief dispatches from Kingston direct, declaring that 100 persons had been killed in the earthquake Jamaica's capital. Earlier reports, including government dispatches, had tendminimize the worst features of the messages received, and, although there is an inclination still to credit these official accounts in the absence of confirmation of the latter reports, the relief felt this afternoon tends to give place to despendency at the possibility that the worst fears will be realized when the

Two things stand out of the general gloom and bring intense satisfaction to the British public. The first is the fact, confirmed tonight in a dispatch from Sir Alfred Jones himself, that the members of the Jones party are all safe. The second is found in the prompt and ac steps taken by the American Government to investigate the real conditions and afford the necessary succor to the un-

fortunate city Grateful for American Aid.

Special appreciation is felt at Secretary are being taken here, but his generous

action is none the less appreciated.
The King and Queen and also the Premier. Sir Henry Campbell-Bannerman,
have hastened to the expressions of the country's sympathy and are arranging to meetings to express their sympathy afford relief to the victims.

Up to a late hour tonight the Colonial Office had no further news to communi-English residents in the islands had been few. At the time of the writing of this

to Elder, Dempster & Co., which confirms the worst fears. The message follows: Jones Sums Up the Horrors.

"Kingston was overwhelmed by an earthquake Monday afternoon at 3:30. All city is destroyed.

"Fire broke out after the earthquake and completed the destruction. It is estimated that 100 persons have been killed and 1000 injured. The public offices and

hospitals are in ruins.
"Among the killed are Sir James Ferguon, many prominent merchants and many natives. There were no fatalities at the

Constant Springs Hotel.
"The business quarter of Kingston is now smoldering astes. We are thankful that our party is all right."

This message from Sir Alfred is prac-lically identical with other messages re-ceived from Kingston, including one from a correspondent of the Standard, who is with the Jones party, with the exception hat all the others give the death list 'several hundred," while a dispatch of



Hard Contest for Re-election,

West Indian Cable Company says the loss of life was "heavy," and adds that Port Antonio was not badly injured. At the present time, therefore, it is quite impossible to form a reliable idea of the

King Cables Sympathy.

King Edward, through the Earl of Governor of Jamaica, as follows:

"I am commanded by the King to request you to express to the inhabitants of Kingston the horror with which his majesty and the Queen have learned of the terrible catastrophe which has belives, and the deep sympathy of their majestles with the sufferers and the rela- ranted by natural conditions.

tions of those killed." The Earl of Elgin an bell-Bannerman also have telegraphed to that water transportation had anything the Governor of Jamaica assurances of to do with fixing rates. As the prosethe government's sympathy, with requests for the fullest particulars of the disaster. At a meeting of Jamaican proprietors held in London tonight, at which Sir Nevill Lubbeck, chairman of the West India committee, presided, resolutions of sympathy were adopted.

Hall Caine Appeals for Relief.

At the Adelphi theater tonight, during the performance of "The Bondsman," Hall Caine came before the curtain and announced the safety of Sir Alfred Jones' party. He said also, that the Lord Mayor of London, Sir William Treloar, probably would open a relief fund tomorrow, and expressed the hope that the mimic representation of the desolation of an earth-quake in "The Bondsman" would open the pursestrings of the audience.

Personal messages were received here ord and Lady Dudley, Lord Mountmorres, Henniker Heaton, M. P., and others.

Governor Leads in Rescue Work.

Many Flee to Hills.

NEW YORK, Jan. 16 .- Some additional details of the disastrous earthquake that overtook Kingston, Jamaica, were selved here early today. It is estimated these details state, that one-sixteenth of the city was destroyed by the shocks and

Many structures went down in the low section as a result of the first shock an fire started along the wharves. The excitement and confusion and the debris, (Cancluded on Page 5.)

Spokane Hears of Water Competition.

RAILROADS LOSE BY CODDLING

Vast Tonnage Brought by Steamer to Coast.

STEAMSHIP MAN'S STORY

Takes Traffic From Railroads Because Their Rates to Portland and Spokane Are the Same.

Many Jobbers Oppose Suit.

BY E. W. WRIGHT the Spokane rate case before Interstate Commerce Commissioners Prouty and Lane today drifted still farther away from the point on which its complaint was based. The distaste for estimony touching on discriminatory freight rates was so pronounced that both of the attorneys for Spokane made strenuous objection to the introduction of evidence showing the magnitude of the water traffic between the Atlantic seaboard and the North Pacific ports and the remarkably low

rates at which it was carried.

Mr. Jackson, traffic, manager of the
American-Hawaiian Steamship Line, or, as the competing railroads facetiously term it. "the American highwayman" line, was the first witness that has been put on by the Coast Jobbers and the figures he presented were of striking significance. The prosecution ap-parently scented danger for its cause, for it insisted that any testimony given by Mr. Jackson would have nothing of importance in connection with Spo-

Spokane Already Favored.

J. N. Teal, on behalf of the Portland jobbers, said that he proposed to show that the Coast was not now get ting the rates to which she was entitled, and that a monopoly had been given the Spokane jobbers in certal territory by favorable rates not war

Mr. Adams retorted that he had no oution had from the first day been time that the conflicting jobbing interests had clashed during the orator-

Mr. Cotton interrupted long enough to state that, "inasmuch as we are merely the trustees for these gentlemen, I hope that they can agree on the division of the spoils." He also said. "I do not think it will result in much good to either, but they may succeed in upsetting our whole system of Coast freight rates."

The Boston attorney for Spokane continued his objections until Commissioner Prouty quite peremptorily stated that Mr. Jackson would be heard.

Extent of Water Competition.

Mr. Jackson's testimony was a rev lation to the few Spokane jobbers who were in attendance, and will undoubt-edly prove surprising to most of the Coast Jobbers. The prosecution made a weak attempt to prove that the buslness was in effect under the domination of the rellroads, but the testimon by Seth Mann, attorney for the Coast joboers, that there, was practically

Mr. Jackson showed that his line in 1906 carried from New York and Phila-delphia to Pacific Coast ports 115,000 tons of freight, while tramp steamers and regular Panama liners carried an additional 60,000 tons. He further stated that double that amount would have been carried had they had the capacity for the offerings. He stated

Tehuantepec route, the company would this year handle more than 250,000 tons of westbound freight. By copies of manifests of freight for Portland, Scattle and Tacoma, he showed that the steamers were now carrying practically all classes of freight that could e shipped by rail, more than 90 per ent of the commodities appearing or the transcontinental rall tariffs being in cargoes carried by his line, the only

Rates Lower Than by Rail.

The sensational part of his statement was that this freight was carried from Atlantic to Pacific terminals at rates 20 to 60 per cent lower than the rail stes. As an illustration, he took the freight in a steamer now enroute. This item was caustic sods in drums, and he rate was 45 cents per 100 to Port and, compared with 75 cents per 100

by rail to Portland or Spokane, the nland city on this, as well as a large number of other articles, enjoying the Mr. Jackson admitted that they had no fixed rate, but made rates enough

ower than the rail rates to get the when it was necessary to fill a ship, he would cut the rate as low as he pleased, and that in such emergencies no had taken freight as low as \$4 per ton. He explained that it was this privilege of changing rates on a mo ment's notice that enabled him to take freight away from the railroads a points as far inland as Michigan and Wisconsin, the sea rate always being governed by circumstances, but never approaching within from 20 to 60 per cent of the rail rates. This testimony put the Coast jobbers' impregnabe nat-ural position before the Commission in the clearest possible manner.

Spokane Has Better Rates.

At its conclusion the railroads again took up the case, and by cross-exam ination of the prosecution's own rate expert, completely refuted yesterday's testimony of Mr. Gordon, a wholesale grocer. They showed that he enjoyed more favorable rates than Portland in the Coeur d'Alene country, and that the rates enabled him to ship west and south for a distance of from 100 to 200 miles. One of Spokane's Rail-Stephens complained that a recent rate from Seattle to Montana points had wiped Spokane off the map in that district. Mr. Prouty asked Harry Adams, Western traffic manager of the Great Northern, for an explanation, and he demonstrated quite clearly that the new rate was the result of a readjustment ordered by the Washington Railroad Commission, in applying its new distance tariff. Mr. Adams also explained that Walla Walla had also secured a jobbing arne by reason of a ruling of the Railroad Commission

In the presentation of raffroad histor and actual facts leading up to the establishment of a jobbing zone in Spokune, J. G. Woodworth, traffic manager of the Northern Pacific, was the most interesting witness yet on the stand. He went in order to build up traffic along the Spokane & Palouse branch, had given Spokane a preferential rate over Portland. He told of the readjustment of the Great Northern at Spokane and of the strife provoked, which resulted in all of the Northern lines withdrawing from the Transcontinental Association, He touched briefly on the rate war brought on by the San Francisco jobbers in stallation for the liberality of the Norththere been a restoration of rates and even then the general policy of rate-making 1900 by the substitution of steam for sail on the round-the-Horn route, and in 1904

Woodworth Goes Into History.

a boycott by Spokane against the northern lines brought on more trouble. Spokane Rate Always Factor.

Mr. Woodworth stated that through all those turbulent years there was hardly a rate of any consequence made between the Missouri River and the Pacific and between the Mexican border and Canada in which the Spokane rate was not involved to a greater or a lesser degree The present jobbling rate under which Spokane is operating went into effect after the readjustment which followed

In answer to a question of Mr. Prouty from Chicago, which was so far inland from water competition, Mr. Woodworth stated that the Chicago manufacturers were in competition with those on the FLOODS IN EAST Atlantic seaboard in many commodities and the low rate given from Chicago west was in effect a meeting of the water competition. For illustration, he mentioned steel rails, which, he said, they (Concluded on Page 2.)

ings, indicating a rise in the Co

and in the lower Mississippi River.
Special forecast: Storm warning are displayed on the California coast

Flood Threatens Kentucky.

LOUISVILLE, Ky., Jan. 16 -The cast on half of Kentucky is facing a floor

situation which threatens to become

grave. Every stream is out of its bank and rising rapidly. Only a sharp cole snap can prevent serious damage. Beat

tyville, on the Licking River, is threat-

Two States Are Sheet of Ice.

ARKANSAS CITY, Kan., Jan. 16.+

Southern Kansas and Northern Oklahoma are covered with ice today. Rain fell last night and the temperature dropped

below the freezing point. Conditions are

Storm Prostrates Missouri Wires.

KANSAS CITY, Mo., Jan. 16 .- The mo

northern portion of Missouri. Scores of

telephone and telegraph poles were car-

Trains from the East and North were late

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ened with a costly inundation.

Woman Heads List for Carnegie Awards.

DOG SHARES GLORY WITH HER

Helped Her to Save Two Girls From Drowning.

OREGON CITY MAN HONORED

Stowe Rewarded for Saving George Hemminger at Portland Last July-Three Men Save Others, but Lose Own Lives.

PITTSBURG, Jan. 16.-(Special.)-Ore-Carnegie hero fund.

One of the most interesting awards of the day was that of a silver medal to Mrs. Mary Gertrude Black, of Gardiner, Or., whose dog not only saved the life of his mistress, but that of Beulah Bal-dersee, agod 11. as well. Mrs. Black jumped into a river to save three women friends from drowning. Her dog went with her. Ruth Baldersee, aged 16, was saved and Mrs. Black and her dog went back for the others. They pulled Mrs. Black to the bottom of the stream and she was drowning, when her dog dived and she clutched him by the collar. The dog swam to the shore, taking both his mistress and the girl, whom she held. The other woman was drowned. The event happened at Sampson, Or., on July 23, 1894.

A bronze medal was awarded to S. M. Stowe, aged 26 years, of Oregon City, Or. who saved George Hemminger, of Portland, Or., from drowning on July 20, 199

Thomas A. Harris, of Ogden, Utah, aged 17, was given a bronze medal and \$2000 for educational purposes for rescu-ing Ivy G. Blair, aged 15, from drowning. George H. Poell, of Grand Island, Neb. received a bronze medal and \$250 for saying a child from being run over by locomotive. He was crippled permanent ly by his act.

Other awards worthy of especial menn were Cline Horton, John H. Young nes Lukins, of Illinois; Leo H. Noke of Iowa; Herman Zick, of Wisconsin; Morris A. Nourse, of Iowa: the parents miah M. Donovan, of New York; the widow of Herman J. Petzel, of St. Louis, and the father of Luther H. Wagner, of Willetts Petzel and Wagner sacrified their lives in saving others.

Ten silver and eight bronze r

GREAT DAM IS IN DANGER

ALLEGHENY RIVER FLOOD WASHES AWAY HOUSES.

Current Near Pittsburg Eats. Out Banks and Government May

Blow Up Dam.

PITTSBURG, Jan. 16 .- Three additional houses were swept away tonight which broke the dam and is now flood-

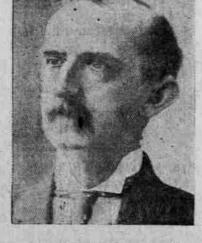
ing the low lands. dam. According to the United States Engineers, who were preparing to dy-namite the dam, the water is washing the river bank away at the rate of 50 feet an hour. Already the damage

FLOODS IN EAST AND SOUTH

Weather Bureau Also Predicts Storn on California Coast.

WASHINGTON, Jan. 16.—The weath-

W. P. Frye, Maine.



the mouth of the Little Kanawha River PAID OUT IN TIPS

People Pay Blackmail to Get Attention.

HONEST LABOR IS DEGRADED

Pullman Compels Patrons to Pay Porters' Wages.

BARBERS' GRAFTING TRICK

Waiters Pay for Their Jobs and Divide Tips All Along Line-European View of Subject an

Insult to Americans.

BY FREDERIC J. HASKIN. WASHINGTON, Jan. 16.—(Special Correspondence.)—The manner in which the people of the United States are borrowing the pernicious tipping habit from Europe is a matter for grave concern. Already the annual sum we are spending to oil each other's palms runs into the millions, and the practice is increasing so rapidly that goodness only knows where it will end if something is not done to remedy

the Pullman porter. Do you know that the dimes and quarters and half-dollars given him by our traveling public every year amount to more than \$2,-000,000; that we present him with \$8000 every morning before breakfast? Let's figure it out. There are about \$000 porters in the employ of the Pullman Company. If the total amount received by each of them was a dollar a day, stingy or frugal travelers who give little or nothing, suppose we knock off a couple of thousand dollars every morning. That would make \$5000 a day, or \$2,130,000 for the year.

Goes Into Pullman's Coffers.

This generoalty on the part of the traveling public would be all right if the porters got the benefit of it. But they do not. Under present conditions the tips are merely another source of profit for the already fattened coffers of the Pullman Company. One would ily to support, would at least be worth \$10 a week or \$40 a month to a rich concern earning millions in dividends But the porter is paid only \$25 a month and is left to get the remainder from the public. Therefore the Pullman Company, on account of the tips given its employes, makes a saving of \$15 per month on each one of them, amounting to \$120,000 a month, or \$1,-440,000 a year. This is as much of a "pick-up" to the sleeping-car trust as if it found that much money lying around loose somewhere! It makes that saving in the salaries of its men. simply because the public steps up and foots the bill.

After the thousands of passengers arriving at their destinations in this country every morning turn over \$6000 to the Pullman porters, they give away another \$1000 to station boys who carry their bags out from the trains. Before they get comfortably settled down Steamboat man gives strong evidence at Spokane rate hearing. Page 1 to the breakfast table another donation of \$2000 or such a matter is made to hack page 5. Then the walters proceed to "get theirs." After the porters no other class of sarvants depend so no other class of servants depend so much upon tips as the waiters. Tricks of Walters to Get Fees.

In many of the large establishments in the cities the attendants have a perfectly organized system for securing and sharing the proceeds they get from the pub-

He. One way of working it is like this: When you enter the dining-room for a first meal at a hotel the head walter places you at a table and then watches carefully when you leave to see if you tee the waiter. If you leave some change the head waiter claims part of it. If the one who attended you should refuse to divide, the next time you enter the dining-room you will be put at some other table presided over by a "square" man. Sometimes the only way a waiter can get prompt service in the kitchen for a favored guest is to "see" the server. Thus, when you leave a quarter under the edge of your plate it does not always go into the pocket of the man who attended you, as you might suppose, but is distributed among a number of employes with whom you do not come in contact. If you fail to leave any change be likely to receive scant consideration, for the servants will be busy looking after those people who are not absent-minded when they finish their meal.

Cream Only for Tippers.

One hotel proprietor told me about an experience he had with a new walter who came to his place. The new man came on at the breakfast hour, and in the course of time was sent to wait upon cream for the coffee he brought milk with it. The manager said to him: "Here, take this milk back and bring me some cream." "We have no cream," said the newcomer. The surprised man-

(Concluded on Page 10.)

FIVE UNITED STATES SENATORS ELECTED YESTERDAY



Harry A. Richardson, Delaware.



W. E. Borah, Idaho.



Norris Brown, Nebraska.

