

# DAVIS DID NOT TRANSGRESS THE BOUNDS OF PROPRIETY, SAYS SECRETARY METCALF



Kingsford Harbor—Destroyed by Earthquake

WASHINGTON, Jan. 24.—President Roosevelt tonight received a cablegram from the Most Rev. Dr. Enos Nuttall, lord bishop of the West Indies, and chairman of the Kingston relief committee, tendering his thanks for the prompt visit of the American warships under Rear Admiral Davis. The message is as follows:

"We all appreciate deeply American sympathy in our distress and the prompt visit of your men-of-war for our succor. Happily the supply of food available for relief committee is sufficient. After meeting the cost of this, our next great want will be the means for making small houses habitable. All our people are behaving splendidly."

The receipt in this city today of the official full text of the correspondence between Rear Admiral Davis and Governor Swettenham of Jamaica, which did not differ from the communications transmitted by the Associated Press last Sunday night, caused the naval authorities to study the situation to see if Admiral Davis had in any way transgressed the bounds of propriety on his visit to Kingston. They not only found a precedent for his landing men from his ships to preserve order, strangely enough in the case of another British island in the West Indies, but also saw nothing in the whole affair to warrant the letter addressed to him by Governor Swettenham. Secretary Metcalf, therefore, late this afternoon, gave out the following statement bearing on the subject:

"From this correspondence it appears that Admiral Davis landed a party of six men for the purpose of guarding and securing the archives of the American consulate and another party of ten men for the purpose of clearing away the wreckage. Later, upon the earnest entreaty of the colonial secretary and the inspector of police, who spoke for the governor (the governor being absent from the city

and at Kings House, some three miles distant), fifty men were landed under arms from the Indiana to oversee an alleged mutiny at the penitentiary containing five or six hundred prisoners. "Admiral Davis then proceeded by carriage to visit the governor at Kings House and found him living with his family in tents, and was accompanied back to the city by the governor. That same afternoon, upon request of the governor, the men were withdrawn from shore and returned to their ships. "The action of Admiral Davis in landing under the circumstances is not without precedent, there being numerous cases to justify it as an incident of a copy of a report by Rear Admiral R. W. Meade, U. S. N., in landing men at Port of Spain, Trinidad, March 4, 1886, to suppress a fire and a letter by the governor of the island of Trinidad expressing his gratitude for the action.

"The presence of the Atlantic fleet at the naval station, Guantanamo, only 130 miles from Kingston, at the time of the earthquake, placed us in the position for giving quickly first aid to the sufferers, and our own experience in the San Francisco earthquake and fire of last April showed clearly the need of sufficient police protection and the great benefits which result from the use of naval force in such an emergency. The commander-in-chief acted promptly under the circumstances and sent immediately those vessels having the largest number of men and supplies to aid the sufferers and offered such help, in the way of medical attention and food as lay in his power, which action was further helped by the despatch of two store ships laden with large quantities of food supplies intended for the fleet, and which were diverted to this duty and despatched to Kingston.

"At the time of the above mentioned request by the acting British minister at Havana for tents for the sufferers

at Kingston, Admiral Davis had on board the vessels under his command, then in Kingston harbor and for several days prior thereto, many of the tents asked for and which were available for use had the governor desired them, and, with the remaining ships at Guantanamo with more than two hundred tents of the kind asked for, many more than actually needed to supply the wants, all of which could have been obtained by Admiral Davis from Admiral Evans upon request by wireless within a few hours."

LONDON, Jan. 24.—The Colonial Office has received several telegrams from Sir Alexander Swettenham, governor of Jamaica, explaining the incident with Rear Admiral Davis, but not one is of such a character that the authorities are prepared to give it to the public.

The Foreign Office says it has had no further communication from Washington and that with the receipt of President Roosevelt's telegram through the Assistant Secretary of State Bacon, the international side of the question is regarded as settled. At the same time it is possible that when Governor Swettenham's explanation is received in full there will be further communication with the government of the United States. The Associated Press gained the general impression at the government office today that Governor Swettenham's career is at an end.

This evening the colonial office gave out two reports received from the governor on conditions in Jamaica. Sir Alexander says that up to date 500 bodies have been buried, in addition to a number of remains that could not be identified. The governor estimates that two hundred bodies are still buried in the ruins and that it probably will take twelve months to remove all the debris. The main thoroughfares of Kingston have been cleared, the street car lines are in operation and the people today are living in outhouses and the less damaged buildings. There are three thousand homeless persons in temporary shelters erected in the gardens, in the public squares and at the race course. The number of homeless ones is being decreased as work is plentiful and many persons have been given free passage out of the city. There are still 400 patients in the hospitals, and many of the injured are being treated in their homes by relatives and friends.

Slight earth shocks continue, but the weather remains fine. Foreign Secretary Grey sent the following reply to Mr. Bacon through Esme Howard, the charge d'affaires of the British embassy in London: "Please express to the assistant secretary of state my thanks for his message. The friendly attitude of the president and the prompt action of the government are warmly appreciated by his majesty's government."

KINGSTON, Jamaica, Jan. 23.—Conditions here are slowly improving. There is no scarcity of food. Cash allowances to the needy are being made by the archbishop and the chief committee. There are 2,000 persons destitute and without homes. There is great consternation here as a result of a cablegram from London saying that the insurance companies disclaim liability for losses incurred as a result of the earthquake and fire. Even the most sanguine say that this precludes the possibility of rebuilding the city.

Princes Edward Island's leading merchants are saying that today. The shipping business on the island is Joseph Reid & Co., of Summerside. Mr. Reid states that the quantities of potatoes now being sent to the mainland are not sufficient to supply the demand for both the shippers and the farmers if the former were at all certain that their consignments could be safely handled.

NO PROPER FACILITIES. But on the island railway there are only five refrigerating cars. Hence it happened that a recent shipment put on board the Minto in favorable weather was spoiled by the heat and the fact that it was found impossible to transfer this freight to cars at Pictou without running any serious risk.

Messrs. Reid are not forwarding any potatoes now, but were they able to do so they would reach their destination in proper time they could carry on an enormous business during the winter.

And Bros. of Charlottetown handle over fifty per cent of the island's export of eggs. These have to be shipped forward to P. E. Island the first part of December, too heavy shipments for the market supplied, and low prices result. A fair, though not a heavy trade, could be maintained during the winter months under more favorable conditions, but at present this is impossible. The party are so uncertain service, and partly to the high freight rates.

CONDITIONS AFFECTING IMPORTS. While it is thus seen that export trade is influenced to a very large extent by uncertain communication and to a lesser degree by high rates, the reverse is the case regarding imports. Prince Edward Island being wholly an agricultural country, exports perishable freight, and imports manufactured goods. Under existing conditions merchants are forced to pay what they regard as excessive charges, the trouble in this respect being due to the system of rating rather than to the demands of local transportation authorities. This freight rate, which is perhaps the most serious obstacle in the way of trade.

In Prince Edward Island as everywhere else there are some merchants with large capital and credit. These are able to secure extra warehouse space, and to store up very heavy stocks during the autumn, thus taking advantage of the lower summer rates. For instance, a certain case of Ontario flour is landed at Charlottetown in November at \$3.75 per barrel. A month later the same flour in carload lots costs \$3.94. The small importer can not thus compete with the big dealer, who loaded up at \$3.75, for nineteen cents per barrel is a fair profit on flour. On the island, however, there is no such competition exists and must be met. Hence at the \$3.94 rate very little flour is imported.

A barrel of oil can be brought from Halifax to Charlottetown in summer for 33 cents. In winter it costs \$1.56, and when the profit on oil is considered, the man who imports this commodity is simply throwing away money. Oranges from Boston in summer are landed in Charlottetown for 34 cents per 100 lbs. At this season they cost from 60c to 85c. Carvel Bros., the largest wholesale firm on the island, would import large quantities of feed if they could do so at a profit. Bran

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## GOVERNMENT WILL BUILD A MARCONI STATION AT PICTOU

Wireless Connection With Prince Edward Island When Cable Is Broken— Food Inspection Bill and Tariff Revision Under Discussion.

OTTAWA, Jan. 24.—The commonsense consideration of the day. The food inspection bill caught the speaker's eye a few minutes after he took the chair at the opening of the house. It steadily held the centre of the stage until the hour for adjournment.

Before the cans got the floor Hon. Sydney Fisher announced that the government would build a Marconi station at Pictou to provide wireless communication with Prince Edward Island while the cable was broken. Mr. Fisher said he had decided after the discussions which had taken place to make some amendments to the inspection bill. He proposed that the government should have the right to decide what packing factories should be inspected. If this were not done small packing houses would ship a few sides of bacon abroad for the sake of the business benefit of having an export inspection.

Mr. Fisher estimated the cost of inspection at \$75,000 a year instead of \$60,000 as he had first calculated. There would be 40 to 45 inspectors needed to make the inspection under the bill. It was proposed to have a chief inspector at a salary of \$2,000 and inspectors at \$1,500 a year.

On Mr. Fisher's motion the bill was amended so that instead of the name and date being required on each can of fruit and vegetables, the name of the packers and a true and correct description of the contents of each can being required instead. Another amendment made it an offense to put a false mark as to the quality or weight of the contents, or the date at which a can was packed. There was a good deal of objection to the name of the packer on each can. Ontario representatives said that some firms canned fruit and vegetables and sold them to other firms, which labelled and sold them. Martine Provins men said that there was the same practice in the east among lobster canners. Mr. Fisher said that the consumer had to be considered as well as the interests of the packers. The amendment carried.

Another amendment provided a penalty of \$100 for tampering with marks. An amendment was made by which the government is given the power to take the administration of a part of the act from the Minister of Agriculture and give it to another minister. The object was to give the inspection of fish canneries to the Minister of Fisheries. Mr. Fisher stated it was intended to give fishery inspectors authority to inspect canneries and enforce the provisions of this act. Mr. Fisher said it was advisable to enforce the meat portion of the act at once. There was not the same urgency with regard to fruits and vegetables. Therefore he offered an amendment providing that the act should come into force immediately upon assent being given, but the government has power to defer the time at which any portion of the act is to come into force. It was proposed to make the fruit and vegetable provisions come into operation in a year. This would give canners time to use up their labels. The amendment carried.

On this latter rating the proportion paid to the P. E. Island Railway is 14c. 7c., 6c. per 100 lbs. The rates to upper Canadian points and elsewhere are in proportion, but as the home market is the most largely patronized the islanders are bitterly complaining of the impossibility of securing reasonable through rates even to provincial points. At present Charlottetown shippers are compelled to pay three local freights, on the P. E. I. Railway, the steamers, and the I. C. Railway. They ask that a through rate be given, that the department railways assume control of the steamers and run them as part of the transportation system. From Summerside also the local rates apply, and if the steamers ran to Cape Tormentine in winter the tax would be even heavier for them than the P. E. I. Railway. Way from the Cape to Sackville would claim a share.

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(To be continued.)

## BOTH IMPORT AND EXPORT TRAFFIC AFFECTED

The Former by High Freight Rates, the Latter by Uncertain Communication—Three Local Charges Instead of One Through Rate

(Continued from yesterday.) (Special correspondence of the Sun.)

That Prince Edward Island is at a great disadvantage is admitted everywhere, and the people of the island are prepared to suffer certain inconvenience on account of their isolated position. But they feel that in the past no well directed efforts have been made to solve the problem of winter navigation, that they are suffering under unjust treatment, and that their union with Canada has not in every sense resulted profitably. In 1873 the population of the island was 104,000. With a natural increase it should now be not less than 140,000, while as a matter of fact it is not over 95,000. During the past six or eight years the exodus has been the greatest, and if it continues at the same rate there will not be 80,000 people in the province by 1920. Ministers of every denomination report that the struggle to maintain churches is becoming more and more severe. In the past dozen years no less than fourteen Presbyterian congregations have disappeared, and the same conditions prevail among all denominations. The church membership is falling off and those who remain are so small as to make the teachers' lives almost idle. But it is in general trade that the depression is felt. During the summer months the island is a scene of activity, the railroad is busy, many steamers and schooners are constantly plying to and fro carrying heavy freights. In winter all this ceases. Business men put in the time as best they may, the employees, for whom any amount of work is at hand in summer, are dismissed, and of course as they can find employment elsewhere they leave the island. Trade generally, with the exception of minor local traffic, is at a standstill, and the island's commerce is affected to the extent of many millions of dollars. This, it is claimed, could be in a large measure overcome by regular communication and lower freight rates. Industries, and among them the most important on the island, are paralyzed. Briefly the condition of affairs cannot be regarded too seriously. The future of the island depends almost wholly on the improvement of winter communication, and the question asked by the people of the province is whether that part of Canada is regarded as being worth saving.

ANY AMOUNT OF FREIGHT. That there is no scarcity of freight is heard on all sides. Throughout the province farmers—even the few of them who are left on the island—follow the customs of their fathers and strive to make the soil yield its utmost. During the winter months their barns are full of oats and their cellars full

### EXPORT TRAFFIC CEASES.

It must be remembered that Prince Edward Island's products are wholly from the soil or from the sea. Thus the great bulk of the exports, both summer and winter, are of a perishable nature. Keeping them in view it will be realized that regular communication is the factor of supreme importance upon which the very existence of export trade depends. The present system of communication is absolutely unreliable and the result—the only result possible under such a condition—is that the outward shipments are not one hundredth of what they should be. Year after year in the past merchants have publicly risked valuable consignments, hoping almost against hope that the weather would be favorable and that luck might attend the steamers expiring their freight. Time after time these merchants have met with losses which have wiped out the profits on a whole season's business. The freight has been held for weeks at Georgetown and has spoiled, and of course has been dead loss for the carriers assumed no risk. This could lead to only one end—these large exporters have ceased sending any freight during the winter months, and this unavoidable loss has simply paralyzed the most profitable industries of the island. It has also had this unfortunate effect, that in the autumn and spring potatoes, pork, eggs, oats and other products are rushed to the mainland, the markets are glutted and the returns to both producers and shippers are away below what they ought to be and would be if the supply could be regulated according to the demand. Thus export trade is solely dependent in winter upon the regularity of the crossing by the steamers—or in other words, upon the guarantee of such regularity, for the uncertainty which exists, no matter how fortunate the steamers may be for a period of even two or three weeks, will prevent shippers from carrying on their business.

LOTS OF HAY MOVING. The disastrous effect of an irregular service on the fish industry is simply an instance of the same effect on practically all other industries, yet during the present season hay export is being carried on. The price outside is abnormally high and the crop last summer on the island was above the average. On a normal basis hay could not be exported from the island during the winter, but prices are so high as to offer an inducement to shippers in spite of the almost prohibitive freight rates prevailing. But hay is the only commodity in which any quantities are being sent forward, and the stagnation in general trade is really depressing.

### MERCHANTS IN IDLENESS.

Charlottetown, Summerside and many of the smaller towns are during the summer months centres of activity. They are populated by enterprising and energetic merchants, many of whom have remained in their native towns rather than move abroad, actuated solely by a feeling of interest in the welfare of their province. But they are discouraged. They see absolutely no prospect for improved trade conditions, they are paying out money for living expenses and are taking in next to nothing. During the present season these conditions have been painfully dull and slow, the streets are deserted, there is no evidence of activity in any line. Visit one of the largest shipping firms in Charlottetown and you will see the partners doing nothing, not an effort being made in any direction. They have plenty time to talk, and all have the same story. When a level headed and experienced business man—not a hot air artist—quietly converses declares "It is awful—simply awful, I can't see how we can go on much longer," there is some good ground for complaint and hun-