

AGRICULTURAL CONFERENCE ETC.

4

The Agricultural Conference, 1907:

AND

The Kingston Disaster.

(WITH ILLUSTRATIONS.)

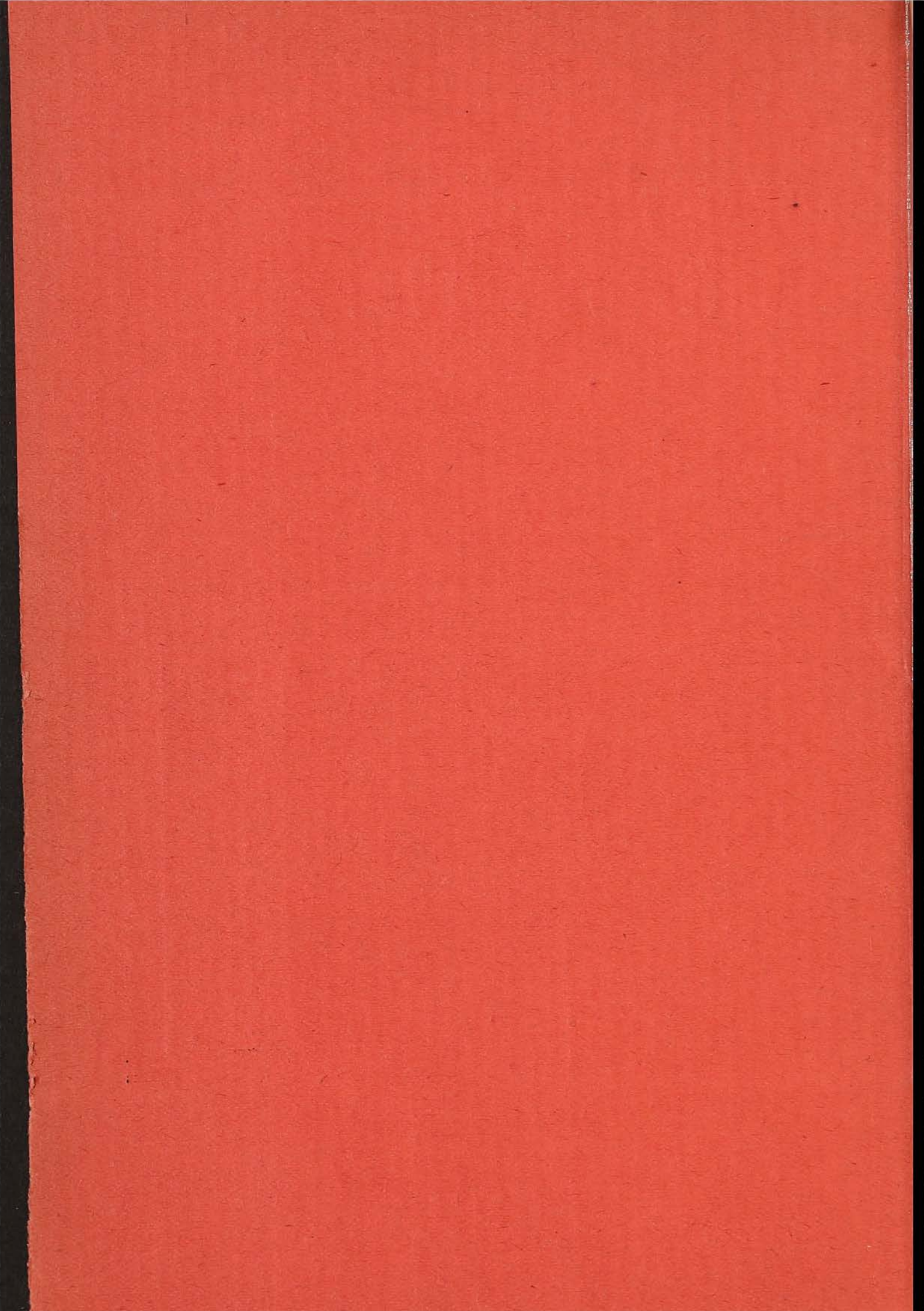


VIEW OF RUM LANE.

1907.

Price]

[1 shilling.



T H E
AGRICULTURAL CONFERENCE, 1907:
AND
THE KINGSTON DISASTER.

**Being a record of events in connection
with the voyage of the S.S. "Port Kingston"
from Barbados to Jamaica and back in
January, 1907.**

COMPILED BY — A. B. PRICE, F. J. I.

1907.

PREFACE.

HAVING, as Official Reporter, accompanied the Delegates to the Sixth West Indian Agricultural Conference from Barbados to Jamaica and back, and being present in Kingston at the time of the occurrence of the terrific earthquake which destroyed that rich and progressive City on the afternoon of January 14, 1907, it occurred to me that it would be serviceable to bring together and place on record, such circumstances and incidents of the voyage to and from Jamaica, including of course, events that transpired in that colony, as might be interesting to readers.

With that object in view, it is attempted, in the following pages, to present facts and incidents which came under my personal observation, as well as those collated and compiled from other reliable sources. The record therefore, as far as it goes, may be regarded as trustworthy, and in no degree exaggerated or dwarfed.

Care has been taken to narrate the events in regular sequence, as far as possible, and to exclude those harrowing incidents of the earthquake, which would tend rather to distress and sicken the reader.

The correspondence which passed between His Excellency Sir Alexander Swettenham the Governor of Jamaica, and His Excellency Rear-Admiral Davis, Commander of the

U.S. ships of war *Indiana*, *Missouri*, and *Yankton*, which were despatched from Cuba shortly after the earthquake to render assistance to Jamaica, and the press comments on the friction which arose between their Excellencies, are deemed of sufficient importance to be reproduced as an appendix.

An apology is due for the length of time occupied in getting this record through the press and placing it before the public. The delay is attributable principally to a deadlock among the printers, and circumstances incident thereto, over which the writer had no control.

The illustrations, it may be added, are with one exception, from engravings by our local artist, Mr. Reuben S. Davies.

A. B. P.

Barbados,

April 14, 1907.

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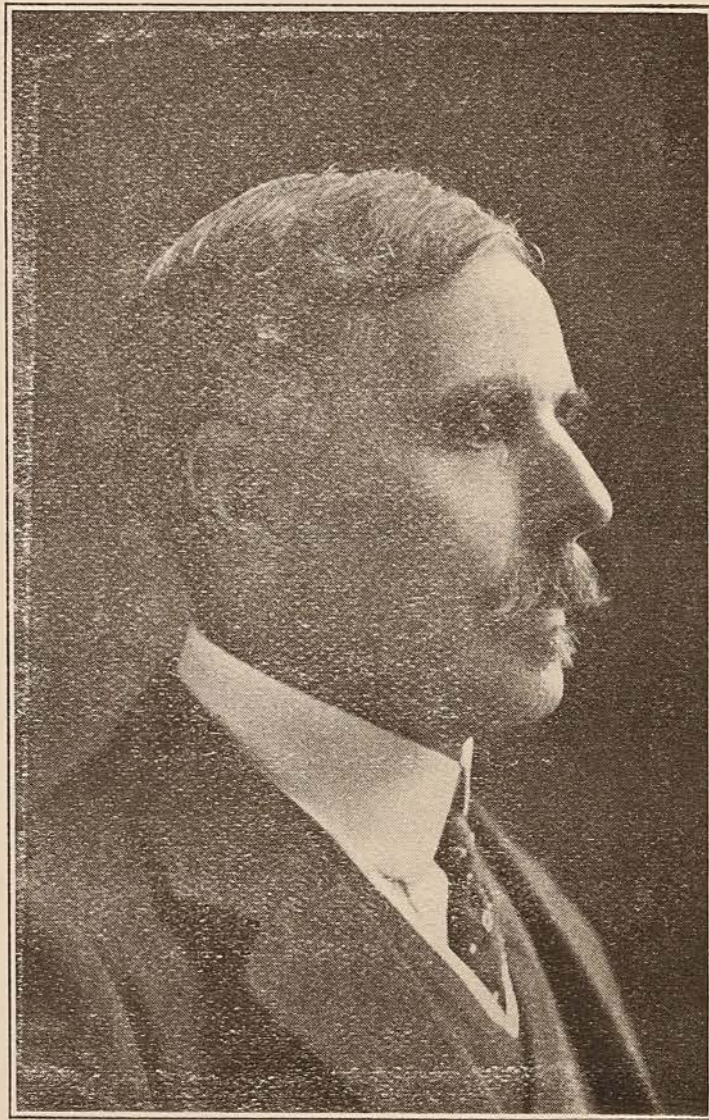
ERRATA.

On page 30, line 4 from bottom, for "Jippa-Jippa" please read *Jippi-jappa*.

On page 31, line six from bottom, for "tons of canes" read *tons of sugar*.

On page 39, "Mr. Pearson, A. A.," should read *Mr. A. A. Pearson*.

On page 63, line 9 from top, the words "for us" should read *from us*.



SIR DANIEL MORRIS, K.C.M.G., D.S.C., D.C.L., F.L.S.,
President of the West Indian Agricultural Conference, 1907.

INTRODUCTORY.

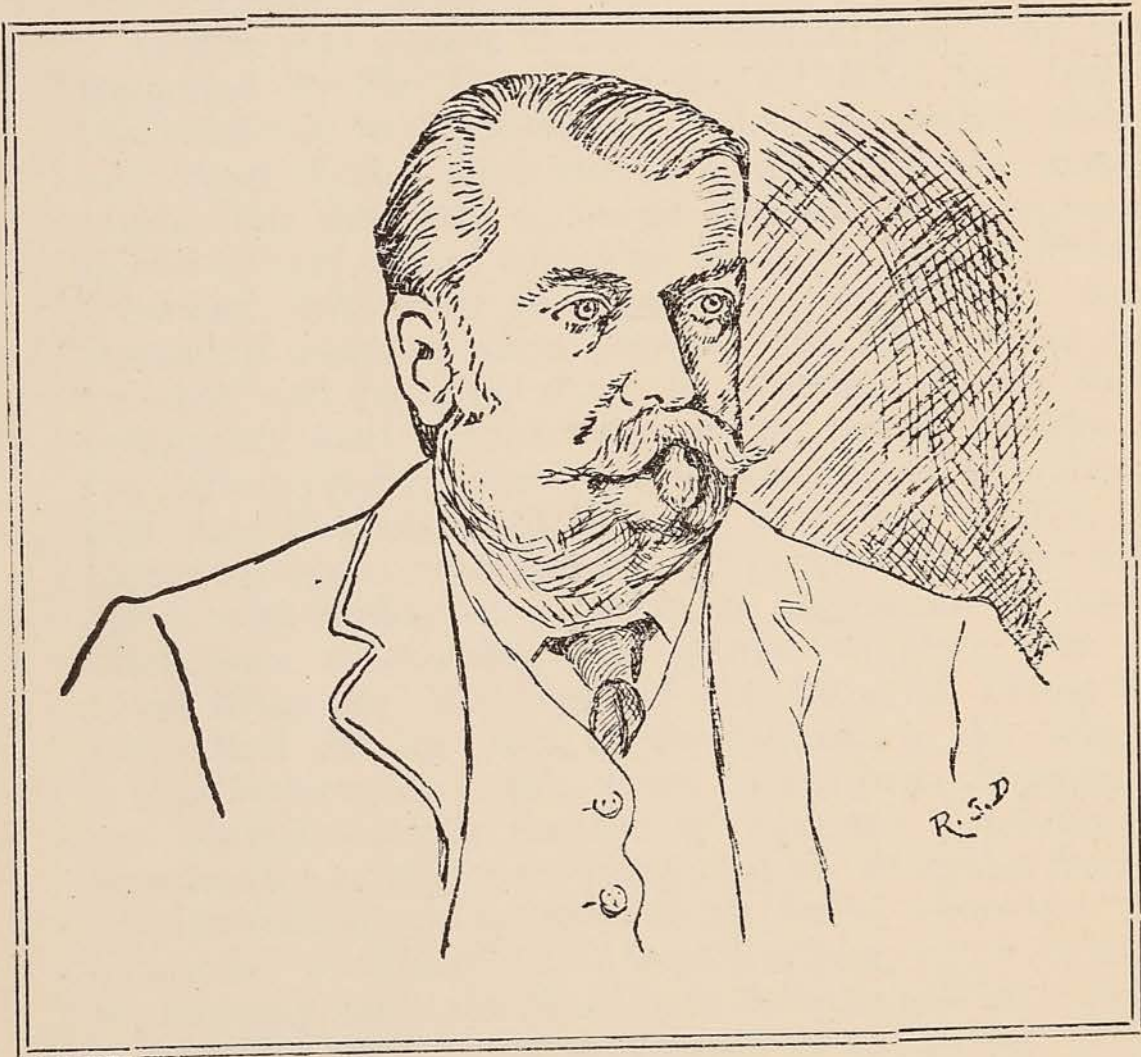
THERE was a peculiar concatenation of circumstances in connection with the holding of the Sixth West Indian Agricultural Conference this year at Jamaica, and the terrible disaster which befell Kingston on Monday, January 14, while the Conference was in session, which impart to them more than an ordinary or common interest, both as regards Jamaica and other of the West India Colonies, and also England, and which, too, brought together the largest assemblage of distinguished personages at any Conference yet held under the auspices of the Imperial Department of Agriculture.

A decade ago Jamaica, in common with the Colonies of the Lesser Antilles, was in the throes of agricultural and financial depression. The year 1901 saw the inauguration of a regular fortnightly service by the Imperial Direct Line of Mail Steamers, which were specially fitted out with cold storage for conveying fruit to the English market. In the same year the Myrtle Bank and Constant Spring Hotels were leased from the Government by Elder, Dempster & Co., the owners of the Imperial Direct Line fleet, with the view of establishing a tourist trade, which began successfully to be built up, so much so that in the following year, when Sir Alfred Jones, K.C.M.G., the Chairman of Elder, Dempster & Co., visited the island, slow but general improvement in the condition and prospects was quite evident, and the long-continued depression showed signs of passing away. But this progress received a severe set back on August 11, 1903, when the island was visited by one of the most disastrous hurricanes that had smitten the West Indies for many years. Wide-spread destruction was caused to growing crops and buildings, the money value of the growing crops alone—including banana and cocoa-nut cultivation—being estimated at several millions sterling. Nor did Kingston go unscathed in this disaster, for many buildings were wrecked and householders suffered materially. However, by their unflagging energy, aided by prompt assistance from outside, the people of Jamaica were not slow in rehabilitating that which they had lost, and soon commerce had revived, the tourist trade had

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brightened, new agricultural industries including cotton cultivation were launched, new and elaborate sugar factories erected, and the colony seemed to have entered upon a brighter career of prosperity, judging from the steady increase both in quantity and value of the exports.

As if to give a boom to this substantial prosperity, it was suggested by Sir Daniel Morris, K.C.M.G., the Imperial Commissioner of Agriculture for the West Indies, that the next West Indian Agricultural Conference—the sixth in course, but the first, so far as Jamaica was concerned—should be held in that colony in January 1906. Difficulties presented themselves in regard to suitable and timely steamship communication between the other West India Colonies and Jamaica, there not existing at the time a fortnightly mail service between the Lesser Antilles and the latter colony; and hence the holding of a Conference that year had to be abandoned. This year (1907), these difficulties were overcome by the generosity of Sir Alfred Jones, who readily fell in with the suggestion to hold the Conference at Jamaica, and offered to place the S.S. "Port Kingston," the finest of the Imperial Direct West India Mail Service Fleet, at the disposal of the delegates to the Conference, to take them to and from Jamaica. It was therefore finally decided to hold the Conference at Jamaica, the arrangement being that the delegates from the other islands should assemble at Barbados, where the "Port Kingston" would call direct from England, on or about the 8th January, and take them on to Jamaica and back to Barbados. The opportunity was seized by the British Cotton-growing Association to send out its President, Sir Alfred Jones, and a number of delegates, chiefly interested in the Cotton Industry, to be present at the Conference. A large number of distinguished personages, including the Rt. Hon. H. O. Arnold-Forster, M.P., Late Secretary of State for War, and Mrs. Forster; the Rt. Hon. Jesse Collings, M.P.; the Earl of Dudley and Countess Dudley; Mr. J. Henniker Heaton, M.P., Sir Thomas Hughes, Sir Ralph Moor, K.C.M.G., official advisor to the British Cotton-growing Association; Viscount Mountmorres, Hon. Alexander McDonald, Mr. A. A. Pearson, C.M.G., Late Under-Secretary of State for the Colonies; Mr. Hamar Greenwood, M.P., Mr. John Taylor, a



SIR ALFRED JONES, K.C.M.G.
Chairman, British cotton-growing Association.

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large Lancashire cotton spinner, and Representative of the Lancashire Cotton-growing Association; Mr. P. Murray Hunter, Representative of the Liverpool Cotton Association; Mr. J. Laurance, Representative of the Lancashire Spinners' Association; and Mr. Charles Lancaster, Vice-President of the Liverpool Chamber of Commerce; and several ladies and other gentlemen, combining business with pleasure, also took advantage of the opportunity to pay a visit to Jamaica. Accordingly, this distinguished party left Avonmouth on the "Port Kingston" on Saturday, December 29, 1906, for Barbados. The passage to Barbados, as elicited by enquiries on board, was not altogether an unmixed pleasure, for on January 3, 1907, "strong winds and high seas set in, developing into a moderate gale and causing the vessel to roll heavily."

Such were the circumstances that led to the presence in Jamaica, of so large a gathering of visitors from different parts of the globe at the time of the terrible earthquake which destroyed Kingston.

ARRIVAL OF THE "PORT KINGSTON" AT
BARBADOS.

PRESENTATION OF GOLD MEDALS BY SIR ALFRED JONES.

The S.S. "Port Kingston" arrived at Barbados at 4.36 a.m. on Tuesday, January 8, 1907, to take up and convey the delegates (thirty) from Barbados and the neighbouring colonies to the Conference to be held in Jamaica.

As the record of events occurring between the arrival of the "Port Kingston" at Barbados and her arrival at Jamaica might be considered incomplete without mention of what took place at Barbados on her arrival there, it will be necessary to reproduce, from the *Agricultural News* (Barbados), for January 12, the following summary of proceedings at a meeting of welcome to Sir Alfred Jones and other members of the British Cotton-growing Association:—

In connexion with the visit to the West Indies of Sir Alfred Jones (President of the British Cotton-growing Association), Mr. J. Arthur Hutton (Chairman), Mr. E. Lomas Oliver (Member of Council), and other members of the As-

sociation, a large public meeting to welcome the distinguished visitors was held in the chamber of the House of Assembly, Barbados, on Tuesday, January 8. The chair was taken by the President of the Agricultural Society (the Hon. F. J. Clarke), who extended on behalf of the cotton growers and the island generally a hearty welcome to Sir Alfred Jones and the other members of the British Cotton-growing Association. He briefly sketched the history of the cotton industry in the island, mentioning that four or five years ago, Sir Daniel Morris advised the planting of cotton in an experimental way in Barbados, and applied to the Association for help to erect a small ginnery. A gin and a baling press were lent, and the following year more gins. Their hearty thanks were therefore due to the British Cotton-growing Association for the assistance in starting the industry. Dr. C. E. Gooding, M.C.P., and Mr. H. E. Thorne, M.C.P., as large cotton growers, also joined in welcoming the visitors.

In reply, Sir Alfred Jones expressed his interest in adopting every possible means of making the colonies as successful as they could be. In connexion with cotton growing, Barbados had, he said, risen to the occasion in a very sensible way. He urged the cotton planters not to be misguided by the prospects of large profits. "Work economically, work perfectly, and with close and careful study of your plant, and success is sure to follow. The cotton planter and the cotton consumer are allied together in a common interest. Our interests are mutual, and as far as the British Cotton-growing Association is concerned, you will meet with very kind sympathy from them."

Mr. J. Arthur Hutton referred to the valuable assistance the Association had received from Mr. Oliver and Mr. Wolstenholme. Had it not been for the exertions of these two gentlemen, planters would not have been able to get the excellent prices they had obtained for their cotton. As far as marketing of the cotton was concerned, no planter should be discouraged, for the British Cotton-growing Association was prepared at all times to look after the question of obtaining satisfactory prices. He urged planters not to base their calculations upon the present exceedingly high

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prices, which were due to the short crop in the Sea Islands, but rather to reckon on 1s. to 1s. 6d. per lb. as the price they would receive during a series of years. Already, 15,000 bales of Sea Island cotton had been shipped to Lancashire from the West Indies, and had it not been for that cotton, several of the mills would be standing still at the present time.

Speeches were also made by the Earl of Dudley, the Rt. Hon. H. O. Arnold-Forster, M.P., and the Hon. Forster M. Alleyne, M.L.C.

Sir Daniel Morris, K.C.M.G., then invited Sir Alfred Jones to present the gold medals which he had offered for competition among cotton growers. These medals had been awarded on the recommendation of local committees in the several islands, not on samples, but on crop results. The list of awards was published in the *Agricultural News* (Vol. V, p. 407).

A vote of thanks was proposed by Sir Daniel Morris to Sir Alfred Jones for his presence and the deep interest he had shown in the welfare of the West Indies in connexion both with the cotton industry and the West Indian Agricultural Conference.

Having visited the Cotton Factory, later in the day Sir Alfred Jones and several other members of the Association resumed their voyage to Jamaica in the S.S. "Port Kingston." The subject of cotton cultivation in the West Indies was fully discussed between these gentlemen and the delegates to the Agricultural Conference.

VOYAGE FROM BARBADOS TO JAMAICA.

Having embarked the delegates to the West Indian Agricultural Conference, as well as other passengers at Barbados, who took advantage of the opportunity to pay a visit to Jamaica, the "Port Kingston" left Barbados at 1.38 p.m. on January 8, for her destination.

Strong winds and rough seas were experienced on the night of the 8th, but the ship made a good run, passing by St. Lucia between 8 and 9 p.m.

MAN OVER BOARD.

Wednesday morning (9th inst.) broke squally, with very strong wind and a heavy running sea. The ship continued, however, to make good headway; but shortly after 8 o'clock a very sad and regrettable incident occurred, which cast a gloom over every one on board, and marred, to some extent, an otherwise pleasant and enjoyable voyage. The order had been given to put the accommodation ladder in place, and two men were detailed to carry out the work. The Boatswain's mate, James Bird, and an able-bodied seaman descended the ladder to unship the ropes, and had nearly completed the task when a heavy sea broke over the ladder, knocking both men down and washing overboard the Boatswain's mate, Bird. The alarm was given and a life buoy thrown out to the unfortunate man; the ship was put "full speed astern" and stopped, and turned back; a boat was quickly lowered in command of Chief Officer Little, R.N.R., and a crew; search was made but there was no sign of the missing man. Before the boat was lowered he had been seen about 400 yards astern of the ship swimming strongly, with head and chest well out of the water. The life buoy which had been thrown out was found, and after the fruitless search of about half an hour, the boat and crew were with some difficulty hauled up, and the ship resumed her voyage. Much regret and sympathy were expressed at the seaman's tragic end. The sea was very rough, so much so that it was doubted whether an expert swimmer with the stoutest heart could have survived fifteen minutes therein. A subscription was subsequently started for the widow and children of the deceased, the list being taken round by Miss Carter, daughter of His Excellency Sir Gilbert Carter, Governor of Barbados; other passengers made a generous response, the total collection amounting to £75 12s. To this will be added the proceeds of a sweepstake which was run on the vessel, and which, it was hoped, would bring the fund up to £100 or £125.

On Thursday the 10th, a moderate wind and sea were experienced, and the "Port Kingston" made a record run of 421 knots for the twenty-four hours, reaching Port Royal

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at 5.55 and arriving at her dock at Kingston harbour at 6.45 on the morning of Friday the 11th instant.

PLEASANT INCIDENTS OF THE VOYAGE.

BIRTHDAY CELEBRATED.

A pleasant event of the voyage was the celebration of the 76th. birthday of the Right Hon. Jesse Collings, M.P., on the evening of the 9th instant. The occasion was taken advantage of at dinner by his friends to present an address, congratulating the Right Hon'ble gentleman on the happy event and wishing him many happy returns of the day, the address being accompanied by a handsome silver cigarette case as a souvenir, which he was asked to accept in memory of the voyage. Mr. Collings made a suitable reply.

THE DINNER D'ADIEU.

On Thursday night, 10th. instant, the *dîner d'adieu* was given, and a very sumptuous repast it was. Dinner over,

Captain Parsons rose and proposed the health, of "the King, the Queen, and the rest of the royal family," which was enthusiastically honoured.

Viscount Mountmorres then proposed the health of the Captain and the Ship in a very felicitous speech, which was very nicely responded to by Capt. Parsons.

The speech of the evening followed, when the Earl of Dudley rose to propose the health of the owners of the ship which had been their home for the past twelve days. His Lordship said: Capt. Parsons, my Lord, ladies and gentlemen—I am really positively ashamed to rise yet again to address you. This is, I think, the fourth occasion since we left England that a section of my fellow passengers have been compelled to listen to my poor oratorical efforts, and I have no doubt that the conclusion is fast gaining ground on board this ship, that I am travelling not indeed in search of health or recreation, but in reality as a means of practising the art of speech making upon an audience which is literally so cabined and confined that it is unable to escape from my torments.

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Well, ladies and gentlemen, although I fully sympathise with your feelings, I would ask you to extend to me some of the kindness and indulgence which our friend Mr. Jesse Collings has discerned in your character, and overlook any demerits in the individual, in view of the proposal that individual has to make.

That proposal is, ladies and gentlemen, that we should drink to the health of the owners of the "Port Kingston." Now here, it seems to me that a difficulty confronts us at once. Many of you, I should think, are, like myself, quite unaware of how many owners the "Port Kingston" has, who they are, or whether their characters are such that we should feel disposed to toast them at all. (Laughter.) In order, therefore, to get over the difficulty, I am going to make an assumption, one which, however, I have reason to believe, is neither over-strained nor improbable. My assumption is that if you rend the veil of uncertainty that to us surrounds the owners' office of this line, and you penetrate that sanctum in order to discover the body by which, in reality, these steamships are controlled and directed, you will find that body existing in the person of our friend and companion Sir Alfred Jones. (Cheers.)

He is, I take it, the gentleman who, when the spirit moves him or when the necessity requires it, assumes the *alias* of 'Elder, Dempster.' He is, in fact, a regular shipping Jekyll and Hyde; but I ask you to-night to tear the mask from him and to toast him with enthusiasm as the enterprising, hard-headed, but kind-hearted owner of this line. (Applause.) Now, ladies and gentlemen, there are many of you here to-night who can claim a longer acquaintance with Sir Alfred Jones than I can look back upon. His merits to you are well known, and you have doubtless had many opportunities of admiring his qualities. I have not had that opportunity until this voyage commenced; but, if he will allow me to say so in his presence, it has been to me, personally, a very real pleasure indeed to meet him on this vessel. On several occasions I have had the privilege of talking to him on subjects of interest and importance. His wide knowledge and experience of the busy district in which he

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lives;—his enterprises and success in many parts of the world with which his great shipping and trading interests have brought him into contact, enable him to speak with much authority and force in connection with many questions that are exercising men's minds to-day ; and I shall always look back upon my conversations with Sir Alfred as among the most instructive and fortunate features of this voyage.

His kindness and thoughtfulness to all of us have become proverbial, and as we stagger ashore to-morrow at Kingston laden with the presents that Sir Alfred has showered upon us during the voyage, it might well be assumed that we had come from a Christmas party rather than from a sea voyage of over 5,000 miles.

But, ladies and gentlemen, in toasting Sir Alfred Jones to-night I shall think of him not only as a cheery and interesting companion, not only as a kind-hearted and generous friend, but as something even more important still ; I shall think of him as a type of a most valuable British subject ; as a type of the men we have principally to look to if the commercial prosperity of England at any rate is to be maintained. He is to my mind one of those captains of industry upon whom the duty falls of advising us and leading us in our struggle with foreign competition.

I feel convinced that unless England can continue to produce men like Sir Alfred—enterprising, courageous, far-seeing men—and unless she will consent to listen to their views and be guided largely by their experience, no amount of legislation will prevent us from falling to a greater or smaller extent from the high position we have attained. (Cheers.) I have a great respect, ladies and gentlemen, for the House of Commons, and even if I had not I should not admit it in the presence of so many of its distinguished members ; but it is to private enterprise, to rapid and courageous action by individuals, and not to the House of Commons, that we must look for commercial success. I do not mean for a moment to imply that Parliament is a negligible body, powerless for good or evil. That would be obviously an absurd contention. And although the power of Parliament to promote commercial success is, in my

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opinion, limited, its power of impeding it is very great. (Hear, hear.) For seven years I had the privilege of serving as Parliamentary Secretary to the Board of Trade, and the experience that I gained there satisfied me that the means by which the department and Parliament could best promote the success of commercial enterprise, were far more in the direction of refraining from harassing restrictions and conditions than by any positive act of legislation. (Cheers.)

This applies very largely to our great shipping industry, and, personally, I look for a solution of the many questions that at present affect that industry—questions of the employment of cargo, carrying capacity, and so forth—much more to friendly agreement between the various interests concerned, and to a sense of the necessity of levelling-up abroad, than to any direct legislation by Parliament. At the same time, undoubtedly, care should be taken not to burden British shipping with restrictions and conditions from which foreign shipping is likely permanently to remain free. (Hear hear.)

Ladies and gentlemen, I will not pursue this topic. To me it is a supremely interesting one, and one that could be discussed at great length; but this is not the time for very long speeches. I will content myself, therefore, with wishing Sir Alfred, on your behalf as well as my own, complete success in all his undertakings, and of assuring him that it will be long before the recollection of a voyage that has been in most respects a very happy one, in which his kindness has played so large a part, fades from our minds. Ladies and gentlemen, I have said, and I am sure you will agree, that this voyage has been, in most respects, a very happy one. (Cheers.)

Now, I do not want unnecessarily to introduce a sad or painful note into our proceedings this evening, but I do not think I ought to lay stress on our happiness without any reference to the one sad and tragic event that has occurred. I allude, of course, to the death of the seaman Bird, yesterday morning. That sad event, coming as it did so suddenly and swiftly, was undoubtedly, to many of us, a terrible experience. At a time when our voyage appeared to be on the eve of a most successful conclusion, it seems

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doubly tragic that such an occurrence should have taken place. We had forgotten, perhaps, among the comfortable conditions of this great ship, in what close contact with the stern realities of a seaman's life we actually were. For such an event, as occurred yesterday, is, I am afraid, ladies and gentlemen, not infrequently witnessed by those who go to sea in ships.

It was a great shock to many of us, but it has made us realize perhaps, by what sacrifices the great maritime reputation of our race has been built up. For the name of the seaman who was drowned yesterday has been added to the long list of those who have lost their lives in helping to carry the British flag all over the high seas, and who have striven with indomitable courage through many centuries to make British seamanship famous among the nations of the world. The incident of yesterday, therefore, tragic though it seems, was not perhaps without its splendid side. For it acts as an example and brings home to us how great is the responsibility of maintaining an Empire that has been reared by a constant regard to those traditions of devotion to duty, an illustration of which we were called upon to witness yesterday.

Ladies and gentlemen, I wish to say no more, but ask you to drink to the health and success of the owners of this ship, and I couple with that toast the name of Sir Alfred Jones. (Prolonged applause.)

Sir Alfred Jones, in responding, said that it was a matter of the greatest pleasure to him to hear the warm and encouraging terms in which Lord Dudley had spoken of the ship, its officers, and his firm. He agreed that the incident on the previous day showed the sacrifices that must be made in trying to establish the flag in the uttermost parts of the earth. They had on board a representative gathering. They had men who represented the House of Lords, the House of Commons, the Privy Council, Commerce, etc. He was therefore justified in describing the voyage as one of historic and national importance.

Sir Alfred Jones went on to refer to the supremacy of England. As Britishers to-day—and in the term "British-

ers " he meant those from the other side of the Atlantic as well—they should feel proud of the great heritage their fathers had left them in these colonies; and he thought they were now destined to see the revival of an old industry, viz : Cotton, and the starting of a new one. If the British people wished to be what they ought to be, they must be different to what they are. He took the greatest interest in the efficient management of the ships under his control, and he could say that there was an immediate prospect of the officers of the line being more highly equipped in at least one important direction: that is, their knowledge would no longer be limited to one language. They would in future have officers with a knowledge of what he might call the " commercial languages"—French, German, and Spanish. With a view to this development they had established a school at Liverpool where all the officers of their ships would be instructed in those languages. (Applause.)

ARRIVAL AND RECEPTION AT JAMAICA.

The following, which is an accurate account of the arrival of the " Port Kingston " and the reception of the delegates at Jamaica, is reproduced from the *Jamaica Gleaner* of January 12:—

Gay with bunting, the Direct Line wharf presented a cheerful appearance yesterday morning, as at a quarter to seven o'clock the " Port Kingston " quietly glided alongside her pier and was moored. The ocean greyhound had concluded a record run from Barbados, and had on board the largest and most distinguished party of guests that have ever visited these shores ; and special preparations had been made to extend to them a right hearty welcome.

The stars were still shining brightly, and the silvery light of the moon had just begun to wane before the dawn, when a little launch set out from the Atlas wharf for Port Royal to meet the leviathan. She had on board a party of newspaper men and others all bound for the ship. The little craft—which, by the way, was one of the launches of the ill-fated " Prinzessin Victoria Luise "—plied her way merrily along, and soon the lights of the " Port Kingston," some distance off the light-house

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were visible. A little later, and the big ship began to move slowly. By the time the swift little pinnace was off Port Royal point, the "Kingston" swung around and slowed down for the doctor. A couple of seconds later and the Customs' boat, with the port doctor, the Customs Officer, and Mr. J. R. Williams, Acting Assistant Colonial Secretary; the Hon. W. Fawcett, Director of Public Gardens and Plantations; and Mr. Melville Foster, Private Secretary to the Governor, rowed up. The party at once boarded the ship, and a few seconds later the newspaper men were on board also.

A few of the passengers were up already and they were watching with ecstasy the beauties of the harbour as the scenery unfolded itself. Each one was loud in expressions of admiration, and one and all agreed that it was one of the loveliest views they had ever seen.

Sir Alfred Jones, in his morning dress, was on deck awaiting his letters. These were soon given him, and then he disappeared into his cabin.

The delegates to the West Indian Agricultural Conference were up and around, and the deputation that went down to meet them were soon explaining the plans made for their reception.

Port Royal was soon left in the distance, and by a quarter to seven o'clock the vessel was alongside her dock. The decks were crowded with the distinguished visitors all anxious to get a first view of the city, and the cheerfulness of everything could not fail to impress them favourably.

TO WELCOME GUESTS.

His Excellency the Governor, Sir James Alexander Swettenham, K.C.M.G., arrived on the wharf at about seven minutes to seven o'clock, and was the first to board the ship, followed by Mr. Haggart, Agent of Elder, Dempster & Co., and the general public.

Among those who came on board to meet Sir Alfred Jones and his party, and Sir Daniel Morris and the delegates to the Agricultural Conference, or other distinguished passengers were—Hon'ble. H. Clarence Bourne, C.M.G

(Colonial Secretary), and Mrs. Bourne ; His Grace the Archbishop of the West Indies, the Most Rev. Enos Nuttall, D.D. ; Hon. Lieut-Colonel Ward, C.M.G., Custos of Kingston ; His Worship the Ex-Mayor of Kingston, Hon. Philip Stern ; Hons. J. H. Allwood and Arthur Levý, Hon. T. B. Oughton, K.C. ; Revs. Canon W. Simms and H. H. Kilburn, His Honour Mr. A. V. Kingdon, Rev. A. James, B.A., Rev. W. Pratt, M.A., Messrs. C. E. deMercado, J. L. Ashenheim, Hon. Lieut-Colonel Pinnock, Messrs. T. F. Clarke, A. B. MacFarlane, R. A. Walcott, Dugald Campbell, John Barclay, R. H. Otto, R. S. Haughton, Dr. D. J. Williams, Mr. A. W. Douet, Dr. G. C. Henderson, Rev. W. Graham, Mr. W. Watson, Hon. V. G. Bell, C.M.G., Mr. J. D'Aeth, Hon. Dr. J. Errington Kerr, Mr. A. R. Hamilton, Mr. Crum-Ewing, Dr. J. M. Gibb, Mr. L. G. Gruchy, Mr. W. H. Johnson, Hon. T. Capper, Mr. S. Soutar, Mr. R. S. Gamble, Mr. George Solomon, Mr. J. D. Wareham, Mr. E. J. Wortley, Mr. H. A. Cunha, Mr. Few, and many others.

His Excellency greeted Sir Alfred warmly, and they chatted together for some time. His Grace the Archbishop and all the prominent officials and others welcomed the Shipping Knight once again to Jamaica.

The militia band arrived on the pier and discoursed a select programme, whilst the orchestra of the "Port Kingston" played merrily on board.

The delegates soon got together in the music saloon, and in accordance with the programme of the Reception Committee, excursion parties were arranged. A party of fifteen decided to take the trip to Vere, a few went over to Spanish Town and Mandeville, but the majority decided to get off their sea-legs first before going sight-seeing, and made their way to Constant Spring Hotel, about 6 miles north of Kingston, where it had been arranged that the delegates should put up during their stay in Jamaica.

Sir Alfred Jones cabled the Governor of Barbados announcing that the vessel had accomplished a record run down to Jamaica, and thanking him for the kind reception given him during his short stay at Barbados. Sir Alfred left the ship for Constant Spring Hotel by 9 o'clock after a pret-

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ty stiff morning's work. The planters of Manchester invited Sir Alfred to luncheon on Tuesday at Mandeville. The Hon. Arthur Levy saw him on the subject, and Sir Alfred assured him that he would be delighted to accept their invitation if he could find the time to go over. He promised to let them know later whether he would be able to go down to Mandeville or not.

The Choral Union expected to arrive from England, had not come on the "Port Kingston." This caused great disappointment to their friends who had turned out to welcome them. Mr. Jacob Wareham and Mr. Stern came with an address, which the member for Kingston was to have presented, and they, too, were disappointed. The City Councillor wanted to present the address anyhow, and so he suggested that it be given to Sir Alfred Jones instead. This Mr. Stern would not consent to do as the address was intended for the Choral Union. Mr. Wareham was determined that his efforts should not go for nought; and so he bided his time.

The Mayor arrived, and at once the redoubtable Mr. Wareham tackled him. "But the document is addressed to the Choral Union," it was pointed out to him.

"Oh, never mind that" he said, "Sir Alfred's name is mentioned in it."

"Very well," said Mr. Tait, "I will mention to Sir Alfred that you desire to present him with the address." And he did so.

Sir Alfred consented to take the address. The scroll encased was handed to the Mayor, the Mayor passed it to Sir Alfred, and immediately the Shipping Knight passed it over to his secretary.

"Let it be taken as read" he remarked, and the ceremony was over. Mr. Wareham cordially shook hands with Sir Alfred. The worthy City Councillor was satisfied.

Mr. Carlton Bryan, and Miss Coverly, members of the troupe who came out on the Port Henderson were also on the ship, and they were warmly greeted by Sir Alfred Jones.

EXCURSIONS.

On Friday 11th instant, as mentioned above, excursions for the delegates had been arranged. One party, composed of Professor Carmody, Messrs. Sconce, Anstead, Moore, Condell and Ward went out to St. Catherine under the guidance of the Hon. William Fawcett to see banana, citrus, and rubber cultivations, and the Casava Starch Factory at Eltham Park. Another party, composed of Hon. F. J. Clarke, Dr. Francis Watts, Hon. C. E. de Verteuil, Messrs. G. E. Sealy, T. W. B. O'Neal, H. A. Ballou, W. N. Sands, F. R. Shepherd, Joseph Jones, S. W. Penrice, and J. C. Macintyre, under the guidance of Mr. C. E. DeMercado, went by special train at 8.30 a.m. for Vere district. They reached May Pen at about 9.30 and were met at the station by Mr. George Muirhead. Buggies were there awaiting them, and they drove direct to Dry River, where they were entertained by Mr. Clarence Lopez, who kindly provided refreshments. Here the delegates had the opportunity of seeing what beautiful sheep (Shropshire breed) were reared in Jamaica, and were afforded also the privilege of proving the mutton.

The Hon. H. C. Ronaldson and Mr. George Murray joined the party at Dry River. The banana plantation of Mr. Lopez was visited, and the delegates were afforded the opportunity of seeing one of the finest banana cultivations (72 acres) in the irrigation district, and were struck with the large proportion of big bunches. Mr. Lopez explained the process of pruning by which the bananas are timed to ripen during the summer months when the price is high (£12 per ton), whilst as little fruit as possible is brought forward during the winter months when the price is low.

In this banana field the variety grown is the large *Gros Michel*, which reaches 18 feet to 20 feet in height. One stem of very robust growth, however, but much shorter than the *Gros Michel* and bearing a massive bunch of bananas, to which attention was directed, was at once recognized by the delegates from Barbados as the Chinese or Dwarf banana (*Musa Cavendishii*), the variety chiefly grown at Barbados for export.

From Dry River the party proceeded to Hillside and thence to Pusey Hall, one of the properties of the Vere

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Estates, Ltd., to inspect a field of 25 acres under cotton cultivation. This was Sea Island cotton in flower and balled, somewhat infested with aphid, but otherwise free from insect pests, and in healthy, vigorous growth. The cotton worm had evidently made its appearance, but had been kept in check by a few dustings of lime and Paris green. The field is virgin soil and had not been ploughed; but for the next season it will be turned up with a steam plough and all the old tree roots removed. Olive Park was next visited, and from there the party proceeded to Amity Hall, where they were met by Mr. Sharp. Thence they proceeded to Money Musk, the property of the Hon. C. J. Ward, where luncheon was served, Mr. J. C. Elliott, Rev. S. Negus, and Dr. Tillman kindly assisting in looking after the entertainment of the guests. Luncheon over, the Hon. Dr. Watts, in behalf of Sir Daniel Morris, expressed the thanks of the visitors to Col. Ward for his kind hospitality, and also to all the gentlemen who had so ably assisted in contributing to the pleasantness of the trip. Mr. Harty expressed, on behalf of Col. Ward, his regret in not being able to be present, owing to the arrival of some members of his family by the "Port Kingston."

After an inspection of the Rum and Sugar works, the delegates were driven to Dr. Tillman's citrus plantation at Camden Park. The packing house and apparatus for sizing the fruit were examined; then the orchard was inspected.

This plantation was established some six or seven years ago, all the plants being budded. It was now in an excellent state of cultivation. A good system of irrigation is maintained, and the trees were all free from scale or other insect pests. Dr. Tillman explained that a few years ago scale insects were somewhat troublesome. Thorough spraying with kerosene emulsion proved effectual in reducing the number of these pests, and since then he has adopted a simple means for keeping the trees free from scale insects. When the trees have finished bearing they are pruned; all leaves that show the presence of scale are removed, and the stems and branches of the trees washed with kerosene emulsion, applied by means of a sponge or rag. Dr. Tillman has spent over £6,000 on the establishment of the 50 acres which the

grove covers, and which was pronounced by the delegates as possibly the best citrus cultivation to be seen in the West Indies. After partaking of Dr. Tillman's hospitality, the visitors left on the return trip to May Pen, calling at Mr. Gillman's property, Parnassus, on the way to the Railway Station to see the sugar factory that is being erected there. At 6.30 the return journey to Kingston was commenced, Constant Spring Hotel being reached about 9 p.m.

The Spanish Town and Mandeville party also reported an enjoyable outing. All of the delegates spoke in the highest terms of the unbounded hospitality for which the Jamaica people are proverbial, and of the excellent arrangements made by the management of the Railway. Everything worked perfectly for their comfort. Great praise is due to the Reception Committee and also to the several gentlemen who kindly assisted in various ways in making the outing such a splendid success.

On Saturday morning, 12th, on the invitation of Messrs. Ainslie and Grabow, several of the delegates and of Sir Alfred Jones' party to the number of sixty, went out to Port Antonio as guests of Hotel Titchfield, to be present at the formal ball with which the management was opening the tourist season. Mr. R. A. Walcott, conducted the party. The following account of the excursion is by one present:—On the way down they stopped at Highgate siding to visit banana cultivations, and Messrs. Rowntree's cacao works, and at Orange Bay to see cacao and rubber. The function at the Titchfield was a great success. The great arch of palms and crotons over the driveway entrance with its words of Welcome, was the keynote of the night, and this vibrated through every detail of the entertainment. The guests were dined *al fresco* on the bay-side piazzas, where tables gaily trimmed with beautiful flowers gave a festive air to the scene. A concert preceded the dance, and, adding to the radiance of the night was a magnificent display of fireworks and harbour illuminations. Titchfield pier was ablaze with red and white lights, a chain of canoes all aglow with fairy lanterns, weird, graceful figures on the dark blue water, while out from Navy Island over

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the sea and into the sky, went myriads of rockets and dancing stars. The prada was lit with red, white and blue fires, and over it in friendly union waved the flag of Great Britain and America's Star Spangled banner. The ball was opened at 9 o'clock, and dancing occupied the hours until midnight when supper was announced. A banquet table, spread down the centre of the dining hall where the Conference delegates were seated, bore fitting evidence of the Titchfield chief's skill. Palm trees of almond paste and macaroons flitted artistically into the decorative scene, and on the mantelpiece in the centre of the macaroons, small silk American and British flags were employed in the design, a crown of confectionary topping it. The flowers were native crotons, hibiscus, and poinsettias. All lights were subdued in Japanese lanterns, and candelabra lit the small tables where other guests were seated.

At the close of the supper Viscount Mountmorres, in an eloquent speech, proposed the health of Messrs. Ainslie and Grabow, and thanked Mr. Grabow for his hospitality and for the treatment they had all received from him. He then read the following address:—

“ To Messrs. Ainslie & Grabow,
Managers,
“ Hotel Titchfield,
“ Port Antonio,
“ Jamaica, B.W.I.

“ Before leaving Port Antonio, we, the undersigned, desire to convey to you our high appreciation of the great kindness which prompted the invitation to delegates to the Agricultural Conference to pay a visit to this magnificent hotel. Our reception here and our admiration for the picturesque surroundings will long be remembered as one of the most pleasing incidents of our sojourn in this beautiful island. Nothing could for those of us who come from England afford more pleasure than the prospect of revisiting Port Antonio and your hotel, which is unique alike in its situation and excellence of its admiration.”

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The address was signed by the Right Hon. Jesse Collings, M.P., Sir Thomas Hughes, Lord Mountmorres, Mr. Howell Davies, M.P., Mr. Henniker Heaton, M.P., Dr. Neville Williams, Ex-Mayor of Harrogate; Mr. Charles Lancaster, Secretary Chamber of Commerce, Liverpool; Hon. F. J. Clarke, Mr. T. W. B. O'Neal and all the delegates present.

On Saturday afternoon His Excellency Sir Alexander Swettenham and Lady Swettenham held a reception at King's House, which was very largely attended, among those present being His Lordship the Bishop of Barbados and Mrs. Swaby, Sir Daniel and Lady Morris, Mr. E. St. John Branch. At night a dinner was also given at King's House by His Excellency the Governor and Lady Swettenham to about three dozen guests, including several visitors.

SPECIAL CONFERENCE SERVICE.

On Sunday the 13th, a Special Conference Service, in connection with the West Indian Agricultural Conference, was held at Kingston Parish Church at 11 a.m. The congregation was an extraordinarily large one, the sacred edifice being filled to its utmost proportions. An able and eloquent sermon was preached by His Grace the Archbishop of the West Indies, the texts being taken from 1st John, ch. 1, verse 5. "God is light," and Genesis 1., verse 3, "And God said, Let there be light."

In the course of his sermon His Grace made reference to the Imperial Department of Agriculture and the invaluable services being rendered by it in connection with the further development of Agricultural Industries in the West Indies, as follows:—

"The existence and the operations of the Imperial Department of Agriculture, with its various integral and allied sections, are a cogent example of the fact that in an age which seems almost entirely devoted to material interests and influenced by material considerations, they who will look deeply enough into things will find abundant evidences of the all-pervading and all-prevailing influence of mind over matter. The plan and purpose of the organization were conceived in the mind of one or two men. They were put into visible and tangible shapes. And within a short

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period the mental and physical energies of numerous collaborators and subordinate assistants are at work in every British West Indian Colony, inventing, discovering, experimenting and making the knowledge gained available to increase the products and the prosperity of these countries, and rescue our communities from that poverty, stagnation, and decay which threatened them.

“Light, knowledge, ideas, plans, purposes, mental determinations—these are the forces which control human affairs so far as that control is exercised by man. Mind rules matter : thought governs action : light is life.

“On behalf of those Christian people in Jamaica who are specially interested in the progress of scientific agriculture, I welcome to this Church and to this service the men whose scientific knowledge and experiments, and practical experience are quietly but steadily and effectively doing much to promote the interest of the present and the future generations of West Indian people.

“It is a fitting arrangement that the West Indian Agricultural Conference, now assembled in this City, should, in accordance with the custom of such assemblies in the mother country, meet on this holy day in this place, devoted to the teaching of religion and the worship of God. It is the direct purpose of the Christian religion to promote all human interests. The life of Jesus Christ and His teaching have inspired His truly instructed followers to aim at this. In what He taught and did are to be found the seeds of all progress in the service of humanity. Those who are specially set apart to do the work of the Church of Christ, need to recognize that they are not the only workers who are carrying out the great aims of our Master ; that life is more complex now than of old ; that teachers and workers have to specialise, and bring learning and experience of special kinds to bear on the whole problem of humanity ; and that while the plans and methods are diverse, there is a real unity in the work of those who are seeking truly to benefit the human race or any section of it.

“As I have intimated, the Agricultural Department of the West Indies and the official and unofficial members of the

Conference have done and are doing much for the ultimate welfare of these islands. And there is great need for improvement and development. The brain worker and the capitalist need the encouragement and the recompense, which success in any department brings with it, and there is much that science and practical experience can do to help both towards extending the operations and securing the profitable results of agriculture. And the labourer also needs to share fully in these beneficial developments. He needs lifting up to a higher level of intelligence, and industrial power and adaptability to modern methods and requirements. In many instances he needs to have much better surroundings, more real comforts, more financial reward for his labour. He cannot fail to get these things if the progress we are all seeking be wisely guided, and if the benefit of the whole community be sought. Scientists, capitalists, experienced planters, intelligent labourers, are all needed for a true industrial progress in countries like these. And no true and permanent gain can be secured for one interest without the other interest benefiting.

“Some new conditions under which agriculture is being developed in the West Indies may be expected to furnish special advantages for promoting the social, material, and moral welfare of the labouring population. This is a feature of the Central Factory system on the growth and manufacture of sugar and other products, which ought to be particularly interesting to those who are concerned to improve the condition of the general population. In those parts of the West Indies where land for the use of the small proprietor or settler is available in proximity to a Central Factory, he can, under that system, have his own homestead where he and his family may live in comfort and in conditions which industry and frugality annually improve: on such a homestead he can cultivate for the Central Factory, he can supplement the income thus secured by the growth of various additional products: portions of the family can work on large estates near by, receiving fair value for their labour, or for their separate cultivation on the estate: the prices will vary according to the varying conditions of the market; but the manufacturer, the large planter or proprietor, the small planter or settler, and the small cultivator have each

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a share in the loss or gain resulting from the fluctuations in the market; and each contributes fully to the industrial progress of the community where he dwells.

“And while the development (hardly begun in Jamaica) of the co-operative form of cultivation of the larger staples contains great possibilities of improved material and social conditions in those regions specially suited for it, the producer on a small scale of these and other products, in other places, will I hope share, in an increasing degree, in the advantages obtainable for good scientific and practical instruction, and from cheap facilities for the transport of his various products to good markets. We in Jamaica, partly through the Direct Line of steamers, and partly through other enterprises, have begun to find the advantage of such facilities of transport which I hope will be secured to us in even greater degree, and also be extended to other Colonies. Scientific agriculture will do much for us; but continuity of development in production and reliable access and means of transport to good markets are also essential to success.

“Speaking generally, the intelligent planter already is, and will increasingly become, interested in the real welfare of the labourers. Light has been obtained on many parts of the labour problem; and we need more. In connection with the agricultural advancement, the question of improving the health condition of the labouring populations needs to be studied, and practically taken in hand. I hope it will have attention in this Conference. In most West Indian communities the waste of life in early youth is very great. We need not only to save more of the young life, but also to aim at securing its growth into healthy and strong manhood and womanhood; and this must be sought by improvement in the methods and conditions of life in its early stages, and also in those stages which follow all through active mature life. This includes moral development and better modes of living generally, though not necessarily more expensive modes; and light on these subjects, which is already available, needs to be diffused.

“I must abruptly hasten to a conclusion. The subject

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we have been considering has manifold ramifications. In respect of most of it, I have only presented ideas and suggestions in the most fragmentary way. I close with a few words relating to matters on which I feel not the less strongly because my words must be few.

“The whole aim of our agriculture as it affects the higher as well as the lower classes of the community should be progress ; but not mere money making.

“Men can wisely strive to secure enough for comfort and for competence. When that is done, then the thing most to be wished is to have time and thought and opportunity for higher things, for intellectual interests and public interests and religious interests—in fact, for all the higher things of life.”

The excursion party of delegates which had gone out to Port Antonio on Saturday morning, returned to Constant Spring at 2.30 p.m. to-day (Sunday). At 4 p.m. the Hon. Clarence Bourne, C.M.G., Colonial Secretary, and Mrs. Bourne, gave an at home at the Priory, to which the delegates were invited. The function was largely attended.

WEST INDIAN AGRICULTURAL CONFERENCE, 1907.

ON Monday, 14th inst., at 11.30 a.m., the Sixth West Indian Agricultural Conference was opened by His Excellency the Governor, Sir James Alexander Swettenham, in the old Mico Training School in Hanover Street, which is situated about 600 yards north-east of the business centre of Kingston.

The old Mico is a brick building of little, if any, architectural beauty, running lengthwise from north to south, parallel with Hanover street ; it has, on the street side, only one entrance which is sheltered by a portico, and to which admission is gained by a flight of brick steps from the street. It was a building scarcely of sufficient dimensions to be used for the purposes of a Conference like this, and this fact was evidenced by the fact that there was not

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sufficient sitting accommodation, and barely standing room for the hundred and some odd persons who were present when the Conference was opened. The Town Hall, the new Mico, and other more pretentious buildings had been placed at the disposal of the Committee, and one of these had actually been selected; but at the eleventh hour, and for reasons unknown to the writer, it was rejected and the old Mico ultimately chosen. There's a Divinity that shapes our destinies rough-hew them as we may, and, as subsequent events proved, it was a merciful dispensation which prompted the Committee in finally deciding on the old Mico wherein to hold the Conference.

There were present: the President of the Conference, Sir Daniel Morris, K.C.M.G., D.Sc.; the Jamaica representatives;—His Grace the Archbishop of the West Indies, Hon. H. Clarence Bourne, C.M.G., Colonial Secretary; Hon. Lt. Col. Ward, C.M.G., Hon. Dr. Pringle, C.M.G., the Hon. W. Fawcett, B.Sc., Director of Public Gardens; H. H. Cousins, Esq., M.A., F.C.S., Government Analytical Chemist; Hon. T. Capper, B.A., B.Sc., Inspector of Schools; C. E. de Mercado, J. W. Middleton, J. D. Murray, C. A. Fursden, Esqrs.;—the British Guiana representatives: Hon. B. Howell Jones, R. Ward, Esq., Agricultural Superintendent; H. M. Sconce, Esq., M.A., Inspector of Schools;—the Trinidad representatives: Hon'ble Carl de Verteuil, Professor Carmody, F.C.S., Government Analyst; J. H. Hart, Esq., F.L.S., Supt. of the Royal Botanic Gardens;—the Windward Islands representatives: R. D. Anstead, Esq., B.A., Agricultural Superintendent, Grenada; W. N. Sands, Esq., Agricultural Superintendent, St. Vincent; J. C. Moore, Esq., Agricultural Superintendent, St. Lucia; Hon. C. F. Condell, Inspector of Schools, St. Lucia; H. G. Grist, Esq., St. Lucia;—the Barbados representatives: the Rt. Revd. W. P. Swaby, D.D., Lord Bishop of Barbados and the Windward Islands; J. R. Bovell, Esq., F.L.S., Agricultural Superintendent; Hon. F. J. Clarke, M.A., M.C.P., George Sealy, Esq., M.C.P., T. W. B. O'Neal, Esq., B.A., M.C.P., Geo. Carrington, Esq., B.A., F.C.S.;—the Leeward Islands representatives: Hon. E. St. John Branch, Colonial Secretary, Antigua; Hon. F. Watts, C.M.G., D.Sc., Government Analytical Chemist and Superintendent of Agriculture;

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J. Jones, Esq., Curator Botanic Station, Dominica; F. R. Shepherd, Esq., Agricultural Superintendent, St. Kitts-Nevis; S. W. Penrice, Esq., Hon. J. C. Macintyre, Hon. J. Cox Fillan, Dominica;—the Officers of the Imperial Department of Agriculture;—the representatives of the British Cotton Growing Association and Lancashire Cotton industry: Sir Alfred Jones, K.C.M.G., President of the Association; Mr. P. Murray Hunter, representative of the Liverpool Cotton Association; Mr. J. Lawrence, representative of the Lancashire Spinners' Association, and Mr. Charles Lancaster, Vice-president of the Liverpool Chamber of Commerce; Sir Ralph Moor, Official Adviser to the British Cotton-growing Association; Mr. John Taylor, representative of the Lancashire Cotton-growing Association; the Earl of Dudley, the Right Hon. H. O. Arnold-Forster, P.C., M.P., Viscount Mountmorres, the Right Hon. Jesse Collings, the Right Hon. Sir James Ferguson, M.P., Sir Thomas Hughes, M.P., Hon. Alexander McDonnell, Mr. A. A. Pearson, C.M.G., Mr. J. Henniker Heaton, M.P., Mr. W. Howell Davies, M.P., and Mr. Hamar Greenwood, M.P. A large number of leading planters and public men of the colony were also present, and a large number of ladies, including Lady Swettenham, the Countess of Dudley, Lady Morris, Mrs. Arnold-Forster, Mrs. Pearson, Mrs. Swaby, Miss Copeland, and Mrs. Ward.

On the platform at the extreme northern end of the hall sat the President, with His Excellency the Governor on his right, His Grace the Archbishop of the West Indies on his left, the Jamaica Court of Arms being suspended on the wall aback of them. In the body of the hall were the delegates from the several West India Colonies and representatives of Jamaica, distinguished visitors from England, leading officials and public men, and prominent planters and citizens of Jamaica.

In a room at the extreme southern end of the building, where exhibits representative of the diversified industries of Jamaica and other islands were on view, a group of Jamaican young ladies were occupied in making Jippa-Jappa hats, thus affording the delegates and visitors an opportunity of witnessing the operations in connexion with this important local industry.

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In delaring the Conference open, Sir Alexander Swettenham said he had great pleasure in welcoming to Jamaica the delegates and the influential, distinguished and numerous company Sir Alfred Jones had brought out. He was gratified to welcome people who carried so much weight in the Empire, and he hoped they would continue to come and visit Jamaica. Conferences of this kind, he declared, were amongst the agencies that made for the progress of the West Indies, and he hoped their deliberations would be fruitful of benefit to Jamaica.

PRESIDENTIAL ADDRESS.

Sir Daniel Morris then delivered his presidential address. He opened by extending a hearty welcome to the representatives. It was a source of great satisfaction to him that it had been possible to arrange for this Conference to be held in Jamaica where he had spent some of the best years of his life, and in which he continued to take deep interest. Probably, in no part of the tropics could be found such diversified conditions as existed in Jamaica, and it was, in consequence, singularly favourable as a meeting place for those interested in Agriculture. He referred gratefully to the thoughtful arrangements made by the Reception Committee, and to the proverbial hospitality of the Jamaica people, which had afforded the delegates from other places opportunities of becoming acquainted at first-hand with some of the island's industries, and he had no doubt the delegates would carry away with them many valuable hints to be used in improving the general agricultural conditions of the West Indies. He then proceeded to review the agricultural conditions of the colonies since the Fifth Conference held in Trinidad in January, 1905, and declared that progress was being made in every direction. New industries were being added, and old industries developed. Mention was made of the erection of a central factory in Antigua at a cost of £43,000, capable of taking off 3,000 tons of canes in one hundred days ; and the opinion was expressed that a similar factory would be beneficial to St. Kitts. Referring to the general anxiety felt throughout those colonies where sugar is the staple product, as to whether the Brussels Sugar Convention was likely to be maintained, he announc-

ed that he had decided to appoint a committee consisting of representatives closely connected with the industry, and to refer to them the preparation of a statement containing replies to the following questions :—

(1) What has been the effect of the Convention in the West Indies ?

(2) What effect has the recent uncertainty as to its continuance had ?

(3) What would be the probable effect of its non-continuance ?

By such means he believed it would be possible to place on record facts likely to be of value when the question of the continuance of the Convention was under consideration in the mother country. At the same time attention was directed to the Canadian market. Canada had taken three-fourths of the sugar manufactured by the West Indies last year, and it was hoped that with the Dominion's rapid expansion, it would take the whole of the West Indian output. Cacao and citrus cultivation were next touched on, and the great advance Jamaica had made was shown by the fact that she now ranked third in the list of cacao-producing colonies. Coming to cotton, the President pointed with pride to the rapid progress the industry had made. There were now 18,000 acres in the West Indies under cotton cultivation, and the export value of the industry was £200,000. The present season so far had been an unfavourable one. Pests had been more abundant, and the weather had been against the planters; but the prices had risen, and he hoped this would compensate cotton growers for shortage of their crops. One bale of Barbados cotton had just realized 2s. 4d. per lb. For his part he would prefer to have larger yields and prices at, say, 1s. 6d. per lb. The rice industry in British Guiana and the rubber cultivation in Trinidad and Jamaica were referred to. Dealing with tobacco, Sir Daniel Morris expressed the hope that the movement to have blends for the Navy made from Jamaica-grown tobacco would give additional impetus to tobacco cultivation in that island. Reference was made to the advisability of promoting Loan Banks on the lines laid down in Vol. VI of the *West Indian*

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Bulletin, 1905. The success reached in tea growing was commented on, and also the progress made in the cassava industry and the manufacture of starch from that plant.

The mental attitude of the people towards agricultural education had also changed. It was no longer regarded as a fad of his. Local funds were now proposed to support the agricultural schools in several colonies, and in some places the boys had quite an appreciable sum in the Savings' Banks, as a result of the sale of the produce of their garden plots.

In connexion with Agricultural Exhibitions, the President emphasized the desirability of the colonies making arrangements to keep the special products of the West Indies prominently before the people of other countries. Exhibitions such as are periodically held in London and Liverpool, and in Canada, offered excellent means of making known these products at a small cost, and also of maintaining and extending trade relations. He went on to suggest that sums ranging from £20 to £100 a year, according to local circumstances, should be placed annually on the estimates, so that the Permanent Exhibition Committees would be able to get together and ship trade samples. Money thus expended, it was declared, would be a sound investment and entirely beneficial to the West Indies.

Attention was directed to the publications of the Imperial Department of Agriculture for the West Indies, and the address closed with a reference to the future of the Department. Progressive contributions by the colonies would be necessary if it was to be continued, and in any case, a clear understanding was desirable as to the necessity of a central organization.

The address was punctuated throughout with cheers, and at its close there was prolonged applause.

His Grace the Archbishop of the West Indies at once rose to move a vote of thanks to the President for his address. Through his power to influence men, Sir Daniel Morris, he said, had through the Imperial Department of Agriculture brought about an identity of feeling as regards the value of improvement and the necessity to promote industries by

dealing with them in a manner at once practical and scientific. He was most gratified, not at what results had been attained, but in the change of mental attitude towards agriculture. The old spirit that there was nothing to learn was dying out, if it was not already dead. It was different before. He remembered at a meeting of village people called by one of the agricultural instructors some years back, at which his late co-adjutor Bishop Douet presided, when the Chairman asked for questions an old black man got up and said: "God Almighty mek de lan', and no man cau improve 'pon dat." There was more religion than science or sense in that statement. The endeavour of late years had been to put elementary education and secondary education also on a basis, so that, whilst not neglecting the training of the mind, they should fit and interest the children in the agriculture of the country. The idea was not to turn the children into trained agriculturists, but to surround their lives with the atmosphere of agriculture, and to implant in them an actual love for the plant as a living thing, which God had made and man must take care of. Referring to the Sugar Convention, His Grace said, he was glad to see present to-day, so many well-known members of the British Parliament. He had very decided opinions on certain Imperial questions. He could not help feeling—and others in the colonies were at one with him—that one of the great difficulties of colonial life was the danger of being twisted about like a shuttlecock by the changes of Government at Home. It seemed to him that the Army, the Navy, and the Empire were not questions for debate on party lines. In his address the President had propounded three questions dealing with the Brussels Convention, and the replies would be interesting. What was the chief value to the West Indies of the Brussels Convention? This—it gave stability to the industry. But what could they in the West Indies do, if every few years there was an upsetting of everything by changes of policy. He did not think the net outcome of the Convention could be seen in less than seven to ten years. He hoped, therefore, that the Convention would not be denounced. The British Government could always turn the scale in favour of its continuance. As regards the Department of Agriculture, he hoped it would be continued, and on extend-

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ed lines so as to include Jamaica and the other colonies, due regard being had to proper control of moneys locally raised.

The Hon. B. Howell Jones seconded. He had followed most clearly and carefully the work of the Department, seeing it grow into an organization of vast importance and of great necessity to the colonies. And in seconding the motion he thought he would create not a single feeling of envy, if he mentioned the name of Mr. John R. Bovell, whom they all regarded as one of the Commissioner's main supports.

Sir Daniel Morris, in acknowledging the vote of thanks, declared he was more than compensated for anything he had tried to do by the able and interesting manner in which His Grace had reviewed what had been done, and their cordial reception of his remarks. He was glad reference had been made to Mr. Bovell, and he would also mention Dr. Francis Watts and his other assistants. He urged them to assist and to encourage those men in the valuable work they were doing. When he was first asked by Mr. Chamberlain to accept the duties of Commissioner of the Department of Agriculture, he was not quite sure that he had the physical energy necessary for the task set before him. But he had always had men around him who had given him their loyal and thorough support, and he had also had the support of the Agricultural Societies and the leading planters in the several colonies. Now that attention was being drawn to the circumstances of these possessions, he was certain they would receive larger support and sympathy from all interested in the welfare of the West Indies.

The President then submitted for election as honorary members of the Conference: the Earl of Dudley, Viscount Mountmorres, Rt. Hon. H. O. Arnold-Forster, Rt. Hon. Jesse Collings, Rt. Hon. Sir James Ferguson, Mr. Howell Davies, Mr. Henniker Heaton, Mr. P. Murray Hunter, Mr. Chas. Lancaster, Mr. J. Lawrence, Sir Alfred Jones, Sir Ralph Moor, Sir Thomas Hughes, Hon. Alexander McDonnell, Mr. A. A. Pearson, C. M. G., Mr. Hamar Greenwood, M.P., Mr. Gerald W. E. Loder, and Mr. John Taylor.

The following Committees were appointed :—Sugar Com-

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mittee : Hon. F. J. Clarke (Chairman), Hon. B. Howell Jones, Hon. Carl de Verteuil, Hon. Lieut-Col. Ward, Messrs. George Carrington, G. D. Murray, and G. E. Sealy, and Mr. C. E. de Mercado (Secretary).

Education Committee : His Grace the Archbishop of the West Indies, the Lord Bishop of Barbados, Canon Simms, Hon. F. Watts, Professor Carmody, Hon. C. T. Condell, Messrs. H. W. Sconce, Macfarlane, Hicks, and Williams, and Hon. T. Capper (Secretary). The programme it was proposed to follow was then explained, and an adjournment took place for luncheon.

On re-assembling at 2.45 p.m., an address of Loyalty to the King and Throne was moved by Hon. F. J. Clarke, and seconded by Hon. B. Howell Jones and passed. An address to Lord Elgin, the Secretary of State for the Colonies, expressing thanks for the extension of the grant to the Department of Agriculture, was also passed.

SUGAR INDUSTRY.

Mr. H. H. Cousins then read a paper on seedling sugar-canes in Jamaica. He stated that D. 95 had been found very suitable for light soils where there was irrigation. B. 147 had not given the results expected from it, but in Trelawny where they were subject to droughts, it had proved a valuable drought-resisting cane. B. 208 had given excellent results, and planters were much pleased with it.

Dr. Watts read a paper on the results of recent experiments with seedling and other canes in the Leeward Islands. The introduction of varieties, he said, was consequent on the disease attacking the Bourbon so that the crop fell from an average of 17,000 tons to 7,500. Other varieties than Bourbon were planted now, and diseases caused no anxiety, which he somewhat regretted, as, unless there was watchfulness, disease might come upon them unawares. The interest in the varieties now gravitated towards the production of the richest sugar-yielding plant. The new varieties had, in a general way, been completely substituted for the Bourbon in the Leeward Islands. But there were still 190 acres planted in Bourbon out of a total 9,000 acres.

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White Transparent was regarded as a new variety when first introduced, but in a few years that, too, would give place to other varieties. In St. Kitts the value of the industry was over £120,000 a year, and but for the varieties, the industry would have been extinguished.

In reply to a question, Dr. Watts stated that in no instance had the Bourbon been brought to maturity in St. Kitts since the disease had attacked it.

Asked whether some seedlings were not also subject to disease, Dr. Watts replied in the affirmative, but pointed out that those which proved unsatisfactory could easily be discarded.

Mr. O'Neal asked if there was any decrease in the cane crop planted after cotton.

Dr. Watts said that, on the contrary, there was an increase.

The President said it had recently been stated in the *Agricultural News* that no apparent difference was noticed as a result, but an increased amount of manure was necessary. In St. Kitts planters were quite satisfied that they could grow cotton as a rotation crop.

In reply to Hon. Howell Jones, Dr. Watts said the substitution of new canes should never be made on a wholesale scale until they were satisfied that the variety was immune from disease. The changes were to be carried on cautiously and not suddenly, or in a violent or drastic way. The extension of varieties should be entered on not in a spasmodic effort as the result of panic, but as an integral part of a planter's work.

Mr. J. R. Bovell mentioned that, at Barbados, three seedlings had remained free from disease now over several years.

Mr. Bovell next read a paper on experiments with seedlings in Barbados. The first experiments in seedling production in the Empire were started in Barbados in 1888, and the experiments had been continued and brought up to date in 1905. The experiments comprised manurial tests and raising new seedlings; also the increase of saccha-

rose in seedlings. So far, they were dealing with 67,509 new seedlings, and 95 of these were considered good enough to recommend to the planters.

Whilst Mr. Bovell was reading his paper the earthquake occurred, and by that tragic event the proceedings were brought to an abrupt close.

COTTON INDUSTRY.

The Conference was resumed on board the "Port Kingston" on Saturday morning, January 19, whilst on the way to Barbados. All the delegates from the other colonies, and Sir Alfred Jones and the honorary members among his party were present.

Mr. J. R. Bovell gave a *résumé* of the position of the cotton industry in Barbados. The industry, he said, had proved remunerative, and had extended rapidly. In a few years it had grown from 16 acres to 5,000 acres. The increase was well illustrated at Stirling plantation. In 1904 the owner had planted 34 acres; in 1905 he had put in 56 acres, and in 1906, 90 acres.

Hon. F. J. Clarke referred to the formation of the Barbados Cotton Company to buy cotton from growers, and explained the methods adopted to secure careful and clean picking by the labourers in the fields. The present crop at Barbados had proved a failure in part. The bolls had fallen in the dry weather, and the heavy rains had caused mildew. Diseases had appeared; but he thought if all the planters had been alive to the necessity of treatment at once, they would have kept the worms under. The Paris green had been washed off by the rains, and this discouraged many people from using it as freely as they might otherwise have done. Those were discouraging conditions; but, on the other hand, prices had risen.

Mr. George Carrington said he used to plant cotton sixteen years ago, and his plan was for it to come into bearing in February. He still thought this was what should be aimed at. November and December were the wet months in Barbados, and he did not think they should bring their cotton forward to be picked in those months. The best fields now growing in the island had been planted in October.

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The President observed that no hard and fast lines had been laid down by the Department. They might adopt early or late planting as was suited to local circumstances. They were still experimenting. October was a late month. Of course, if they had regular seasons the matter would be more easily dealt with. The object to be kept in view was, as far as possible, to adopt cotton as a rotation crop on sugar estates.

Sir Alfred Jones inquired if the cotton growers in Barbados required advances to enable them to carry on cultivation.

Hon. F. J. Clarke, in reply, explained the working of the Plantations-in-Aid Act, by which the £80,000 granted by the Imperial Parliament to Barbados to aid in tiding over the period until the Brussels Convention came into force, was used for financing estates generally. The Commissioners administering this grant had not made a single bad debt since the Act was passed.

Mr. Pearson, A. A., thought the grant had been made purely to aid in sugar cultivation.

Mr. Jesse Collings said he remembered the debate perfectly, and the grant was asked for and made for the general regeneration of the islands rather than for any specific industry.

Mr. Clarke said it was not as if they had a lot of new men coming in and taking up the land to establish a new industry and oust sugar-cane cultivation. The same planters were going on as before. Cotton, moreover, was a subsidiary industry, and they aimed at making it a rotation crop.

Mr. Jesse Collings considered Mr. Clarke's explanation perfectly sound. Sir Thomas Hughes and Mr. Henniker Heaton agreed.

Dr. Watts then gave a summary of the results of cotton growing in the Leeward Islands. The report was favourable on the whole, although the season this year had been against the planters. He mentioned that in some of the smaller

islands, especially in Anguilla, the introduction of cotton growing had changed the habits of the people, and instead of subsisting on root crops and raising a little stock, they were building up a regular industry and an export trade.

The President, dealing with the cotton industry in St. Vincent, said that island had suffered badly by the hurricane of 1898, and it had been further thrown back by the volcanic eruption of 1902. Soon after, the cotton industry was started there, and in 1902-3 they exported 474 lb. of cotton. In 1904-5 they exported six times as much, and in 1906-7 they had exported 8,000 lb. The area in cotton, in 1904, was 1,500 acres, but in 1905 it fell back to 800 acres. But as he had mentioned, they had, as a result of better cultivation, a larger return from the smaller area. In 1906-7 the area went up again to 1,500 acres, and the prices that year were the best obtained, viz., 18d. per lb. They had had excessive rains this season and the yield of lint was low in consequence. As regards the small cultivators in the several colonies, the President went on to explain that whilst an endeavour was being made to instruct them in cotton growing, they were not advised to go in for the industry on any scale, as if they had a couple of bad seasons it would mean ruin to them, whilst the plantation owner would be better able to bear a loss. There was fear of repeating the lesson taught by the hurricane in Jamaica in 1903. Every small owner had put his land in bananas, and when the hurricane came his loss was total and complete, and he had no other crops to fall back on. Hence they did not encourage the small owner to go in for cotton before he fully and clearly understood the risk he was running. They sought to begin at the top and teach the big landowner first. In that way the knowledge would be more quickly acquired and more generally spread. At the same time they did not discourage the small man. In Nevis, for instance, he found the other day that some 350 small growers had put in cotton, and there was great risk of their losing their crop through lack of knowledge. He at once telegraphed for an expert to enable them to save their crops, and this had been successful.

Sir Alfred Jones said he was very pleased with the state-

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ments that had been made, and especially with Mr. Clarke's explanation of the financial situation in Barbados. He thought that much was due to Mr. Chamberlain for that satisfactory state of affairs. He was certain that if the West Indies would only grasp the fact, they had the means of great prosperity before them. They would grow cotton and they could make money out of it. There was no possible doubt about that. As regards the company formed on the voyage out to work one of Lord Dudley's estates in Portland, operations would be begun at once, and would be pushed on. As regards the present expedition, he intended, all being well, to bring out a far greater expedition next year. He was not going to give up the West Indies.

After some further remarks by the President the Conference adjourned.

CONCLUSION.

The Conference was resumed on board the "Port Kingston" on Monday January 21, at 10 a.m., when the following Resolutions were adopted unanimously:—

Moved by Hon. F. J. Clarke, and seconded by Hon. E. St. John Branch—"The President and members of the West Indian Agricultural Conference tender their warmest thanks to the Board of Agriculture and the Agricultural Society, and the Reception Committee at Jamaica for their great kindness and hospitality during their stay in the island, and hope that at no distant date there will be an opportunity of returning, in some measure, the hospitality so freely accorded by the people of Jamaica."

Moved by Hon. B. Howell Jones, and seconded by Dr. Francis Watts—"The President and members of the West Indian Agricultural Conference beg to express their deepest sympathy with the people of Jamaica in the terrible calamity which has befallen them, and their warm admiration of the brave manner in which the disaster has been met."

Moved by Dr. Francis Watts, and seconded by Mr. R. D. Anstead—"That the cordial thanks of members of the West Indian Agricultural Conference who visited Port Antonio be conveyed to Messrs. Ainslie and Grabow, the Managers of Hotel Tichfield, for the cordial reception and hospi-

tality extended to members of the Conference from Saturday to Sunday 12th and 13th inst."

A vote of thanks to Sir Daniel Morris was then moved by Mr. George Carrington, seconded by Hon. Carl de Verteuil, and supported by His Lordship the Bishop of Barbados, for his efforts in bringing about the Conference, and also expressing sympathy with him in the very great disappointment which he must feel by the sudden termination of business.

Sir Daniel Morris having briefly responded, declared the Conference closed.

THE KINGSTON DISASTER.

The tremendous earthquake and subsequent fire which overwhelmed Kingston the Capital of Jamaica, and the largest, most important and progressive commercial City in the British West Indies, on Monday, January 14, 1907, causing the loss of thousands of lives, the destruction of more than a million and a half sterling of property, and rendering close on a million of the inhabitants homeless, must find a place on the pages of history among the most appalling events of the present century. It certainly is unsurpassed both in rapidity and extent of destruction and loss of life by any catastrophe that has, so far, befallen any portion of the British possessions during His Majesty's happy reign.

At about half-past 3 o'clock in the afternoon, the town was shaken to its very foundation. Although, unlike the terrible earthquake which destroyed Port Royal on the morning of January 7, 1692, leaving only 200 houses out of 3,000 standing, whole streets with their inhabitants were not swallowed up by the opening of the earth, which when shut upon them squeezed the people to death, yet it is roughly estimated that in the neighbourhood of two thousand people if not more, were killed outright by the falling buildings or incinerated by the fires which followed so closely on the earthquake, or succumbed subsequently to injuries received; while 90,000 are supposed to have been rendered homeless.

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In the short space of fifteen seconds—some say less—the entire city was reduced to ruins and a smouldering heap; business houses, public buildings, churches, residences, charitable institutions, and other structures of masonry crumbled down, killing and maiming almost all within their reach.

BRIEF TOPOGRAPHICAL SKETCH OF KINGSTON.

For the benefit of readers who have never visited Jamaica, and are unfamiliar with the topography of its capital, it might not be uninteresting to mention that, Kingston, with its suburbs, covers an area of about $7\frac{1}{6}$ square miles, that is to say, about 1,080 acres; and is situated on ground sloping regularly to the sea on the northern shores of the harbour, which bears its name. The population according to the last census returns available (1891) was 48,504, but at the time of the overwhelming disaster of Monday was estimated at about half a million. The streets at right angles to the sea or harbour are laid out north and south; those parallel to the general run of the shore line or sea front, east and west. It will, therefore, be seen that the streets are pretty nearly at right angles with each other, and, of course, intersect each other.

Perhaps a better understanding of the location and extent of the disaster may be had, if I mention just here the names and directions of the principal streets. Beginning from the harbour and going inland, that is to say, northwards, those running east and west are—Little Port Royal, Port Royal, Harbour Street, Water Lane, Tower, Barry, and Lawes Streets; Lower Parade, Queen Street, Haywood, Backford, Sutton, Baston, Charles and North Streets. The streets running north and south and intersecting the foregoing at right angles are—King Street, West Street, Orange, Princess, Church, Duke, East, Hanover, Gold, and High and Holborn Streets. King Street, running north and south, and Queen Street, running east and west formed originally the centre of the town, but in consequence of the town having been extended northernly and easternly, these streets do not now form the centre. At the intersection of these two streets, however, what is known as the Parade Ground was reserved, forming a square of

about 10 acres in the centre of the town. This, in recent years had been enclosed and converted by the Government into a garden.

The streets forming the business section of the town, which are not far removed from the Parade Ground, are King Street, Orange Street, Harbour Street and Port Royal Street. This entire business centre, comprising one-sixteenth of Kingston, was thrown down by the earthquake and subsequently burnt out by fire; whilst of the remainder and residential portion of the city, almost every building was completely or partially wrecked, and, with the exception of the small wooden tenements interspersed here and there, every structure which remained standing was so damaged as to be quite unfit for business or habitation by man.

PERSONAL EXPERIENCE.

When the earthquake occurred, I was occupied in transcribing my shorthand notes of the speech delivered by His Grace the Archbishop in moving the vote of thanks to Sir Daniel Morris at an earlier stage of the proceedings, but was still giving an ear to Mr. Bovell's paper. Suddenly, there came a sharp rattling sound as if heavy sticks were violently struck on the floor in rapid succession by the audience, in rapturous applause of some statement by Mr. Bovell. I had heard nothing at that particular moment from Mr. Bovell to call forth applause, and turning towards the Hon. Secretary, who was sitting on my left, I asked—"What are they cheering?" Others exclaimed—"What's it?" "My God! What's it?" Before the words had left my lips, there followed a severe quivering motion of the walls of the building, accompanied by a jarring grating in the roof. Soon, the entire structure began to oscillate violently with quite distinct jerking movements from west to east, as though some demon from the infernal regions had spanned the building in the endeavour to shake it down. Dust and splinters began to fall from the ceiling—there was a tumbling of tables and chairs and clattering of window panes—several persons were thrown out of their chairs, among these being Sir Daniel Morris who was thrown on the platform, where he remained sitting. I had dropped my pen and taken hold of

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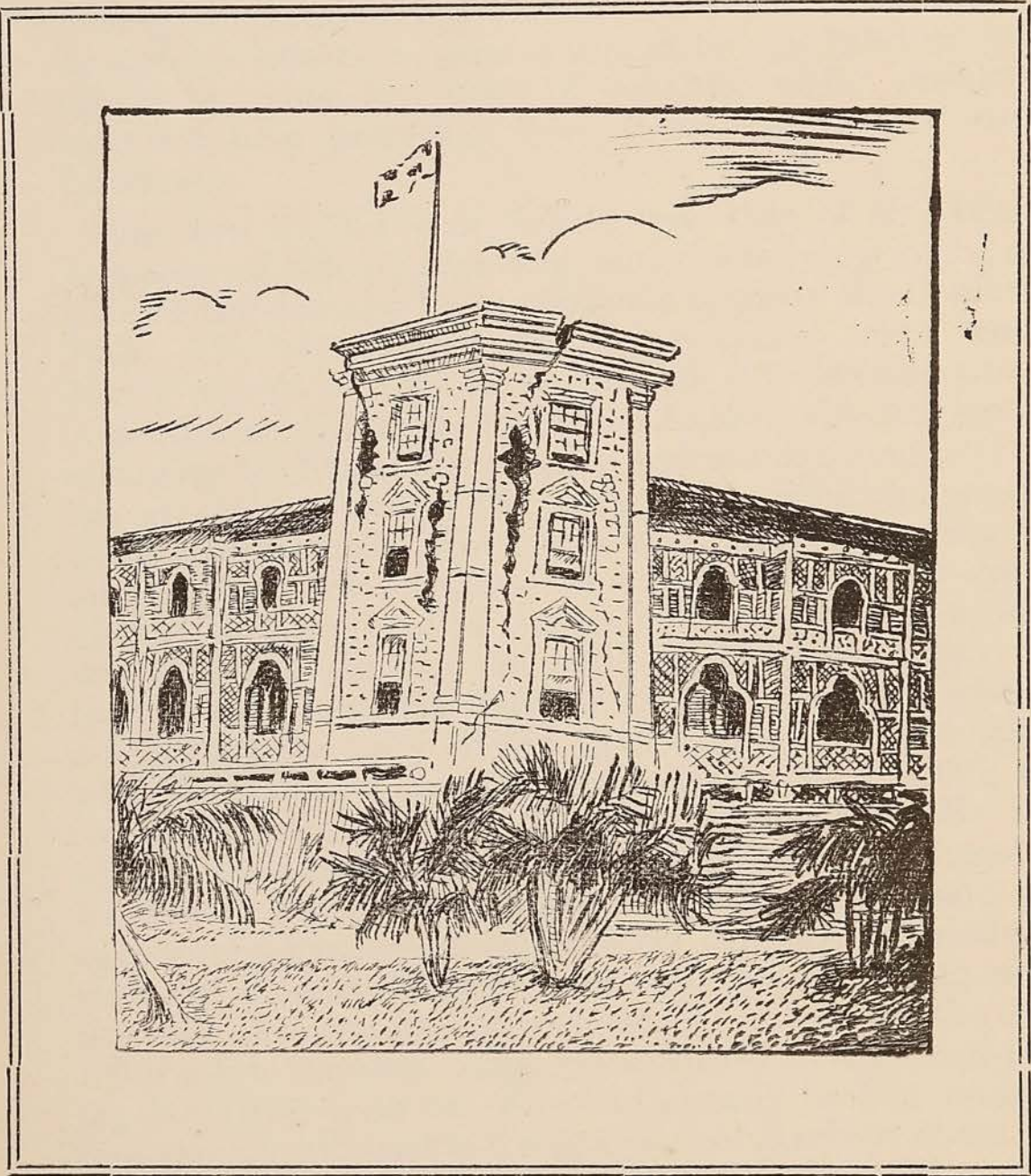
the table at which I was writing to avoid being thrown out of my chair; my chair fell from under me—panic prevailed—there was a general stampede and rush for the door, in which a lady was knocked over and well nigh trampled. There was quite a crush at the door, when I reached it, and I eventually found myself standing on the street bareheaded. I subsequently returned to recover my hat, note-book and stationery, and at this time there were only a few persons, about twelve to fifteen, still in the Hall, who had not run out. His Excellency was standing on the platform at the north-west corner of the building where the walls had been rent asunder, and he had been in imminent danger from falling bricks and debris. He, however, escaped unhurt. Sir Daniel Morris, had resumed his seat. The Earl of Dudley, who had left the platform, was standing in the passage with his hands resting on the writing desks on either side; His Grace the Archbishop, still in his chair. Mr. J. R. Bovell, had escaped through a window. Sir Daniel Morris and those remaining inside the Hall hastened outside on the assurance of His Excellency's Private Secretary that the building was unsafe, the walls being cracked in sundry places and likely to fall in at any moment.

Coming outside, ruin presented itself on all sides; beholding which, His Excellency languidly remarked: "Thank God, there is a surplus of £65,000 in the Treasury," to which Sir Daniel rejoined: "That's good, but I am afraid it will not do very much." After looking about for a minute or so, His Excellency rushed off in the direction of the Telegraph Office, saying he must wire the news to England at once. Sir Daniel followed, in the hope of getting a message through to the effect that all the delegates were safe.

The terrible catastrophe which had fallen upon Kingston, and from which the delegates and others who had been in the old Mico had been Providentially preserved, was now realized. Hanover street was a sea of confusion. With the exception of the place in which the Conference was being held, every building, as far as eye could reach, had been demolished, and clouds of dust hanged over the city. The street, filled with roofs of houses, brick and masonry, electric poles and wires, was alive with human beings—

men bareheaded and women with dishevelled locks—running hither and thither, some screaming, others calling for help, others again conveying some one bathed in blood, or having an arm or leg broken—in some cases both legs broken, in others a gaping wound on the head or face—others in a hopeless state of collapse, while shrieks and calls for help proceeded from those entombed in various buildings.

The first lifeless form beheld was that of Mr. Bradley Inspector of Schools, Jamaica, which was lying in the court yard of the Jamaica Club, obliquely opposite the Conference Hall. The following are the circumstances under which I found myself in the court yard of the Jamaica Club:—A gentleman, bareheaded and coatless, and evidently stunned, wringing his hands distractedly and soliloquizing, attracted our attention. One of the party, recognizing the person to be Mr. Gerald Loder, M.P., who was a passenger from England on the "Port Kingston" and was present at the opening of the Conference, called to him, and he invited us to follow into the court yard of the building, which, as I have said, turned out to be the Jamaica Club. There, stretched on a board lay the body of Mr. Bradley, who had been sitting with Mr. Loder and another gentleman in the Club when the earthquake occurred. The roof fell in killing Mr. Bradley and the other gentleman, and hurling Mr. Loder against a window to which his coat became fastened. Mr. Loder managed to slip his coat off and escaped through the window by means of a ladder. Diligent search was being made to recover the body of the other gentleman which was beneath the debris. After a few minutes' stay, we returned to the street bringing Mr. Loder with us. Fire had already broken out in two directions, south-east and south-west of Harbour street. This was my first visit to Jamaica, and being unacquainted with the town, I felt anxious to be away from the horrible aspect. It was therefore a great relief when the members of my party, now four in number, proposed, in the absence of other means of conveyance, to tramp to Constant Spring. We had not travelled very far before we met a cab which we engaged and proceeded therein on our journey. On the way many vehicles were met conveying wounded persons to hospital; everywhere were to be seen men and women dyed in their



THE WEST TOWER, CONSTANT SPRING HOTEL.

KINGSTON DISASTER.

blood, and others whose homes had been destroyed, making their way to hospital or to the Parade Gardens and Savannahs. Approaching the residential district, houses on either side of the road were badly damaged, and the inmates were seated in chairs or lying on beds on the lawns. Here and there where small wooden structures had survived, the inmates were grouped together on the streets, singing hymns and calling on God to have mercy on them, and to passers-by to repent, declaring that the end of the world was at hand and further judgments would fall upon them if they continued in their wickedness. We had not travelled more than a couple of miles when we came up with some ladies, guests at Constant Spring Hotel. We at once alighted and sent them on, continuing our journey on foot. Reaching Knutsford Park, where Lowande's Circus had been performing, I found that crowded with homeless folk. The huge elephant was greedily discussing a bundle of grass, apparently unscared by the terrible calamity that had befallen those who were seeking refuge near him. At various points on the road electric cars were found stationary, the Electric Foundry having been broken up and the current, fortunately, cut off by the earthquake. Further on, I learnt that Up Park Camp had been destroyed, the hospital burnt, and the entire regiment stationed there killed. On making inquiry, however, I was informed by a soldier of the West India Regiment, whose statement was subsequently corroborated in the main, that a portion of the barracks at Up Park Camp had been thrown down killing 26 men and two officers—Major Hardyman and Capt. Laurenson, and wounding seven others; the hospital had taken fire and twenty men burnt.

CONSTANT SPRING HOTEL.

Arriving at Constant Spring Hotel, I found this palatial building seriously damaged. The towers were badly cracked, that on the west in which were located the rooms of Mr. H. A. Ballou, and other delegates to the Conference, being rent, and presenting the appearance of having been smitten by lightning. Immediately to the west of this, about 10 feet square of the building had broken away with the roof, and a mass of masonry more than two tons in weight

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had crashed through the bedrooms and into the billiard room. It had fallen through the bedroom allotted to Mr Cox Fillan, one of the delegates from Dominica, and carried all his baggage with it. Fortunately for Mr. Fillan he was elsewhere when the earthquake occurred. He had had a peculiar experience with his baggage. Miscarried on his arrival at Jamaica, it had only been found and restored to him on the evening preceding the earthquake, and now, behold, it lay buried under tons of debris.

Delegates and the guests at the Hotel were busy getting their baggage out of the rooms; earth tremors continued, and it was not considered safe to remain in the Hotel a moment longer than was absolutely necessary, as it might crumble down at any moment. The guests camped out on the lawns for the night, watching the raging fires to the south of them and comparing experiences. The situation was awe-inspiring. There behind us was the lofty Hotel towering to the sky, cracked and quivering at every tremor and likely to fall crashing down momentarily; before us uprose the lurid glare of the conflagration in which Kingston was enveloped; o'erhead the star-spangled canopy of heaven. It was a full realization of the phrase "betwixt the devil and the deep sea."

To avoid any miscomprehension, it is desirable to explain that the expression 'camped out,' as here employed, is not intended to convey the idea of a military encampment, for with the exception of two, which His Lordship Bishop Swaby (Barbados) and party were lucky enough to procure, there were no tents. The camping out partook rather of the nature of a bivouac, with this difference: that instead of having to sit or lie on the bare earth, we were, some on cribs and chairs, others on beds.

GALLANT DEEDS BY THE "PORT KINGSTON'S" CREW
AND OTHERS.

During the night Lord Mountmorres, who had been out with rescue parties, arrived with news from the "Port Kingston." Sir Alfred Jones, Sir Thomas Hughes, Mr. Powell Davies and Mr. Jesse Collings were safe on board. Sir Alfred Jones had placed the ship unreservedly at the disposal of the authorities and it was being used as a hospital.

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Some two hundred injured persons were on board, and the deck was a shambles. Dead and dying were everywhere. The steamer had been driven by the fire from her pier and had anchored off Myrtle Bank Hotel, from which fifteen injured persons had been brought in the boats. Captain Parsons was perfectly cool in the emergency and his officers ably seconded him. Every man and boy in the ship, and the stewardesses too, worked like heroes, either manning the boats to take off the injured from the piers or forming search parties and assisting in digging out men and women from the ruins towards which the fires were sweeping with amazing rapidity. The Captain of the wrecking steamer "Premier" and his crew, and the men of the R.M.S. "Arno" with boats from a sailing ship in the harbour, also did good service. Through the work done by the crew of the "Premier," the Elder Dempster Co's coal heap and dock escaped destruction by fire. The heat was so great along the water front that many of the men in boats bringing off the injured got scorched, but they made light of their hurts and went back again and again as long as the rescue parties on shore could continue their work. As Mr. Lancaster declared later, "the waters of the Caribbean Sea have witnessed many gallant deeds in the historic struggle for naval supremacy, but never have more gallant and self-sacrificing deeds been performed than by the men of the "Port Kingston" on that night, when amidst the perils of falling walls and in the fierce heat of the approaching flames they struggled to save the lives of the many unfortunate beings who lay suffocating and helpless beneath the ruins." Among the first bodies found by the Port Kingston's men at Myrtle Bank were those of Captain Young, of R.M.S. "Arno," and Lieutenant Lamont, W. I. R. They had been overwhelmed just outside of the billiard room. The body of the billiard marker lay near by. The scenes in the lower part of the city along Harbour street and Port Royal street were reported as being of the most gruesome character. Several rescue parties narrowly escaped being cut off, and in more than one instance bodies which had been nearly extricated from the ruins had to be abandoned because the flames were enveloping the rescuers.

It might be added here that the military, militia, police,

and a large number of officials and town councillors also assisted in the rescue work or aided in checking the fire. The medical men were overwhelmed with work. On the "Port Kingston," Dr. A. J. Evans, the ship's doctor, assisted by Dr. Neville Williams, one of Sir Alfred Jones' party who hastened on board to offer his services, worked all night and performed from twenty to thirty amputations. On shore, the drugs and anæsthetics had been destroyed, and amputations had to be performed without their aid. Moreover, lights were lacking, and in some cases operations had to be performed by a flickering candle, and even by the light of matches. The profession, too, had suffered, Dr Arthur Motta being among the killed, Dr. Broustorph injured, his eye being knocked out, and Dr. Locket rendered temporarily insane by the death of his twin sister whose body he found at his gate as he hurried home after the shock. But Dr. Henderson, the hospital staff and other members of the profession were indefatigable in their efforts to give relief to the injured, and Tuesday morning came and found them still at their task, with the number of patients constantly increasing.

NEWS FROM SPANISH TOWN AND CASTLETON GARDENS.

The same evening Mr. J. R. Bancroft, who with Mrs. Bancroft, Miss James, Miss Darling, and Mr. and Mrs. Cotterell had been out to Spanish Town, drove in in buggies with the news that the shock had been felt in the ancient capital and that the Cathedral and public buildings had been badly cracked. The ladies were in the Cathedral at the time of the disturbance and had had a narrow escape. The damage otherwise was not reported to be great.

Later Messrs. B. E. Bynoe, Clement Browne, and Harold Bynoe arrived. They had been out to Castleton Gardens, and had had a fearful experience. As they were driving through one of the mountain passes the earth began to tremble. The mountain split open with a horrible groaning sound mingled with thunder claps, and then huge boulders came tumbling down and made further passage impossible. The way back was equally blocked to the vehicle. Leaping from the carriage and leaving the horses whinnying with fright, they dashed headlong down

KINGSTON DISASTER.

the mountain pass, whilst the great boulders crashing down around and behind them threatened them with instant destruction. But through it all they escaped in safety—perhaps as miraculous a preservation as any on that fateful eve. They were staying at Myrtle Bank and lost most of their baggage in the destruction of that Hotel.

Another party of Americans who were coming in from Castleton had had a somewhat similar experience, though they had got out of the more difficult country and were able to drive in. About 10 p.m. a party of Americans who had been out to Rockfort, a pleasant drive about five miles to the east of Kingston, drove in and reported that the shock had been very severe in the district and every house along the route had been more or less wrecked. Later in the night news came that Mr. A. M. Nathan, who had come out from England on the Port Kingston at the special invitation of Sir Alfred Jones somewhat earlier than was his wont, had been killed; also his partner Mr. C. Sherlock, Captain Constantine, and Sir James Fergusson.

Three or four shocks of earthquake were felt during the night. The fire raged in Kingston all night, and as the large liquor stores in Harbour Street were reached, they blew up with a terrific explosion, which gave rise to the report that the authorities were endeavouring to intercept the fire by using dynamite. Fortunately, a strong breeze sprung up during the night which forced the flame back over its original course, the progress of the fire being eventually arrested at the corner of Harbour and Duke Streets, where the Post Office and Treasury buildings stood. The latter building, it was said, had been condemned for the last fifteen years by every successive Governor of Jamaica; but it withstood the earthquake. The highest praise is due to the Fire Brigade, Military, and Police authorities, as also Mr. Philip Sterne, M.L.C., Ex Mayor of Kingston, for the bravery shown in their efforts to keep the fire in check.

Thus Monday night passed gloomily away.

On Tuesday morning, 15th, a dense cloud of smoke hanged like a pall over ill-fated Kingston—yesterday the richest and most prosperous city in the West Indies: to-day, a heap

of ruins and the harrowing scene of desolation and death. Death and desolation on all sides—wreck and ruin the only things visible, wherever the eye might rest; business suspended; the only occupation of the surviving inhabitants being the search for and rescue of the entombed wounded, and burial of the dead. The scene was sad of contemplation —

“Sad the sight of maid,
Of mother, widow, sister, daughter, wife,
Stooping and weeping over senseless, cold,
Defaced, and mangled lumps of breathless earth,
Which had been husbands, fathers, brothers, sons
And lovers, when *Tuesday* morning’s sun had risen.”

FAREWELL TO CONSTANT SPRING.

To resume the narrative. After breakfast at Constant Spring, which was served in pic-nic fashion on the lawns, the lady passengers drove into the town to go on board the “Port Kingston,” but had to return as the ship was not yet fit to receive them. In the afternoon, however, the welcome news came that the ship was ready to receive all passengers that had come and were returning by her. In company with two others I set out for the “Port Kingston” shortly before 7 p.m., thus bidding farewell to Constant Spring Hotel, which had been my abode for the past two days and a half, and where I had spent twelve of the most anxious hours of my life; but where, also, I am glad to record, no efforts were spared by the Manager, M. Scatti, and Miss Smith the Matron, to make the guests as comfortable as possible under the very trying circumstances.

The journey was not a very enjoyable one; the night was pitch dark, and, approaching Kingston, the wreckage and debris rendered the streets almost impassable. To avoid the fire zone and the crowds, which it was said were becoming restless and excited, we made a detour to the western end of the city. Here droves of people were met hurrying out of the city, men and women carrying the remnants of their household goods, and their children. The men carried their little ones on their shoulders or in their arms, whilst the women bore their burdens pickaback or astride their hips. In reply to the inquiry why they were

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leaving at such a rate. we were told there was a rumour that a tidal wave was momentarily expected. Of course, the rumour was without foundation, but it served the useful purpose of arousing the people from listless dejection to action; it, too, relieved the city of hundreds, who may perforce have been impelled to looting and other acts of violence. There was no lodging in the town; food was obtainable in the country, so that this report was effectual in driving these people away from their harrowing surroundings to places where they might be better enabled to provide for their bodily necessities. On the way we found that West Street and part of Princess Street had not suffered severely. The Moravian Mission House was still standing, and the Jamaica Match Factory had been very slightly damaged. Queen's Hotel, a large two-story wooden building, seemed perfectly intact.

We reached the "Port Kingston" about 9 p.m. Going on board I found her decks clear of the wounded, who had been sent to Spanish Town; but in the Railway shed alongside there were several whom it had been unable yet to remove. Among these were Mr. Charles de Cordova, who was suffering from concussion of the brain and compound fractures of both legs; F. Lyle, clerk at Nathan's; Salem Farr, a Syrian merchant; Mrs. Lewis, Mrs. Duvalley, Mr. C. F. Vlies, Commercial Traveller, who was at Henriques' stores at the time of the shock and had been taken out of the ruins with left leg and collar bone broken, and several scalp wounds and contusions. F. A. Randall, of 25, East Street, lay next to him badly hurt; then several Chinese women who bore marks of having been scorched. These seemed in great agony. Mr. Sidebotham, one of the passengers who was reported missing, turned up among the injured as did Capt. W. W. Rhodes with a broken ankle.

RESCUES AND ESCAPES.

From the deck of the "Port Kingston" we watched the fires on the Tuesday night whilst tales of various escapes were told. Mr. Jesse Collings, Sir Thomas Hughes, Sir Alfred Jones, Mr. Dodds Shaw, Mr. Hamar Greenwood, Mr. Lancaster, and Mr. Bicker Caarten were at Myrtle Bank on the Monday afternoon. They had but two seconds before

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left the hotel pier, where they had been sitting, to go into the hotel verandah when the shock came. The pier was unroofed and sank behind them, whilst at their feet the earth opened her mouth and sea water spurted up. Before them Myrtle Bank rocked and swayed, and finally the wings toppled down, leaving only the main building standing. Sir Alfred Jones rushed into the crumbling building anxious to give aid, but was dissuaded by the other members of the party, who suggested that he would be more useful in giving directions. Sir Thomas Hughes hailed a boat, and Sir Alfred Jones and himself were taken on board the "Port Kingston." Mr. Hamar Greenwood and the other members of the party at once entered on rescue work.

Mr. John Taylor, the Lancashire cotton spinner, also had a narrow escape. As told by himself, he was at Aston W. Gardner & Co., fruiterers, giving orders for fruit to carry home, and with Mr. Roslyn, a Manchester newspaper representative, had followed Mr. Gardner into his office when the shock came. Mr. Taylor bolted for the door, Mr. Roslyn hanging on to his coat and being dragged along with him. One side of the building fell in as they ran, and Mr. Taylor darted in another direction. Another wall came crashing down, and he made along the open passage and got safely outside the building. Here he was blocked by the body of a horse, which had been electrocuted by the electric wires which formed a tangled net-work across the road. Wondering whether the wires were live, he forced a way through, and with Mr. Roslyn made towards Myrtle Bank. They were stopped by more wires and falling stuff when they came across the second steward of the "Port Kingston" who pointed out the road to the ship's dock. On the way they passed many dead and injured persons. The streets were cracked right across by the Customs Warehouse, and the sea water was squirting up. The Customs buildings were tumbling down all round. Shortly after they got on board, about 4 p.m., the Captain gave orders to get up steam, (the ship being threatened by the raging fire,) and took up a berth higher up the harbour.

Another terrible experience related was that of Mr. A. S. Bryden, of Barbados, who was at his office at Malabre's,

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11, King Street, speaking to a customer when the shock came. On the first tremor Mr. Malabre darted toward the street. Mr. Bryden called out to him not to be silly, and continued speaking to the customer, when the end of the building came in, leaving the customer standing and carrying Mr. Bryden through the floor, burying him beneath a heap of bricks, masonry and timber. As soon as the dust cleared away, Mr. Malabre found that Mr. Bryden did not appear, and started to search the ruins. With the aid of a Customs House clerk who was passing, and a couple of porters, he got him out after more than an hour's hard work. Mr. Bryden was a mass of contusions and breathed with difficulty, a heavy block of masonry being found across his chest. He was taken on board the "Port Kingston" and attended to by Dr. Evans and Nurse Cross. It was subsequently discovered that one of his ribs had been broken,

On a table in the second-class saloon the four-year-old son of Mr. James McGill was lying with both legs broken, his mother at his side nursing him. Mr. McGill is an Englishman, who had been in Jamaica one year, and had not long ago completed the erection of a large aerated water factory in Harbour Street. He had a very narrow escape at his factory, which was wrecked, and then started for his home to look after his wife and children. This had also been wrecked, and Mrs. McGill with four children had got out and was seeking a place of safety, when a building fell into the street covering up the little fellow and fracturing his legs. The father arrived on the scene just as his four-year-old son was extricated. He then went in search of his elder son Herbert, twenty years of age, who was employed at Smith & Co's. Dry Goods Stores. He found him planted up to his waist in debris, which held him erect but helpless. Fire was sweeping down upon this building, but with timely assistance from others Mr. McGill succeeded in rescuing his son from his perilous situation.

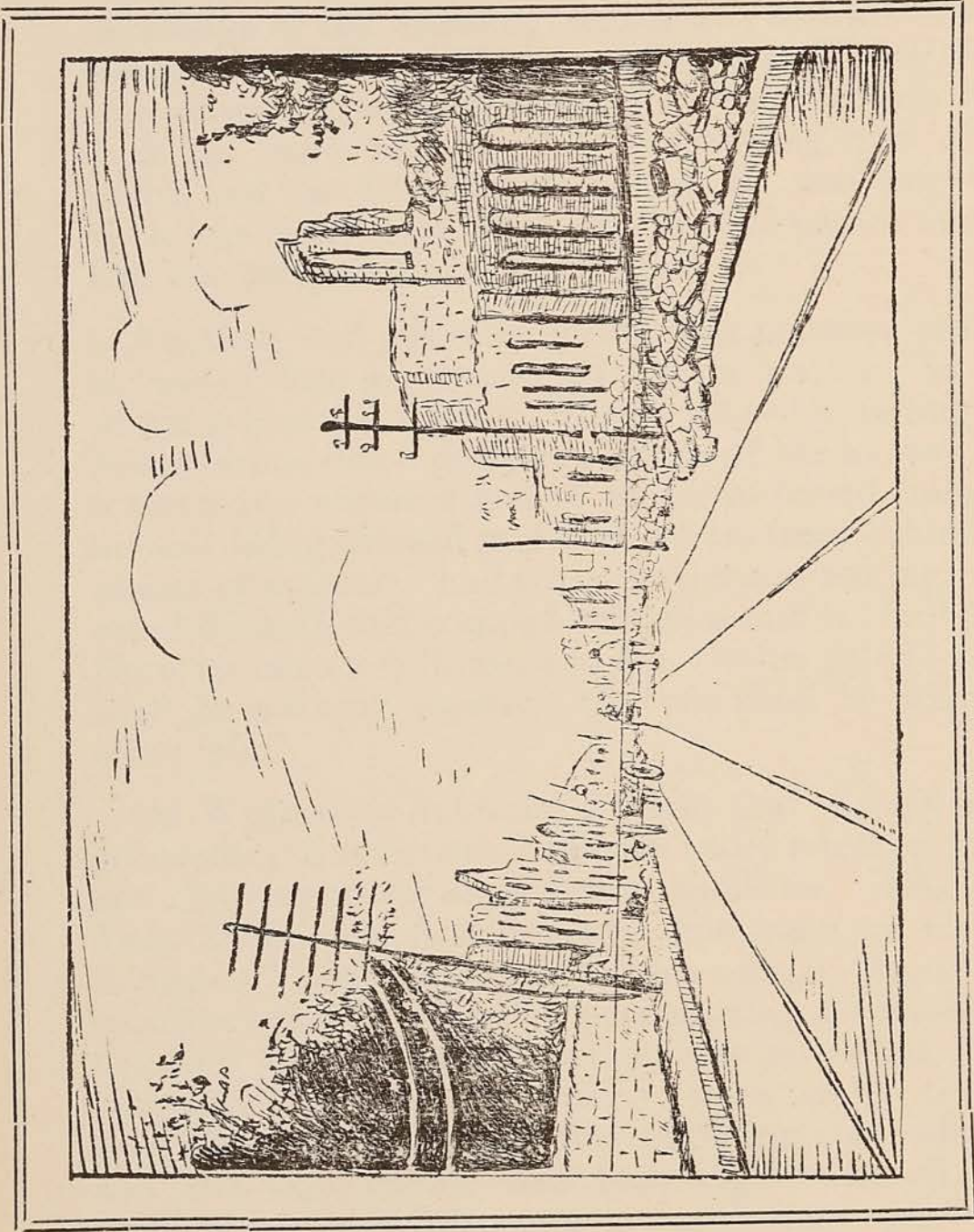
There was a story told as having occurred at Waterloo House, where a clerk was said to have been covered up and was refused assistance until he offered £5, when he was dug out, unharmed, but badly scared.

A miraculous escape narrated was that of Mr. Henry Lyle, of Nathan, Sherlock, & Co., who was buried in the wreckage of the building which was thrown down by the earthquake. The fire subsequently swept over the building, consuming all inflammable material within its course. Lyle lay there beneath the smouldering ruin all Monday night, and on Tuesday afternoon he was dug out, with both legs badly crushed. The fire had passed over him but had not touched him.

Another, and yet more marvellous preservation was that of one of two gentlemen who were walking in company in King Street. Portion of the roof of a falling building knocked one down dead at the foot of his companion. The companion, within 2 feet of his dead friend, halted to find himself being pressed and wedged in from behind by huge blocks of masonry and other portions of roofing. He extricated himself, and stepped outside sound in limb and wind. Here we have a fulfilment of the Divine prophecy: "Two shall be walking together, the one shall be taken and the other left."

On Wednesday morning I learnt that King's House, the gubernatorial residence, had been badly wrecked; the dining and drawing rooms alone being habitable. Miss Copeland, Lady Swettenham's sister, who had come out in the "Port Kingston," had had a very narrow escape. A portion of the room occupied by her fell in, precipitating a wardrobe against the door, which kept her a prisoner for some time. His Excellency the Governor and party were under tents in the grounds. Captain Constantine's building was badly wrecked and Mrs. Constantine had both legs fractured. No one could be persuaded to go to her assistance, until the Governor's Malay servant arrived, who with some difficulty brought her out. He was badly wounded by falling bricks during his daring and gallant rescue work.

Later, a party left in a launch for Myrtle Bank Hotel, to recover the ship's linen, and assist in the search for the bodies of Dr. Savage and his niece and nephew, who it was believed were buried under the debris. On their return it was gathered that, as previously stated,



WHAT WAS LEFT OF KING STREET AFTER THE EARTHQUAKE.

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the wings of the building had fallen, and under the arches were heaps of debris. The corridor leading from the dining hall to the billiard room was one mass of debris, and the prevailing stench furnished evidence of decomposing bodies beneath. A number of bodies were recovered during the day, but that of Dr. Savage was still missing. It was also reported that looting was taking place.

As to other portions of the city visited, including the burnt area, the tale told was horrifying. In the streets over which the fire had passed and burnt itself out, incinerated bodies were met with at almost every other step. In King Street, half charred bodies lay beneath every heap of ruin. Along the sides of the streets the dead were laid out in rows awaiting removal to May Pen Cemetery, whilst stretcher parties—the stretcher being anything improvised on which a person might be removed—were still busy taking the injured to the hospital. Wherever there was a ruin, search parties were at work seeking to discover if any one was buried under the fallen building. The dead lay thickest in lower King Street and Harbour Street. Whole buildings had collapsed in some places, entombing numbers of clerks and customers. The Waterloo House in King Street was one of the most complete of the many ruins, and several bodies were taken out here. Henderson's, at the corner of King and Harbour Streets had fallen, entombing employees within and persons without. At the Metropolitan House belonging to Nathan, Sherlock & Co., at the corner of Harbour and Church Streets—about the largest dry goods establishment in Kingston—the ruins were heaped highest, and the loss of life was fearful. Mr. C. Sherlock and dozens of his assistants, male and female, had lost their lives. The building, which had an extensive glass frontage, had collapsed like a pack of cards. Among the employees who escaped was Mr. Sainsbury, brother of Mr. J. S. Sainsbury, of the Customs Establishment, Barbados. Harbour Street was a repetition of King Street, if not worse. For over two hundred yards it had been converted into a smoking catacomb. 'Desolation' said one of the party, 'had come upon them suddenly, and buyer and seller, employer and employee, master and servant, had all shared a common fate. The stores which had

been the pride of their owners had become their burial places. B. & J. Machado's cigar factory had fallen, entombing seventy-odd hands, all of whom had perished. Horrors grew at every step, until they became common-place, and there was nothing to shock the mind, and no form of calamity that could be regarded as a novelty. The imagination had been outstripped by facts, and the eye took dull account of scenes which the memory endeavoured in vain to fix for record. Even the sight of the crushed and mangled forms of children overwhelmed with their parents became too familiar for sensational appeal to feelings of pity.'

By mid-day on Tuesday 400 bodies had been recovered and interred, whilst hundreds of wounded had been carried to the Hospital and other places for treatment. To-day, bodies in advanced stages of decomposition and difficult to be removed were cremated where they were found.

About noon I went into the town but was unable to get into the burnt district, where the chief havoc had been made, as strong patrols of the West India Regiment with fixed bayonets were posted at the main entrances with the view to preventing looting, and they had received orders not to suffer any one to pass without a permit, which was to be obtained from some authority whose office was temporarily located in Sutton Street. The scene, however, as far as eye could reach, was sad and melancholy. There was an exodus of families from the overwhelmed city. Long trains of vehicles of all sorts were to be seen conveying them from their wrecked buildings, with such of their household belongings as had been recovered, to the railway station for the country districts whither they were proceeding in search of new homes. I endeavoured to reach the Hospital, but here and there met carts conveying decomposing bodies to the cemetery, and came upon search parties recovering others; the stench became too sickening, so I retraced my steps towards the "Port Kingston."

Under a railway shed I came up with a group of railway hands and other people who were discussing the earthquake. The experience of one of these, I deem worthy

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of record. This person was superintending the loading of bananas at some estate, and was sitting on the thriller of the waggon when the earthquake occurred. The earth rose and fell before him; the oxen trembled and were thrown down, bellowing with fear; the banana field and surrounding trees swayed from side to side—he called on God to have mercy on him. When the shock was over, he left oxen and cart where they were and ran to his house, about two miles away. This was badly damaged. Going inside he found his wife in a state of collapse. She had had a miraculous escape. She had been lying in the bedroom when the earthquake occurred. The roof and brick work of the house fell in smashing the bedstead within a foot of where she lay and crushing through the floor. On the night following there was a premature birth.

Returning on board, I found that the other delegates and passengers had now reached the ship.

NEWS FROM PORT ANTONIO.

Mr. H. Withstandley, Secretary of the Barbados Fire Insurance Company, who was *en train* for Port Antonio on Monday, informed us that the shock was very slight at the Hotel Tichfield. Plastering was shaken down, but it was restored within a few hours by the management. The Court House was a complete wreck and would have to be rebuilt. The Church had also suffered slightly. The passengers on the train did not feel the shock and only knew that something had happened by the frequent stoppages to clear boulders from the line, and the slow rate of progress. Mr. Withstandley further reported that at Buff Bay the sea had suddenly risen about 10 feet and swept away three houses and a church. A shark was thrown on shore by the wave. Mr. Hudson, a prominent store-keeper, was washed away and drowned. The Court House at Richmond was destroyed, and a fire broke out which destroyed fifteen houses and damaged several others. No lives were lost here.

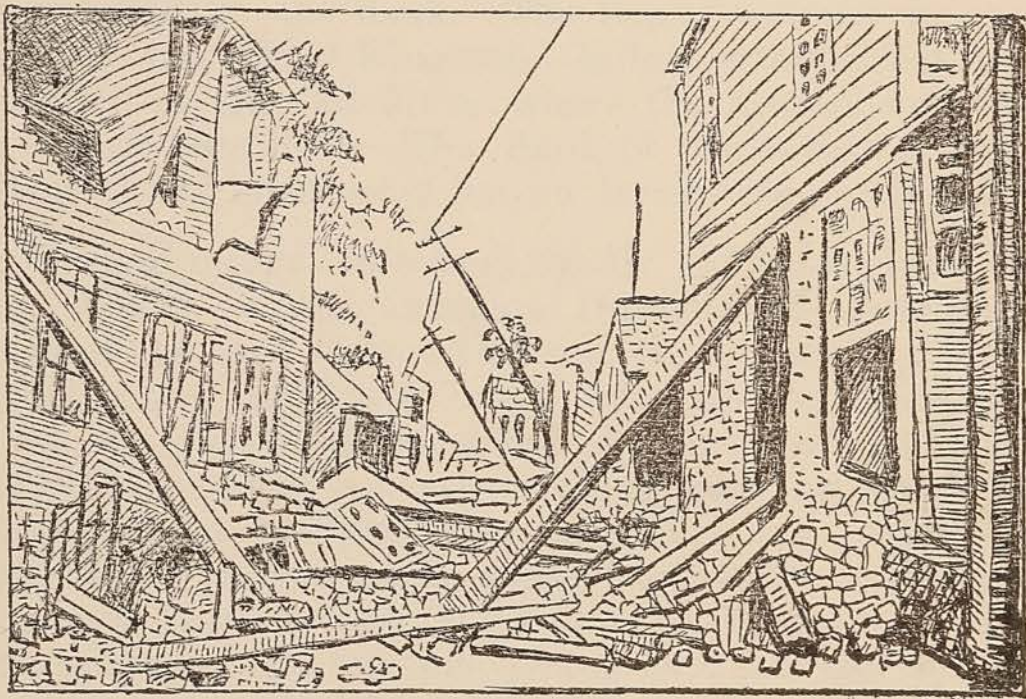
THE COLONIAL AND THE NOVA SCOTIA BANKS.

Mr. P. G. Austin, brother of Mr. H. B. G. Austin, of Gar-

diner Austin & Co., Barbados, who had come out by the "Port Kingston" to take up a prominent position in the branch of the Colonial Bank at Jamaica, had a few scalp wounds but was not badly hurt. He reported that the Bank, which is in Harbour Street, had been shaken down by the earthquake and burnt over by the fire, but all the staff had escaped. Before they left the office the clerks had carried all their books and cash into the vault, sticking to their duty, though the walls were falling in around them. Mr. Gordon Duff, Mr. Norman Johnston, Secretary of the West Indian Union Evangelical Conference, and the janitor were killed at the Bank. The Bank resumed business on the day the "Port Kingston" sailed, establishing its headquarters at the Old Mico, where the Agricultural Conference had been held. The Bank of Nova Scotia was also wrecked and burnt over but no lives were reported lost.

News of injury sustained by Mr. Collin Dickson, Landing Waiter in the Customs Department, Jamaica, and a son of the late Robert Dickson, Esq., Landing Surveyor of Barbados, also came to hand. He had been at duty when the earthquake occurred; he ran outside the building, but was caught by a block of falling masonry, which knocked him down, completely severing his foot just below the ankle joint. He was subsequently taken to the hospital, where a portion of the maimed leg had to be amputated. It was subsequently reported that young Dickson had succumbed to his injuries, but the report seems to have been erroneous.

Further news of merciful preservation of life at Myrtle Bank Hotel and other places was also received. Mr. Fred. Meyers and his brother, merchants of Harbour Street, were sitting under the arch at Myrtle Bank after luncheon, when the earthquake occurred. The brother attempted to rush out but was dragged back by Mr. Meyers. Just then, tons of debris came down all around them, covering up several people, but leaving the brothers untouched beyond being smothered in the dust. Mr. Christopher Boylan of Hotel St. George, Brooklyn Heights, Brooklyn, New York, who had come out on board the "Port Kingston" also had a narrow escape. Mr. Boylan, it is said, was sitting in the billiard room at Myrtle Bank listening to Carvalho, an



VIEW OF RUM LANE.

How did any one escape !

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American Jew, who for some twenty years figured on the stage at New Orleans, but had been for some time in charge of the billiard rooms at the Hotel. Carvalho was reciting Shakespeare. Mr. Boylan turned away for a minute and had reached the door, when the shock came and Carvalho was buried under the falling walls. Mr. Boylan lost all his luggage. He went on board the "Arno" that night and afterwards secured a passage on the "Port Kingston."

Mr. William J. Thompson, B. Sc., Chemist and Foreign Agricultural Expert of Swift & Co., was at the Conference Hall, while Mrs. Thompson was at Park Lodge Hotel visiting Mrs. John Lyal and some Canadian ladies. The shock forced the timbers and roof through the bedroom in which they were sitting, cutting off one half, which with the furniture was hurled into the street, leaving the inmates unhurt. The staircase was gone, but a ladder was improvised and they were brought out. Park Lodge was badly wrecked but no one was hurt. Mr. Thompson meanwhile had rushed from the Conference Hall towards Myrtle Bank to look for his two-year-old child. Reaching there he found the sides of the hotel out, and the rooms he had occupied a complete wreck. Frantic with grief, he rushed along exclaiming "My God, where is my child?" A guest met him and told him that the nurse had saved the child and was in the street. This turned out to be true. When the walls fell out, the nurse, it is said, with great presence of mind dragged back the bed which was going down with the wall. Mr. Hamar Greenwood, M.P., afterwards got her and the child out down the back stairway. Mr. Thompson had on the previous day cancelled his ticket for Cuba in order to stay in Jamaica for the Agricultural Conference.

THANKSGIVING SERVICE.

All the passengers being now on the ship, a thanksgiving service was held on the saloon deck at 9 o'clock to-night (Wednesday), at which the crew and passengers were present. The Lord Bishop of Barbados conducted the service. The scene was a solemn and impressive one. Before us the fires were still blazing brightly in the doomed city. The hills beyond were illumined by the glow and the sky crimsoned with the reflection. Amidst the death-

like silence that prevailed, the voices of the singers floated up sweet and clear. While in deep humility, those who had witnessed the terrors of the preceding days and had so miraculously come through unscathed, knelt on the deck and joined in fervent prayers for the afflicted, and returned thanks for their own preservation. There was many a cheek bathed in tears at the close of the service, The form of service and the special prayers offered by the Lord Bishop are as follows:—

Order of Service.

Hymn. "O God our help in ages past."

Lesson. Book of Wisdom.

Prayers. 1. 2. 3.

Hymn. "All people that on earth do well."

Thanksgiving. 4.

Hymn. "Now thank we all our God."

Blessing. 5.

(1) O Lord who smitest that Thou mayest heal, mercifully look upon those whom Thou hast stricken by the dreadful calamity which has fallen upon this island. Do Thou put into the hearts of those who are able to help, the desire to bear the burdens of all those who are in need, and grant to them and to us grace to profit by Thy chastisement, and ever to be mindful of the fact that there is but a step between us and death. So that profiting by Thy warning we may live as Thou wouldst have us live. We beseech Thee to visit with Thy blessing all those who this night lie in weariness and pain in this city. Bless the efforts of those who try in any way to relieve their pain. Stand by those who are appointed to die, and give them Thy peace, through Jesus Christ Our Lord. Amen.

(2) O God who art the Father of the fatherless and who defendest the cause of the widow, grant that those who are left destitute by this calamity may ever be defended by Thy power and provided for by Thy bounty, for Jesus Christ's sake. Amen.

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(3) O God of whose mercy there is no end, and the treasure of whose bounty is infinite, we thank Thee that Thou hast put into our hearts the *desire* of thanksgiving for Thy mercy shown to us who now kneel before Thee. Thou art good to the undeserving and the thankless. We acknowledge with shame and confusion that we have often forgotten Thee. We have gone our own way, yet Thou hast not forgotten us, nor withdrawn Thy bounteous hand for us.

For all Thy gifts and blessings which Thou hast bestowed upon us—*we thank Thee*. For Thy merciful preservation of us at this time of calamity—*we thank Thee*. While others have been taken away from home and relations and friends, Thou hast in mercy spared *us*, no wiser or worthier than they. For this we thank Thee. Thou hast been pleased to show us, Thy unworthy creatures, the riches of Thy love and bounty in all their greatness. So add, we pray Thee, Thy priceless grace and blessing unto them that we may henceforth truly know them, duly treasure them, and so employ them for Thine honour, that through a holy use of them and thankful love in return for them, we may at length reach that home, where with all those who love Thee we may praise and bless Thy boundless goodness and mercy for ever, through Jesus Christ. Amen.

Teach us O God to submit ourselves to Thy will and pleasure. May our trust ever remain fixed on Thee. Enlighten and strengthen us by Thy Spirit, that we may clearly perceive and know the things Thou wouldest have us do, and by Thy Grace may perform the same. Guard us, guide us, keep us, for Jesus Christ's sake. Amen

ARRIVAL OF U. S. SHIP OF WAR.

Between 9.30 and 10 o'clock, the search-lights of a man-of-war were seen off the Palisadoes at the entrance to the harbour. At midnight a torpedo boat destroyer of the United States navy came into harbour. After midnight the American officers came on board the "Port Kingston;" they reported that the U. S. Battleship "Indiana," and the Cruiser "Missouri" with themselves were at SantiagodeCuba when news of the earthquake was received, and they were

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ordered to proceed at once to Jamaica and render assistance; the torpedo boat had come across ahead of the other ships at 21 knots an hour. Their object in boarding the "Port Kingston" was to get some one to conduct them to Government House, as they must see the Governor at once. It was pointed out to the officers that this was impossible; there was no one available at that hour of the night, and with the conditions prevailing in Kingston, to conduct them to Government House, which had been wrecked, or to the Governor, whose whereabouts at that time was a matter of uncertainty; for the disaster had kept His Excellency busy and on the move all the time. This explanation did not appeal to the American idea of "business;" and after giving expression to their feelings, in the language, it is said, sometimes adopted by "tars," the officers "got off" the "Port Kingston" in a huff to "find the Governor as best they could." What bearing this may have had on subsequent events, I am not aware; but the incident is worthy of record.

Later in the night, the Hamburg American liner "Prinz Waldemar," which had been expected to arrive on Monday *en route* to America, went ashore off Plum Point, a few hundred yards away from the sister ship "Prinzessin Victoria Luise." The wrecking steamer "Premier" went to her assistance next morning and fruitless efforts were made to get her off. She was abandoned as a total wreck.

On Thursday morning, shortly after 6 o'clock, the U. S. Battleship "Indiana," and U. S. Cruiser "Missouri" came to anchor in Kingston harbour, flying flags at half-mast, as did all ships entering port after the disaster. Soon after, Red Cross Sisters and a detachment of the Army Medical Corps were on shore. The former came to the Railway shed alongside the "Port Kingston," where some of the wounded already mentioned were still lying; the detachment of the Army Medical Corps made their way to the Hospital.

Later it was reported that a party of Marines (fifty) under arms, had been landed from the Battleship "Indiana," to assist in preventing looting, which was said to be going on; and to restore order at the Penitentiary, where rumour

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said the prisoners had got beyond control, and serious consequences were apprehended.

The landing of this armed force was not authorized or sanctioned by the Governor of Jamaica and, as the correspondence reproduced elsewhere shows, it was one of the incidents which led to a regrettable misunderstanding between Admiral Davis and Sir Alexander Swettenham, and almost culminated in very strained relations between Great Britain and America.

At noon, the war ships fired a salute of twenty-one guns. The impropriety of this was freely discussed among those on board the "Port Kingston." It certainly occurred to me, and I gave voice to the feeling, that it was a formality which, in the existing circumstance, might well have been dispensed with. To those of us who had escaped injury, and knew and had seen the distress and suffering of the inhabitants of Kingston and suburbs who had survived the awful calamity of Monday, the booming of the American guns seemed a hollow mockery; for, at the time, all Kingston—from the Governor down to the most subordinate official—every householder and employee who had a whole bone in him—were engaged in recovering and burying bodies of the dead, and carrying out measures for the relief and succour of the wounded and homeless. It was a time for sackcloth and ashes—not an occasion for the observance of naval or military formalities. Nor were we then aware that the salute was against the express wish of the Governor, which was communicated to Admiral Davis, as appears from the correspondence above referred to.

Going ashore later in the day, I found the exodus from the city continuing. There was also evidence of looting, if it can be so characterized, on a small scale; several of the lower classes having in their possession bill-hooks and cutlasses, which had no doubt been taken from some warehouse. The town was still under patrol of the military, and search parties and labour gangs were at work.

Returning to the "Port Kingston" I found that orders had been issued forbidding any one on board except passengers. This was a necessary precaution by Capt. Parsons to

husband the ship's stores. Herein lies a source of the imaginary grievance and charges of inhumanity so fulsomely and petulantly alleged by certain American ladies, which called forth the wrathful indignation of certain sections of the American press. But an unbiased and dispassionate deliberation on the situation must lead one to the conclusion, that Captain Parsons' action was prompted by a due regard for those for whose comfort and safety he was meantime responsible; and was therefore right and unworthy of censure.

FURTHER EFFECTS OF THE EARTHQUAKE.

Further news of the effects of the earthquake in Kingston and other districts was obtained. The fortifications at Port Royal had subsided about eight feet; Sapper Warrington and three gunners had been killed.

At the Penitentiary six men were killed and many wounded. At the Lunatic Asylum thirty were killed. The Chief Resident Surgeon's quarters collapsed and badly injured some guests who were calling on him. At Allman Town six adults were killed and a number of children badly hurt. The electric light power works at Bog Walk were intact, and the railway tunnels—twenty-seven between Kingston and Port Antonio,—and the bridges were all uninjured. A number of the docks had been burned to the water's edge; but the Railway dock and that of the Hamburg-American had escaped untouched, while the Elder Dempster and the Royal Mail Co's docks were but slightly damaged. The chimney at Monymusk factory, the property of Colonel Ward, C.M.G., situated in the Clarendon district, had been badly cracked. A bush fire had started near Parnassus and done slight damage to the works of the new factory being erected there. At Bog estate, the property of Mr. Pawsey, the chimney was thrown down, the works were slightly damaged and the dwelling house was wrecked. Mr. Pawsey got his leg broken at Hillside, the property of Mr. C. E. de Mercado. Here the factory buildings were wrecked. The buildings at Kilmaynos had been burnt flat. Denby chimney, 110 feet high, had been thrown down. Amity Hall, the property of Mr. Farquharson, where extensive additions were being made to the works,

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had escaped. This was the district visited by a party of the delegates on the day of their arrival at Jamaica.

The Public Buildings at Spanish Town and the Rio Cobre Hotel were reported damaged, while the Railway Station at Gregory Farm had been thrown down. The damage in other parishes was either very slight, or the shock was hardly felt at all, so much so that several ladies and gentlemen from distant parishes drove into Government House on the Wednesday night to attend the ball announced for that evening, utterly ignorant of the terrible calamity that caused the function to be indefinitely postponed.

The "Port Kingston" was scheduled to leave Jamaica for Barbados on Thursday afternoon, but was detained to load bananas which had been cut for exportation when the earthquake occurred, and the transport of which to town was delayed in consequence of that sad event. All day on Wednesday, Thursday, and Friday train loads of fruit were coming in, and gangs of women and men were employed in conveying the bunches from the Railway trucks alongside to the hatches of the "Port Kingston." These people went about their work with a lightheartedness that won the admiration of every stranger. They were quite cheerful, and apparently oblivious of the dire ruin and distress that had come upon their country. They sang hymns, timing their steps and swaying their bodies in harmony with every note. The effect was most charming. The refrain of the tune which seemed most popular was this—

The King's Highway.
Walking in the light, walking in the Lord,
Walking in the middle of the King's Highway.

THE DISASTER AS TOLD BY OTHERS.

The author's narrative ends here, in so far as it relates to the incidents of the Kingston disaster. Before entering, however, upon those of the return voyage to Barbados, it is deemed expedient to reproduce the personal experiences of one or two others, which will doubtless be read with interest:—

DESTRUCTION OF THE JAMAICA "TIMES."

THRILLING STORY OF THE EDITOR'S ESCAPE.

The *Jamaica Times* was situated at the corner of Harbour Street and Peter's Lane, and was one of the first buildings to go down in the earthquake. The paper has been started again, of course, on a much reduced scale, and in its first issue Mr. Durie, the managing editor, tells the tale of his escape and that of his talented editor Mr. Macdermott—the Tom Redcam of Jamaica poets—thus:—

First of all, let us express our thanks that the Omnipotent has permitted us to survive. We are again able to address our great army of friends only by a chain of mercies which we have been thinking and speaking of as miracles ever since the dread 14th.

In common with all that was best in the commercial life of Kingston, the *Jamaica Times* and the businesses combined with it were completely wiped out. The country is by this time fairly familiar with the general story of Kingston's destruction at 3.30 on the afternoon of the 14th instant: we can best give here our personal narrative.

Forty-five busy workers were hurrying through the manifold duties that were the daily round in the *Times'* building at 128, Harbour Street. This busy, well-ordered life was in a second of time turned into a shambles of death, desolation, and despair.

The managing editor, who is the writer of this narrative, was in the pressroom at the very rear of 128, which was immediately overlooked by the towering substantial three-story building known as Desnoes warehouse. This tremendous mass of masonry was at once dislodged by the awful shock. The writer had barely realized that that distinct wave-motion was an earthquake of a character decidedly unusual when—The Deluge.

In a second of time I realized I was buried—every ambition which had guided and stirred my life was crushed—this was the end, and I commended my spirit to my Maker. The lungs sought air but got dust and dirt; blood ran in a

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stream down the face. In what awful, shapeless mass my body was I hardly knew—or cared. When hope is dead death is easy, and if it had been my lot then to cross the borderland, the passage would not have been painful. Providence is merciful in making our last moments easy.

As the terrible seconds went by I found I could breathe, and when I heard a voice, hope sprang with a bound. Perhaps this was not the end! And so I called for help. "Help!" "Help!" Would no one hear? It seemed an age! And then a boy answered: "Oh, Mr. Durie," he said: 'no one can get to you. It is terrible.' And he seems to have abandoned the ruin as hard as he could go. Still hearing voices I persisted to cry, and after a suspense that had in it the agony of an ordinary lifetime, the foreman, Mr. Maxwell, appeared above. With half-a-dozen helpers the work of removing the bricks went briskly on. Soon light came. And as the work progressed I could see clouds of black smoke drifting swiftly across the sky. Fire! Where was it! It would surely come before these puny workers could remove the mountain of debris. And I could hear, now, the agonising cries of others for help. How many of the *Times'* people were buried? Oh, "plenty" was the answer.

As the rescuers got further down, the fear arose that a wall bulging above would again bury me as soon as the bricks were got out. And so the horrible suspense went on. But after an hour and a half of self-sacrificing endeavour on the part of these men, I was free, covered with blood, it is true, and injured in some degree—but, joy of joys—alive!

The cause of my salvation was clear. The roof had clung for some hundredth part of a second to the wall against which I stood. It had thereby come down with a sweep, jamming me hard against the wall in the very corner in an almost upright position. And the merciless avalanche of bricks had glanced down the beams and woodwork which so miraculously protected me.

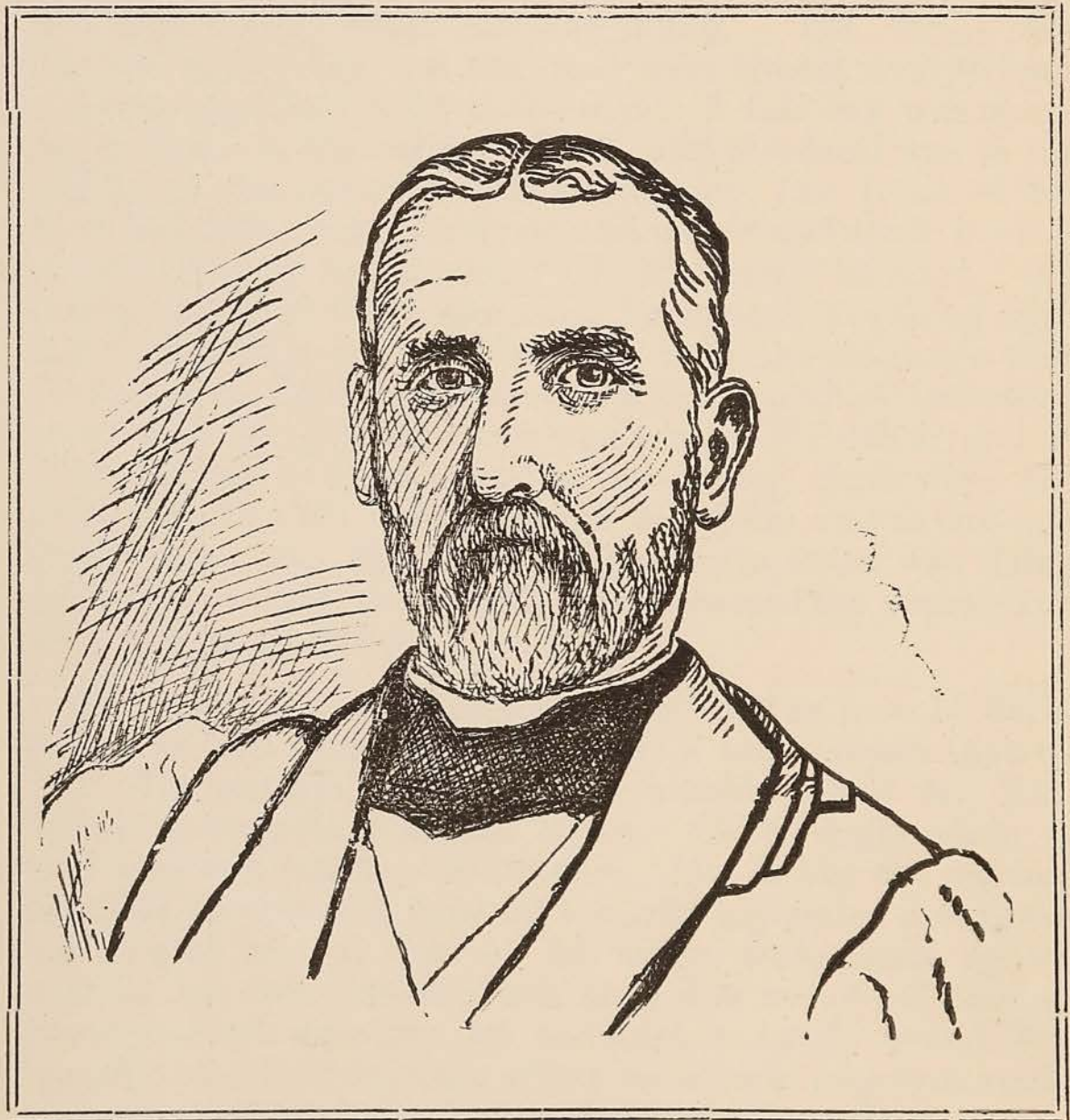
The work of rescue went on. Very many of the *Times'* people were still in the debris calling most piteously on us all by name for help. We were too few for the work before

us. A hurried rush into Harbour Street for more helpers was nearly fruitless. Kingston was stark staring crazy.

"Save lives, certainly," was the answer to one's appeal and the man would start on the run he knew not where, No man knew what he was doing. The street was covered with ruins and the dead were almost everywhere. A tourist lay dead right at the door. A fair boy was sleeping in death in the gutter. Mr. Ernest Mordecai was in the middle of the street in blank despair. The front of his store had fallen into the street and debris and stock made a mound right up to the roof. "Oh, Mr. Durie" he cried, "my brother is buried in the store and I cannot do anything with this." And nothing could be done with the mountain that covered good Lionel Mordecai. Middleton's fine two-story store, with its splendid stock was a heap of rubbish, and it filled up Peter's Lane. And at every step there were the dead. And to the north was the dread fire and to the east and to the west. Mr. Tilley of Henderson & Co. was doing splendid work in the street. He answered the appeal, and with him came others.

Six lives were saved between then and the hour of darkness; and two were taken out to die a better death than by fire. The last life saved was the valuable one of Mr. MacDermott, the editor of the *Times*. The struggle made to save him was ceaseless and heroic. And as the fire reached the store he was still held by the left leg under the merciless grip of tons of debris. All minds were made up, including his own, that the last hope was to cut off the leg. Bleed to death he might not, and burn he surely would. But happily, one last supreme effort in a new way was made, and to our unspeakable joy the leg was released.

And so after three hours the glorious work of peril and mercy was done. Fire was everywhere except to the sea. And to the sea we hobbled, praising God for His mercies to us as we went. We rejoiced that we had left not one of the *Times'* workers to meet the terrible fire-death which was the fate of so many hundreds. As the writer scrambled foot by foot over the ruins of Middleton's, cries to God came up from the depths. And the helplessness of the poor



THE RIGHT REV. BISHOP SWABY.
Barbados.

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mortals' lot, with the relentless fire licking at the ruins, made a wound on my memory that only death will heal.

On our way to the sea we met not a soul. The wind whirled in strange eddies. Mules wandered masterless, abandoned to a fearful death. We drank in our fainting extremity out of the market horse trough. At the beach we happily found a boat which took us out of the fire area to the shattered Myrtle Bank Hotel, and to safety.

The *Times* has lost four good workers by this dread calamity—Joseph Adams; Jonathan Nichols; James Williams, and Agnes Burrowes. We were proud of them, and their loss cannot easily be made good. Several are injured—more or less seriously. Mr. MacDermott, the editor, now lies with a broken rib—an injured spine—a severely damaged mouth and eye, and other injuries less serious. But he will live—and that is everything.

BISHOP SWABY'S EXPERIENCE OF THE KINGSTON DISASTER.

The following account of the disaster by the Lord Bishop of Barbados, is reproduced from the *Barbados Diocesan Magazine* :—

Kingston, the capital town of Jamaica, is perhaps one of the best protected and finest harbours in the world. A long narrow reef protects the harbour, leaving only a narrow entrance by which ships can enter from the sea. At the end of this reef once stood the city of Port Royal, which was destroyed by an earthquake in 1692, and the site of the buried city is now covered by the waters of Kingston Harbour. Kingston itself is built on the soil washed down from the mountains which rise to the north; and it covers an area of perhaps 1,000 acres. Fringing the Harbour are the wharves of different commercial companies, and their offices line the streets near the sea. The town itself is composed of very different types of houses. In the oldest part there is a quaint look about them which speaks of manners and times long past. But the newest part is laid out on the American plan—the streets at right angles to one another. Harbour Street, Port Royal Street,

Tower Street, &c., run parallel to the sea, and have some fine commercial buildings and shops. The people seem industrious. The Savings Bank returns speak well for their thrift. The City is lighted by gas and electricity, and electric trams run as far in the country as Constant Springs.

Kingston Parish Church is perhaps the oldest building in the City, and was built after the destruction of Port Royal in 1692. It has withstood all the fires and hurricanes and earthquakes of the past without much damage but has been sadly injured by the one which took place last week.

St. George's Church, in East Street, is a building of no architectural or ecclesiastical pretensions, but will contain, when full, 2,000 people.

The Roman Catholic Cathedral, of red brick, the Presbyterian, Wesleyan, Jewish and other places, are noticed by the visitor. All these are partly or entirely destroyed.

There are several hotels of some pretensions in the city and suburbs. The only two about which I know anything are the "Myrtle Bank" and "Constant Springs." In the former I had lunch half an hour before the earthquake. It is a heavy brick building, with large and beautiful grounds extending to the sea. The latter is in the country some 6 miles from the town, and connected with the town by an electric tramway.

In writing an account of the late disaster one cannot help writing somewhat in a guide book style; but as I am writing this for the readers of our magazine, I will endeavour to confine my remarks briefly to my own personal recollections. In an exciting time like that of last week things are sometimes exaggerated and plain facts so distorted as to be with difficulty recognized. I shall try to speak in soberness and truth, and what I say will be, so far as I can recollect it, only the truth.

I left Barbados with the other delegates in the Port Kingston on Tuesday, January 8th, at 4 p.m. I need not describe this fine ship. She had on board a very distinguished company, who had come from England for the

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purpose of seeing Jamaica and some for the purpose of attending the Conference. I do not precisely remember the number of passengers that were on board, but I believe about 400, and it was a merry company which sat down to dinner on the Tuesday night. I was surrounded on both sides of the table by members of parliament—Mr. Jesse Collings, Mr. Henniker Heaton, Sir Thomas Hughes, Mr. Greenwood, Mr. Arnold Foster, Mr. Howell Davies, and others.—I don't think all the faces were seen again after that night. My wife retired to her cabin not to appear again until we reached Jamaica, and so did several others.

On Wednesday afternoon (morning?) as I was writing a letter in the library, we were startled by the shout of "man overboard." It meant a good deal in the heavy sea that was running and with a ship that was steaming $16\frac{1}{2}$ knots an hour. Most who could, ran on deck, and the poor fellow could be seen swimming strongly for some time—the helm was put hard-a-port at once and the ship ran round in a wide circle, a boat was put off—life buoys were thrown overboard and we got nearly to the place where he fell, but before he could be reached he had sunk, and the ship had to call in the boat, which was got on board with great difficulty. I think the heroism and pluck and the skill of the chief officer who commanded the boat deserve recognition. He risked his life to save another: yet in the general recognition of services rendered later on—his name was not mentioned. The loss of this poor fellow cast a gloom over the entire ship until we landed—which we did on Friday morning. A numerous company had come down to meet and welcome us. Many of the party went to Constant Springs—some to Myrtle Bank—some to Government House, etc.

Saturday was spent in doing several things and in doing nothing.

Sunday. The Archbishop asked me to preach at St. George's, of which he is curate, and of which Canon Kilburn is Rector. I preached there morning and evening. At night the chapel-like building was packed. I was told there were 2,000 people present; it was a very hearty service in all ways. Had the earthquake taken place on the

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Sunday, there must have been a terrible loss of life from among the congregation, and I possibly might not have been writing this, for the chancel in which I sat when not preaching was parted from the rest of the church and totally wrecked. After service we drove back to the Constant Springs.

Monday the 14th was a beautiful morning, and a tram full of the delegates left the hotel for the building in which the meetings were to take place. The Conference was opened by Sir James Swettenham, the Governor, and then the President, Sir D. Morris, gave his presidential address. The opening could not have been more promising, and everything seemed to give hope of a successful Conference. The meeting adjourned shortly after 12 for lunch, but I, the Archbishop, and the other delegates connected with the educational work of the Conference, held a meeting after this to arrange how best to do what the section had to do. I was asked to prepare a paper on certain points, and I thought I would have a quiet afternoon at the hotel in which to do it. The Archbishop persuaded me to go down to the Myrtle Bank for luncheon, which I did, and I met there several from the Conference. After lunch most of us went back to the Conference building—others who had no work there, strolled into the grounds of the hotel, which lead down to the sea—I went into Harbour Street, which runs past the hotel gates to take an electric tram for the "Springs." Mr. Bryden was the last person to whom I spoke and he kindly showed me the right tram. By my watch it was then 10 past 3 p.m. There were not many people in the tram, and we had few stoppages on the way and had reached to within about $\frac{1}{4}$ of a mile of the Constant Spring gateway when the first shock of the earthquake happened.

I can only compare the loud grinding noise which accompanied the shock to the sudden screwing down of the breaks of an express train. The car apparently jumped on and off the rails several times, and we were pitched from side to side and violently shaken, but I had no idea that it was an earthquake. I thought it had to do with the electric current, and that something had gone wrong with

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the motor and that we should be electrocuted or smashed up in some way; but I distinctly remembered the thought coming across my mind, that we were not like a motor bus, which carried its own energy with it, but that the current which moved us, was communicated from the wire overhead to the conducting rod at the top of the car, and as soon as I could, I signalled and shouted to the conductor, to pull the cord and break the connection, which he did, and of course the car stood still. I had begun to ask the conductor questions as to what had happened, when another shock came not so loud, but apparently as long as the former, and which shook us about as violently. When it was over I got out of the car and made my way round to the driver who was a good deal excited, to ask what was the matter, and to suggest to him how he might start the tram again, but he threw himself down on the bank and said: "It no use sah, she dead. I try everything—no use she dead" and as I looked down the road I saw all the electric lights along the way, which before had just begun to glow, were out, and I knew then, that owing to some cause or other, the current had been cut and the line overhead communicating the power, was as he said "dead." The tram stood where it was of course, and I walked on towards the "Springs," but strange as it may appear, and although I have experienced earthquake shocks,—I did not realize this to be one. It was not until I saw a fissure in the side of the road—about a chain in length, and 3 or 4 inches wide, and an old woman crying beside her hut, and pointing to the broken roof, that I began to think we had experienced an earthquake shock. I thought it might not be safe to walk on that particular side of the road, and I therefore went to the other side, but there I saw several cracks of a similar kind. As I walked on, numbers of people from the small houses flocked into the middle of the road, startled and frightened as to what might come next, and all talking about the damage done, etc. When I reached the gateway of the "Springs," the woman who keeps the lodge, which is also a post office, came running out to me crying and saying everything was smashed. On looking into her house I saw she did not much exaggerate, for drawers and cupboards, letters and papers lay strewn all about and plaster from ceiling and walls covering all.

I found on reaching the hotel that it had been much damaged; the stone towers were much broken, cracks from top to bottom on all sides, chimneys thrown down, ironwork, flowerpots and crockery all lying about. Nobody was in the building, and indeed, up to the time we left, only those who had occasion to go inside ventured in, because it might mean loss of life. I had to venture upstairs to our bedroom to see about luggage, etc., and I found a crack, of 6 inches wide, running from wall plate to floor, the ceiling fallen on the bed, and plaster covering everything. It was a hasty packing. When I reached the hotel I found all the visitors and servants out on the lawn in front, very much excited of course, but so far as I could ascertain none were hurt. My wife at the time was on her way to the bedroom when the first shock came. She compares the noise as that of a railway train rushing through a station. The walls shook from side to side, plaster fell all around, the maids rushed out of the rooms on the landing, and all were thrown down on their knees, but with all the haste they could they picked themselves up and ran down some back stairs and got out into the open.

When I saw Mrs. Swaby was safe and that she was well looked after, I hurried off into the town to see how my daughter fared. By a lucky chance I caught a passing cab and I drove down to her home. All the way from the "Springs" gave evidence of the severity of the shock. Gentlemen's houses lined the way, and I do not think one of these escaped damage especially if built of brick or stone—gateways were thrown across the road, pillars down on all sides, whole sides of houses fallen down, showing the interior, roofs lifted entirely or hanging to fall. Here and there a small house seemed little injured, but the better class of houses were damaged all along the way. The occupants were outside in every case, tennis lawns had become camping grounds, and preparations for passing the night in the open were rapidly being made. As we approached nearer to the town we met crowds of people evidently making their way into the open country, and in some cases carrying with them their household goods. I am glad to say that I found my daughter uninjured: the house had been smashed up a good deal; china, pictures, books, &c., all pitched

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about, and plaster from walls and ceilings covering everything, but none in the house were hurt. A horse had stampeded and a dog had run away, but there was scarcely a scratch upon anybody in the house.

I then went on to see what the City was like. I cannot describe it. I would not if I could ; but I can say this : that I never could have believed that in so short a time such dreadful havoc could have been wrought. Without exaggeration, I saw more than a dozen dead, and many others with blood running down their faces and carried to the Hospital. Myrtle Bank Hotel in which a short time before I had had my lunch was not only down, but on fire. Harbour Street with its commercial buildings seemed covered with dust and smoke. The *Club* was down and varying reports from people near as to the number buried beneath its ruins were made, but which in many cases were not true. The Parish Church, St. George's Church, Wesleyan Chapel, the R.C. Cathedral, the Presbyterian Church—were nearly all destroyed. While I was talking to Canon Kilburn in the street, a woman came crying and said : " Oh, Reverend, my mother is dead. She was ill in bed and the roof has fallen upon her and killed her." " My dear child," said the parson, " I am sorry nothing can be done to-night ; we must all wait until to-morrow ; my own house is down, though nobody is hurt.—what we shall do to-night I don't know."

I managed to make my way to the Conference Hall and, strange, to say, it stood—whether better mortar was used, or there were more skillful builders when the old Mico Hall was built I do not know, but there it stood, while all around it buildings, as substantial and as likely to stand were thrown down. It is a miraculous thing that, though the evidence shows that the visitors from Barbados to the Conference were all about the place, and apparently were placed in positions precisely similar to those who suffered not one of them received a scratch, and that none of the passengers by the " Port Kingston " were killed, with the exception of Dr. Savage and his nephew and niece. Other well-known names are among the dead and injured, but they did not belong to the body of delegates, nor the " Port Kingston " party.

There is a morbid curiosity which takes people into danger, which I do not share, and after I had ascertained that my services could be of no avail, and as I had done the business I set out upon, I made my way back to the "Springs" to prepare for the night, which we were to spend in the open. As I was going, a W.I.R. soldier told me all the Up-Park Camp was smashed "like a pack of cards," that many officers, men and women and children were killed, and that over 40 men in hospital had been burned. Later news showed that this was an over statement, but still many were killed and wounded amongst officers and men.

I never saw such a dirty dusty town as Kingston, and with dust and sun, with the crowded streets and noise and burning buildings, it was a relief to turn one's face for a time, away from all the horrors one had seen to the fresh country and mountains around the "Springs."

A few ventured into the hotel in search of dinner, and I had no sooner sat down when a shock was felt, and plaster was heard to fall, and then a general stampede was made for the open, and so far as I know, few ventured back. I got hold of some meat and bread, and oranges, which I shared with the ladies who slept near us. A good deal of foraging for food and bed clothes was made; sofas and chairs and mattresses were brought out of the hotel and by dark, many who perhaps for the first time in their life had slept under the stars, were asleep. Some could not sleep from excitement perhaps, and others were prevented by the resonant bugle-like echoes which came from some corners of our gipsy encampment. Several short shocks and tremors were felt during the night, but morning came at last, and without damage done. There is a large fountain in front of the "Springs," partly destroyed by the shock, but with plenty of water in its basin, and it was amusing to watch the shifts which men and women made to dress and wash, and whose toilet requisites were in the hotel. All passed off, however, with the best good humour, and then most began to think of breakfast. Very few would venture inside, but a few brave spirits did, and I amongst them. I sat down to the table opposite to a gentleman, when a tremor was felt, and my neighbour did not wait to ask leave of me to retire, but

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leaped on and over the table and over the verandah railing out into the open,—and so did all the rest.

We could not go down to the ship, as she was used for the wounded, before the evening, and we did as best we could. Mrs. Swaby, who is such a bad sailor that the smell of a ship upsets her, was delighted to go, and eager to get into the first conveyance which would take her down, and we arrived on the "Port Kingston" about 5 p. m. I need not record our doings on board beyond saying that we had a solemn thanksgiving service on board at 9 p. m., at which I believe every one of the passengers was present, and on Sunday we had service and celebration of the Holy Communion.

I am afraid I have not said much to interest our readers, and my space is filled; but I would just like to say a word more. Kingston is in ruins. The houses have been thrown down as a child's houses of cards. Hundreds are homeless. Many are in pain and many are mourning friends whom they have lost. We are safe in Barbados though trouble may come to us. Jamaica helped us when we were in distress. Don't let us trouble ourselves about theological or ecclesiastical questions. Our neighbours are in distress and need our help. Let that suffice. People talk foolishly at times. I heard it said yesterday,—“Ah, Jamaica is a wicked place; but so long as Barbados is good no earthquake can happen.” Such talk is wicked. As I stood looking on at the red flames and black smoke of the burning city, a gentleman came near me and said, “Bishop, after this, you can never preach to your people again about the goodness of God. Oh its cruel, cruel all through—think of the bodies beneath those ruins. If there is a God he is a cruel God.” Such talk is silly. Another time, as I stood beside a young man, who to all appearance was dying, his father said, “I'll tell you how it seems to me: we in Jamaica of late years, have only believed in one gospel ‘How to get on.’ The only epistle is how best to provide for and how to enjoy themselves. I am old enough to remember things when they seemed different, when there was such a thing as Sunday, and when men did believe a little in something besides “getting on,” but of late we've tried to boss, and run the whole show ourselves. God has at last spoken

just to remind us like, that He still lives."

Another time, while my wife was bandaging up the broken arm of a dear little old lady, who had been dug out of a pile of bricks with no other harm than a broken shoulder, I said to the husband, "Well friend, you have had trouble apparently." "Yes"; he said, "we have. I've lost everything almost, and we are both of us too old to start the world again. We've been married nearly 50 years, and we've scarcely ever been parted a day. I should like to take her away from here, but I've no place to take her to. We had got together a nice little home and we were very comfortable, but now its flat with the street and not a thing, so far as I know, has been saved." I tried to comfort him by telling him God never smites with both hands, etc. "Ah," he said, "but if I only had a place to take her to, it would not be so bad."

Don't my reader trouble yourself just now about questions that cannot be answered. The plain fact that you can understand is, that there are *scores* in Kingston to-day who have *no home* to which to take sick wives or children. They need your help. In the race course, the parks, the public gardens, by the wayside, hundreds, many thousand were camping out on the day we left. They need *shelter*. They need your HELP, and there I leave it to your CHARITY and your duty.

MR. GEORGE CARRINGTON'S ACCOUNT.

The following account by Mr. George Carrington appeared in the *West India Committee Circular*:—

Here I am returning to Barbados, which we ought to reach about 4 p.m. to-morrow. Our escape from the earthquake at Kingston was simply miraculous. We all started from Barbados on the 8th at 1 p.m. in high spirits, expecting to have a great time with some useful business thrown in. We arrived at Kingston on the 11th, and had a great reception—the Governor, Guard of Honour, band playing, &c. We were at once taken in hand by the Jamaica stewards, and at 9 a.m. went by train to Vere, and then by buggy to visit various places, such as Money Musk and

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Amity Hall, sugar factories, a small farm of citrus fruits in a flourishing condition, a logwood factory &c. Altogether we did 80 miles by train, and 45 miles by buggy, through the drier part of the island, the vast pen country, chiefly under guinea grass, with logwood and other small scrubby trees, and many mimosas. One felt there was considerable depression, except in the citrus plantations and on a wonderfully irrigated banana plantation, where the growth was superb, and cultivation very fine, the banana trees reaching 20 feet in height. Everywhere the fatted calf was killed, and people could not do too much for us. All broke out into festivity. At one place, Money Musk, the Speaker of the Barbados House of Assembly, Elliot Sealy and I, all went off to go through the sugar works of Colonel Ward, with the Engineer. . . . We got back to Constant Spring Hotel, six miles out of Kingston, soon after 8 p.m., going up to a height of some 600 feet from the town by electric cars, of which there is a very fine service.

Next morning at 8 we went by train to Port Antonio by a circuitous route through a break in the Blue Mountains, and across the island from south to north, and then along the coast, about 54 miles. We stopped at Bog Walk (lovely) at a packing-house for oranges, a walk of some distance along the top of the ridge through the great banana country, very broken and hilly, and stretching away for miles, with banana trees covering the whole surface even to the top of the hills, 1,000 feet high. At another stoppage we walked through cocoa and rubber plantations, with annatto trees as well. Annotto Bay is very pretty, with its deep blue sea against green headlands, altogether a rich country with well-kept bungalows, and this is accounted for by a rainfall of from 100 to 130 inches a year.

Our party included Mr. Jesse Collings, Mr. Henniker Heaton, Mr. Howell Davies, Lord Mountmorres, Sir Thomas Hughes, ex-Mayor of Liverpool, and we reached Port Antonio, where the United Fruit Co., of U.S.A., have a sumptuous hotel, about 6 p.m., and were entertained at a fine dinner and a glorious ball. Then followed a magnificent supper which had been sent down from New York. It could not have been finer anywhere in the world. While

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we were having dinner on the verandah, there were fireworks on the island just across the bay, and processions of boats with coloured lights. The hotel, built of wood on concrete foundations, and coloured a dark olive green with white windows, is very fine. Next morning off we went by train at 8, stopping at Burlington, to see cocoa and large rubber trees, and visit a planter's bungalow perched up 200 feet high, from which we could look down at the Rio Grande and see the fish and the stones on the bottom, below us a fertile valley through which the river runs, behind us splendid hills stretching away to the peak (7,000 feet), which was wrapped in cloud. In front lay a blue sea breaking in white foam against the cliffs, or over the sandy bay, which was quite lovely. I forgot to mention that Mr. Pearson, of the Colonial Office, and his wife, were with us. We then went on to Antonio Bay, where twelve of us left the others and drove through the most splendid scenery, rocky precipices, steep mountain sides, rushing streams, tropical growth to Castleton Gardens, the old Botanical Station. The Jamaica ponies are wonderful little beasts, trotting 40 miles a day, and being just turned out to graze when done with for the day. They trot down the steepest hills, and one felt there was a poor chance if a pony fell or a strap broke, but all went well.

We got in about 6.45 p.m. to Constant Spring Hotel. On Monday all was excitement about the Conference. Electric tramcars were waiting at the Hotel entrance. We, in the best of spirits, though a bit tired, went down to Kingston intending to purchase gloves, &c., for the ball that night. There was to have been a great Conference dinner on Tuesday night, and a ball at Government House on Wednesday, we to sail on Thursday. On Sunday there was a special Conference service at the Cathedral. Well, the Conference was opened with *éclat* by the Governor, at the old Mico College rooms, the Archbishop of the West Indies, Lord and Lady Dudley, and other notables, including Mr. Arnold Foster and his wife, and Mr. Hamar Greenwood, M.P. All Jamaica was there, Sir A. Swettenham opened with a speech; Sir D. Morris made a long speech saying what the Imperial Department had done, and he was

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followed by the Archbishop. We adjourned for lunch to the Myrtle Bank Hotel in the town and afterwards all sat out in the hotel gardens close under the colonnades for lunch, a merry party. We drove back again to the Conference room, and at about 2.30 began work. First of all, Mr. Cousins, Jamaica, read a paper, and then followed Dr. Watts, Leeward Islands. After that there was some discussion. Then Mr. F. A. Stockdale, the Secretary, was looking up to Bovell to tell him he had had his full time, when a rumbling began. I thought, "Well, these people might have kept their trollies off the street while we were sitting," but the rumbling grew and grew till it was a roar, and some one called out, "My God!" and I, in a dazed way, appreciated what was happening, and debated within myself what I should do. Should I run to the door as some were doing, or should I sit on. The rumbling became the most appalling series of bangs, while on all sides was the sound of falling walls and shrieks. The whole room was shaking up and down and about, distinct sharp waves passing rapidly across the room from south to north and seeming to raise the floor quite a foot at the crest. Windows began to fall out, pictures and the clock tumbled down, the ceiling was on the point of falling and gaped from the walls, which themselves bulged and bent. The room was filled with dust and falling plaster, and men's faces blanched with terror. I thought it time to quit, and as best I could I scrambled along the heaving floor to the entrance. There was no great hustle, and I recollect standing back while a girl in a green dress scrambled out. We rushed down the steps into the yard. The earthquake was over. I went back to fetch my hat and asked Sir Daniel Morris if he would formally adjourn the meeting (being dazed). He said it was sufficiently adjourned. A policeman came to the entrance and called that the building was falling. We all cleared out into the road. There were shrieks on all sides, the next house was wrecked and a poor girl's leg cut off, and on all sides falling houses and the groans of the crushed. We saw Mrs. and Miss Crum-Ewing into a buggy and then started to walk into the town. Another shock was distinctly felt. We found telegraph and tram wires all down across the roads and many dangerous

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walls, &c., so started for home. Men seemed galloping hither and thither; a coloured man cried to us for help and we lifted his wife, in a critical condition, into a cart. On all sides were men and women praying aloud and calling that the end of the world had come. We walked four miles and then got a lift to the Constant Spring Hotel. Here we found all in dismay; two of the three stone towers badly cracked and in one, a crack a yard wide: passages and halls strewn with stone and plaster, gaping holes in the walls. Fortunately, most of the hotel was of wood, and this was all right. Directly we left the Conference room we saw two columns of smoke arise, and now there was a raging fire. The camp had been destroyed and forty-five soldiers burnt in the military hospital. The servants of the hotel behaved abmirably, and gradually mattresses, chairs and couches were brought out of the hotel and we all camped on the lawn. It was very weird there in the starlight, with the ground constantly trembling, and every now and then a rumble and another shake and pieces of masonry falling. Of course, throughout the night buggies drove up from town and country and we rushed to hear rumours of disasters or of the safety of lost ones. Towards evening some of us went through the streets and down to the ship which had been used as a hospital. Almost every house in the town is a wreck, except the Conference Hall in which we sat. The Collegiate Hall, a finer building, which we were to have sat in, is quite flat. It is only a miracle that saved us. The town is gone, it has ceased to exist—not a house practically is habitable, and a great district is burned. It has been a terrible sight from the deck to see the vast columns of smoke rising from the town, lit up by the glare of the great fire. Of course the water mains are broken, and all the streets blocked up with wreckage, so that the firemen could do little to cope with the conflagration. You can hardly imagine the awful desolation wrought.

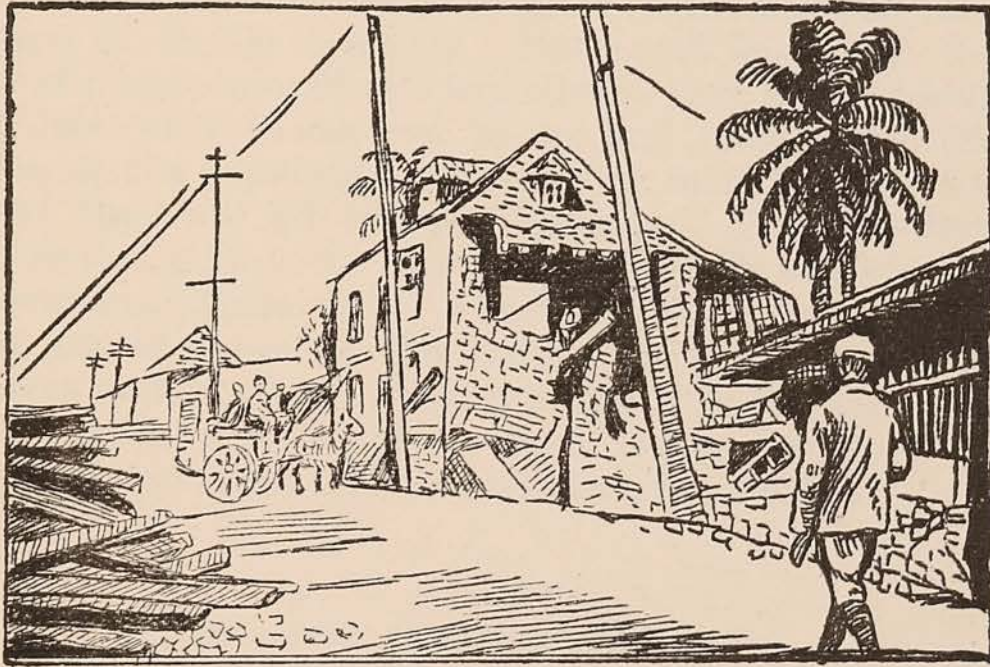
SIR DANIEL MORRIS' EXPERIENCE AS TOLD AT A PUBLIC
MEETING AT BARBADOS.

I know Jamaica extremely well. I served there seven years. I was there in the hurricane that took place in

KINGSTON DISASTER.

1880 and the fire which occurred in 1882. I was also there a few weeks after the hurricane they had in 1902, and I must say that Jamaica has suffered more severely, possibly, than any other part of the West Indies in recent years. There is nothing that has happened in Jamaica in the lifetime of any one now living equal to this great calamity, this earthquake that occurred there yesterday week. At the time the earthquake took place we were in session at the Conference. I was sitting in the Chair, and Mr. Bovell was reading a paper on Sugar-cane Experiments in Barbados, when the earthquake came, and in a moment the whole house was shaken. I was thrown violently out of the Chair, and several people who were there, first of all got up and tried to move away, but had to hold on to the desks to prevent themselves from falling; and it was a great mercy that those of us who were in the Conference at the time were not severely injured or killed. The room in which we held the Conference was practically the only building that did not fall to pieces during the shock. After the earthquake I walked with the Governor and the Chief Officer to Headquarter House and found the building had been severely shaken. Practically no one dared go into it. After that I walked down the street in order to get to the Cable Office, and found the whole place in a state of ruin. The surroundings were so altered that I was unable to recognize where I stood. We walked down the street a certain distance and found the front of the buildings had fallen into the street in such a way as to cover the whole of the street. I tried to get as far as the Cable Office, but a young man recognized me and told me the office and instruments were destroyed and so there was no means of sending a telegram. At that moment I heard also that Captain Constantine had been killed or severely injured, and we saw crowds of stricken people, women carrying children in their arms, some with legs broken, others with heads injured, etc. The carriage we had was lent to take some people to the hospital; but there, also, the grounds and all areas around were covered with wounded and dead people. Afterwards, when I became more fully acquainted with the situation, I found that Government House, a fine large building, had been so severely injured that it was in

a state of great danger. Its large wall costing £5,000 was irretrievably damaged. In fact, from Government House to Halfway Tree there were only one or two houses intact. The people could not go into the houses to rescue their furniture, and therefore had to camp out in their gardens. In Kingston not only the Government buildings are damaged but the churches and schools and public institutions of all kinds are in such a condition that no use whatever can be made of them until they are entirely rebuilt. The area damaged is only one-thirteenth part of Jamaica. The population is about 60,000, and at least between 40,000 and 50,000 lived in Kingston; so one can easily imagine in what condition that large population is at the present time. On Thursday last, after being on board ship, I walked through what is known as Harbour Street, the chief place of business answering to our Broad Street. It was perfectly unrecognizable,—nothing but a mass of black ruins, so that I could not form any idea of what the buildings were. Another street led from the market place, Victoria Market, right up to the race course, with the Parish Church on the right, and I had to ask a man what street that was. All the houses there had been ruined and burnt. The area actually destroyed comprises more than half of the area of Kingston and nearly the whole of the business part of Kingston. The people on whose behalf sympathy should be enlisted are practically the whole of the population of Kingston. A large number of prominent business men in Jamaica are ruined. Mr. Nathan, late of the firm of Nathan, Sherlock & Co., who went there with us on the "Port Kingston" was killed. He showed Mr. Howell Jones over two of his stores in Kingston on the morning of the earthquake, and said to him: "We have £60,000 worth of goods in these stores." That is no exaggeration whatever, because those two large stores were simply the best in Kingston, and it is no exaggeration to say the whole of that stock is lost, first of all by the earthquake and next by fire. Mr. Middleton, a very prominent member of the mercantile community was also killed, and a large number of other people who were missing have been killed. In any case we have in this calamity in Jamaica one of the most touching events that has taken place in any part of the West Indies. A



SCENE IN HARBOUR STREET.

House has a clean breach right through as if pierced by a shell.

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former earthquake took place in Jamaica in 1692, over 200 years ago. That must have been a terrible event, but I believe in proportion to the population the death rate in this earthquake is larger than any recent earthquake. I believe, according to Whittaker's Almanac for 1907, between 3,000 and 4,000 people were killed out of a population of between 600,000 and 700,000; but in Kingston the death rate will probably reach at least 2,000 or more than that out of a population of 40,000 or 50,000. But, apart from that, the number of people injured and wounded is very great indeed, and we have only to ask you to try and realize what the condition of the population of Kingston must be from the fact that they are all entirely homeless. The Governor himself cannot go into his own house. My wife was staying at Government House, and I found that there, they all had to sleep out of doors on the lawn; they could not trust themselves under cover. Last night my wife felt she could hardly go under a roof again,—such is the fear and the dread result from that terrible visitation in Jamaica.

MR. HENNIKER HEATON'S TESTIMONY.

Writing to the *London Times* on the subject of the earthquake, Mr. Henniker Heaton, M.P., concludes as follows:—

As to the great relief fund that has been raised, I hope it will go to relieving the small shopkeepers and other persons of the middle class who have lost everything—not only in the city, but their own homes have fallen to the ground. I would like to add to the graphic descriptions given by the various correspondents, that the force of the earthquake was so tremendous that the mountains were shaken and great boulders fell and fissures were made in the rocks above and to the right and left of the city. The most curious sight was that while every outer wall of strongly built houses fell, the inner walls often remained and showed hundreds of pictures, paintings, and portraits hanging to them above the piles of ruins.

Never while I live will I forget that awful scene at the club. While my friend was helping from the parapet of

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the wall on the second floor a very old man, perhaps the oldest member of the club, the pretty and very young wife of poor B——rushed to find her husband, who was lying killed under a great pillar. She threw herself on him and embraced him. She was gently raised, but her dress was covered with his blood. Her reason had fled, and the utterances of strong men were choked in trying to express to her their sympathy. Three days after, the poor lady, a great favourite, had not recovered.

DEATH ROLE.

LIST OF IDENTIFICATIONS.

Following is the official list to January 25, of the dead whose bodies had been recovered and identified:—

M. Miller, Metropolitan House	Juan Fernandez, Alexander Da-
Sigismund Depass, Army & Navy	Costa, Rufino, (Cuban), Moses
Stores	Bonitto, (boy) of Machado's &
Wyndham Depass, „ „	a number of others whose names
Abraham Henriques, „ „	are unknown
One boy and 2 storemen	R. Honiball, Solicitor [Mutual
J. W. Middleton, Merchant	W. A. Paine, Secretary Victoria
Philip Henriques, Clerk at Mid-	A. McDowell Nathan, Merchant
dleton's	Charles S. Sherlock, Metropoli-
Mr. Lopez.	tan House
Isaac S. Brandon, Merchant	Sir James Fergusson, Bart.
D. I. Motta	Capt. T. Constantine, Supt. Roy-
Dr. Motta	al Mail Co.
Mr. Priest, Bee Hive	Capt. Young of the "Arno"
Mr. Oscar Prendergast, Bee Hive	W. E. Powell of Emanuel Lyons
Mr. E. H. Morrice, Auctioneer	& Son, Ltd.
Mr. Barnet Stines, Auctioneer	Herbert Clarke do. do.
Mr. Moses Athias, Auctioneer	Vincent Wray do. do.
Edgar DeCordova, Forage Store	Arthur Williams do. do.
R. W. Bradley	Burke Storeman do. do.
B. L. Verley, of Messrs. Harvey	Joseph Miller do. do.
& Bourke	Mr. Wilson (Manager of Cayma-
Bertie DaCosta, of C. M. DaCosta	nas Estate)
Ernest A. Samuel, Merchant	W. Branday, of Branday, Edwards
Lionel M. Mordecai, Merchant	& Co.
George Harty, of J. Wray & Nephew	W. Thwaites, Merchant
M. C. Hendricks, jnr., Wray and	L. Stribos, of Finke & Co.
Nephew	Gordon Duff, Anderson & Jacobsen
Jose F. Perez, Consul of Cuba	G. Jeffrey, Cashire U. F. Co.

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- Eustace Smith (Capt. Lucas C.C.)
 David Bond, (Solicitor's Clerk)
 M. Seymour, Engineer Ja. Ry.
 Fitter Rewe do. do.
 E. Eden, son of W. T. Eden
 Alexander Walker
 Herbert Tavares
 Marcus Delgado
 Harold Ritchie
 Dr. J. M. Gibb
 J. Downes Wylie
 Qeprge A. Desnoes
 A. H. DePass, Government Savings Bank
 George Carvalho, Arnold Malabre & Co.
 C. B. Weckiser do. do.
 H. Isles, jr. do. do.
 Two storemen do. do.
 William Walker, Waterloo Restaurant
 Samuel Lawton, do. do.
 Mignelito Valdez, do. do.
 Horatio Abrahams, Provision Merchant [co Co.
 St. Leo DeLisser, Jamaica Tobacco
 Ernest Magnus, brother of Mr. E. Magnus
 Norman Samuel, of D I. Motta's
 Jas. A Chisholm, foreman Gleaner Co., Ltd.
 A. Cockburn, Gleaner Co., Ltd.
 Robert Powell, Gleaner Co., Ltd.
 O. L. Goffe, of William Wilson's
 Carter, jr., of William Wilson's
 Joseph Issa, Syrian merchant
 H. Ritchie, Anderson and Jacobsen
 Seaford, storeman, do. do.
 Alfred Lamos, purveyor R.M.C.
 B. Livingstone, Government Savings Bank Office
 J. R. Muden, Auctioneer
 Wolseley Burke
 Frank D. McGulloch, jr.
 Fred Laing, George and Brandy
 Joseph Adams, Jamaica Times
 Leonard Mullaby, tailor, Church Street
 W. D. Maxwell, Post Office
 Miss Gordon, Post Office
 Miss Wepler, Young & Co.
 Norman Johnson, Secretary Seventh Day Adventists
 C. A. Miller, Commercial agent
 Walter Webster, of Nathan, Sherlock & Co., Ltd.
 Adam Drysdale, carpenter, Myrtle Bank
 Hollar, gardener
 Seymour, footman
 Campbell, baggage man
 Handan, bell boy
 C.C. Carvalho, billiard marker
 Joshua Miller, assistant
 John Morrison, boot black
 Montricle, (Spanish) Myrtle Bank
 W. Walker, Commercial agent
 Duncan Macdougall
 H. E. Borough, Merchant
 Major W. H. Hardyman, W.I.R.
 Lieut. Lamount, W.I.R.
 Mrs. Lane, wife of S. M. Lane, W.I.R.
 J. Martin, of NacNish Ltd.
 Fred Magnus, Auctioneer
 A. N. C, a visitor to the island
 Miss Ida Stewart, Bee Hive
 Miss Lockett (sister Dr. Lockett)
 Miss S. Henderson (youngest sister of Dr Henderson)
 Mrs. Joseph Millingen
 Miss Daisy Hendricks, Waterloo House
 Mrs. John Delisser
 Mrs. Watson
 Miss Rachael Michaels
 Madame Rosseau
 Arthur Abrahams
 E. Steine
 Mr. Ewan B. Soutar, son of Mr. E.D. Soutar, wharfinger, George & Brandy
 Bird, jr. (son of Mr. Bird, auctioneer)
 Constable Palmer
 Acting Corporal Smith
 Corporal Carr, Waterpolice
 Mrs. Chadderton, Dressmaker
 Mrs. Baker
 Mrs. T. M. Martin

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Miss Ellen May Vaz	M. A. P. Collman
Office woman of C. T. Isaacs	Florence Collman
Wife and child of Sergt.-Major Sudgon, W.I.R.	Alonza Hart
Ronald Thirlwall (clerk)	Samuel White
Michael Morais	Barton (carpenter, Port Royal)
Agnes Burrowes, Jamaica <i>Times</i>	Blake (bricklayer)
James Graham, do. do.	Skyer, groceryman
Jonathan Nichols, do. do.	Mary Woodroe
Miss Rose Levy	Mrs. Jackson
Cyril Drysdale, Shoemaker	Phillip Thomas
George C. Holtz	T. Wright (ten-year-old boy)
Ornstron A. Fentox	Mine Leo
Henry Skipton (printer, Jamaica Tobacco Company)	Miss Streadwick
Agatha Martin and child	Teacher Edwards
John Davis	David C. Edwards
Miss A. Vaz	Miss Leontine
Mrs. Preston	Escoffrey
C. Q. Henriques, MacNish, Ltd.	Ernest Drysdale
Vincent Sylvester Brown (child)	Fitz (son of Mr. Fitz)
Robert Taylor (child)	Ann Bernard
Mrs. D. Rowe	Hanna (postman)
F. Randall, U. F. Co.	Reginald DaCosta, (postman)
Miss Julia Clegg	A. B. Anderson
Mrs. Emma Levy	Josephine Ford
Edward L. Ferguson	Hempston Fenton
Isolena Garrel	A. N. Carnigan, (McNish, Ltd.)
Emile Duquesnay (snr.)	Martin Alexander Seaton (clerk)
David Henriques	Clinton Ryan
Thos. Browne	Mrs. Liking and two children
P. Thomas	Dolly Rayan
T. Messam	Matty DeSouza and child
Henry Clarke	Wilson, Kingston Mills
Miss M. Lewis	James Campbell, storeman, George & Branday
Miss A. Goldring	Mr. Edmund Finzi, Daniel Finzi & Co.
McCartney, carpenter, Gold St.	Scott, storeman do. do.
L. Guntor	Jenkins do. do. do.
Mrs. Alice Hendricks	Miss Livingston
Miss Lucille McGrath (child)	Livingston (child)
Ivy Davis (child)	Muse do
Susan Dawns	Mrs. Reece and grandchild, and two others, killed at Gordon Town
Joseph Collins	James Irwin (storeman)
Bell Harris	Arthur Townsend (carpenter)
Richard Oakholme	Ivy Cardoza
Olivia, servant of Miss Vaz	Zoe Cardoza
Pinny Dico	H. G. Valencia
Mr. Walker, of E. A. Howden	Richard Anderson
Edward Rowe (son of Chas. Rowe)	
Alfred McFarlane	

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Florence Waite, washerwoman	Miss Vera Levitt, Swallowfield,
L. A. R. Kirpatrick	R. M. Hudson, Buff Bay [Camp
Edgar Earnest Cooper, clerk, J.	James Henderson, Buff Bay
W. Middleton's	Wm. Wilson, Buff Bay
Miss Ann Malabre	Smith, (child)
Smith (woman)	Mrs. Lundle
Louis Terrelonge	Master Lundle [Hall
Harley (infant)	Mr. Whittingham, matron, Marble
Nathaniel DeSouza	J. Coleman, 19 Water Lane
Mrs. S. R. Knight	M. Cuthbert
Rubie Knight	Miss Wood (Oleanders)
Mr. Walter Cecil Earle	N. H. Mattos
Roslin Knight	Mrs. Jane Radcliffe DeLeon ("The
Charles D. Cordova, merchant	Crotons," Victoria Avenue)
Dummont, J. W. Johnson	L. G. McFarlene (son G. G. Mc-
Mrs. Mynier	Farlene, Jamaica Government
Ellen Bean	Railway)
Miss Clarke	Miss Helen Toll
Miss Honele	Alice Elliott (Water Lane)
Charley (Syrian)	Mrs. R. Binney and child
Albert Schooles, Port Royal	M. Abrahams (E. Lyons
J. Eiller, Port Royal	Ltd.)
A. Russel, Port Royal	R. A. Baun, 34 Fleet Street
Gayle, Kingston Custom	Lawrence, storeman

INJURED.

Following is a list of the injured reported up to January 25 :—

Charles DeCordova, merchant	H. C. Littlejohn, Railway
Emanuel Abrahams, Em. Lyons	Egerton Hill
& Son	Phillips, clerk, Cecil deCordova
Alex. Morrice of Panama	F. Victor Sale, of Reid Campbell
H. A. L. Simpson, solicitor, leg	H. C. Wilson, island telegraph
amputated	John Fenich
Herman Stern, merchant	Mrs. L. S. Gruchy
A. G. Solomon, of I. Solomon and	J. Hutton, Waterloo House
Son	Miss Nora Malabre
Miss Elvira Williams	Dr. E. E. Bronstroph
E. C. Henriques	Cyril Henriques
N. H. DeCasseres, clerk, Mer-	W. Kirkpatrick
chant's Exchange	Lyle, Metropolitan House
Marguerite Henriques	Archibald Munro, merchant
B. Vlies, travelling agent	Frank Lyons
Percy Lopez, optician	E. F. Phillips, of Charles deCor-
Dugald Harris	dova

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- Harold Delgado
 Osmond Delgado, sur.
 Osmond Delgado, jnr.
 Rev. E. A. Bell
 Eugene Alberga, of Alberga & Co.
 H. M. Littlejohn, Royal Mail
 T. M. Gunter, Railway
 Lucien Alberga, J. Solomon & Son
 Miss Gladys Cruchy
 A. L. P. Lake, solicitor
 Bartle Tilley
 L. Pieterz
 James Hunter McNish
 Dickson, H. M. Customs
 Mrs. J. J. G. Lewis
 Rue Bell (son of the Rev. E. A. Bell)
 Colonel J. Dalrymple-Hay, D.S.O.
 Lieut. Sidgewick, R.A.M.C.
 Lieut. Leader, W.I.R.
 M. Abrahams
 Stanley Leon
 Mrs. Williamson, 80 Church St.
 T. T. Brown, *Daily Telegraph*
 E. Barclay
 Rev. W. Pratt (legs broken)
 Alexander Cummins
 S. Kitchen (organist)
 Mr. Elizabeth Henriques
 Ewan Ballin
 Eugene Jacobs
 Mrs. Constantine (widow of Captain Constantine)
 Alexander Henderson (son of Mr. D. Henderson)
 Simon E. Franks
 David Maduro
 C. Young, cigar maker (leg amputated)
 Mrs. Octavius A. Isaacs
 Joseph F. Clarke (leg amputated)
 Miss Letitia James
 Mrs. Eugenia Franks
 Israel DeSouza
 Mrs. Rachael Madura
 Thos. Duperley (right arm amputated)
 Mr. Cummings (Bee Hive)
 Percival Dawes
 G. Williamson
 Miss Penso
 E. G. Nixon, of Archibald Munroe's
 Mrs. Louisa Forbes
 Miss Edith Forbes
 Joshua Colash
 Miss Marian McDonald
 Archibald Morais Sollas & Cocking
 C. T. Bell, solicitor
 Mr. E. Chappell, Post Office
 Ivy Bell
 Miss DeSouza
 Messrs DeSouza
 Miss Barber
 Miss Emma Kidd
 John Conery
 J. Collman (seriously)
 Mrs. Evelyn M. Burke, Post Office
 Mrs. Chappett
 Alfred Palmer
 Jackson (beadle of St. Michael's) leg broken
 Miss Lilian Nethersole
 Hedley Elliott Simpson
 G. Shaw Taylor
 Mrs. A. E. Sawley, Royal Mail Co's warehouse
 Eugene Henry
 William Harris East, Queen St.
 W. Calneck, jnr., of D. I. Motta's
 Mrs. Wedderburn (wife of Deputy Inspector General of Police)
 Miss Wedderburn
 H. J. Nichols
 Mr. Galay (U. F. Co.)
 Mr. G. C. H. Lewis
 Mrs. Livingston
 Murrott Hippolyte
 Master Paule A. Hippolyte
 Miss Francisa A. Archer
 Mortoman J. Smalling
 Conductor Adamson
 Isabella Buckley
 Launcelot H. Sherwood
 Charles Schloss
 Gertrude Knight
 Cynthe Knight
 Mr. C. Reid Campbell

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Dr. C. Whitney	Anderson, cigar maker
Miss H. Ritche	Hon. and Rev. W. M. Webb
Mrs. Rust	George C. Weeks
Miss Lopez	Miss C. E. Evans
Miss Mean	Mr. A. W. Perry [tated)
Miss Aitchinson, Waterloo House	Mr. T. Duperly (right arm ampu-
Miss Violet Campbell	S. B. Lindo
Philibert	F. Benjamin
Arthur Campbell	Rachael Benjamin
Miss Smith, Bee Hive (in ankle)	S. Edwards (tailor)
Mr. W.H. Johnson (bruised bone)	I. Gooden
Madame Rousseau	D. Y. Constock (American)
Mr. Roberts, Customs	Felix Powell (carpenter)
Mr. Wilson, Customs	Miss Irena Armond
Mr. A. Escoffrey, contractor	Edgar McDonald, (fractured arm
Miss Isabella Vickers, Spanish	and sprained ankle)
Town	Horace Corinaldi
Miss S. R. Knight (serious)	Mr. Smith
Mr. J.H. Roberts, Jamaica College	Miss Smith

RETURN VOYAGE TO BARBADOS.

At 4 p.m. on Friday, January 18, the "Port Kingston" left Jamaica on her return voyage to Barbados. The "farewell" to Jamaica, with most of us, was mingled with joy and sadness—joy, in that we had been snatched from the jaws of death and were returning home to our respective families and relations, who for days had endured great anxiety as to our safety; sadness, because we were leaving behind us in the yet smouldering City, a people who had been most lavish in their kindness and hospitality to us, and who, in the heyday of their prosperity, had been plunged into the bitterness of sorrow, desolation, and death.

His Excellency the Governor came down to say goodbye, and as he left the ship the passengers gave him three rousing cheers, expressive of their high appreciation of the splendid manner in which he was meeting the situation that had been created.

Sir Daniel Morris, who had rendered what assistance he could on the Monday night, had announced his intention of resuming the Conference on the "Port Kingston," on the Wednesday morning, but this was found impracticable. On

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Saturday morning, however, the Conference was resumed in the music room. A summary of the proceedings is given on previous pages.

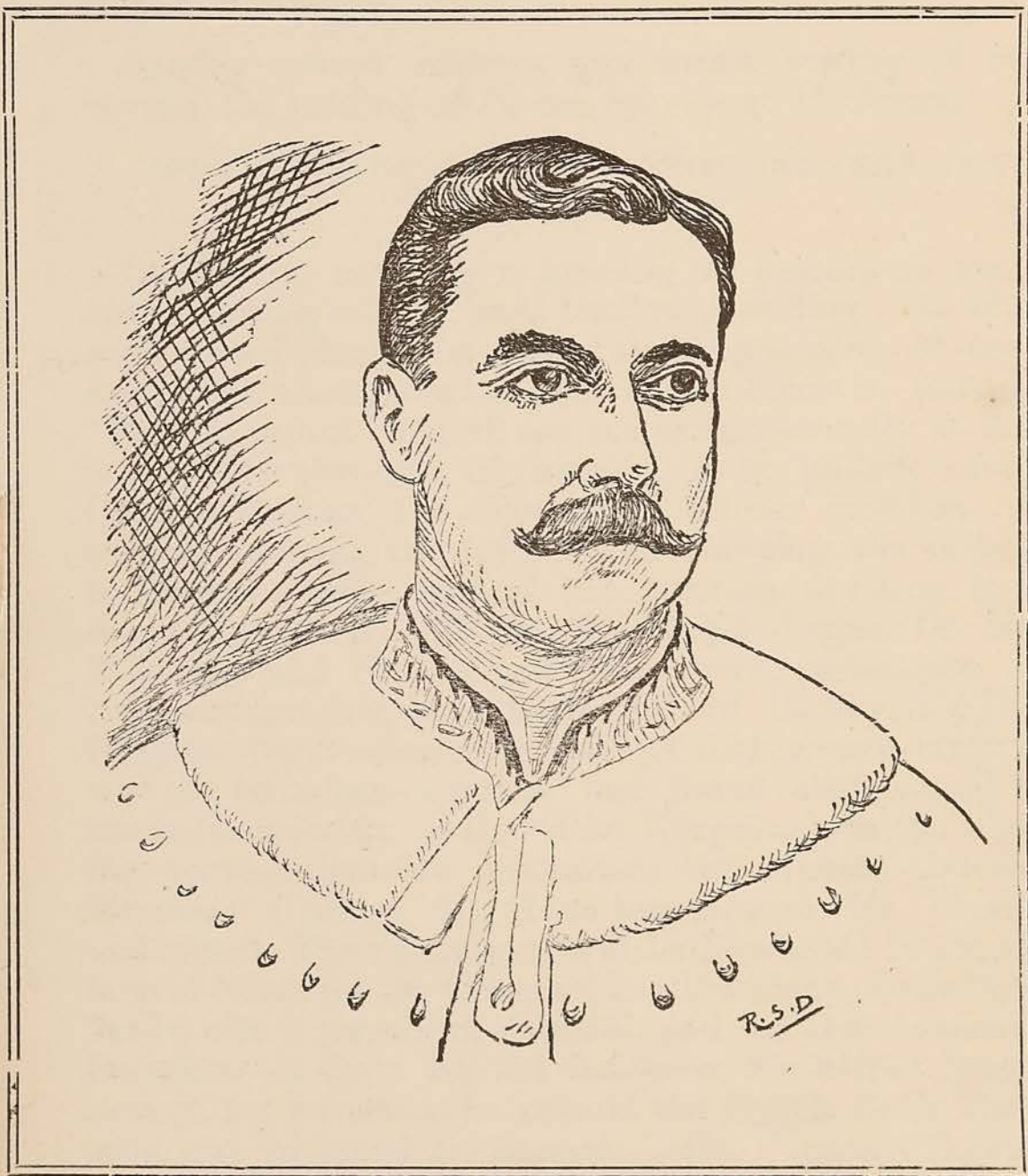
Sunday passed without any event worthy of record, beyond the holding of Divine Service at 11 o'clock.

APPRECIATION OF SIR ALFRED JONES AND CREW OF THE
"PORT KINGSTON."

On Monday morning a meeting of passengers was held in the dining saloon, Lord Dudley presiding. Resolutions were passed placing on record the appreciation of the passengers of the conduct of Sir Alfred Jones in putting the "Port Kingston" and all her stores unreservedly at the disposal of the Governor of Jamaica; of the gallant conduct of Captain Parsons, his officers, and all the members of the crew in rescuing the injured and assisting the authorities to preserve order; and of the untiring devotion to duty shown by Dr. A. J. Evans, the ship's doctor, Dr. Neville Williams, and Nurse Cross who were passengers. Very eloquent speeches were made by Lord Dudley, Sir Thomas Hughes,—who referred to the fact that a very large number of American tourists had found shelter and open-handed hospitality on the "Port Kingston" on the night of the earthquake—Mr. Lancaster, Mr. Hamar Greenwood, Mr. Jesse Collings, Mr. Henniker Heaton, Mr. Thompson, and others. The resolutions will be forwarded to the Secretary of State for the Colonies, the President of the Board of Trade, the Governor of Jamaica, and the Directors of Elder Dempster & Co. At the luncheon Sir Alfred Jones expressed his intention to rebuild the Myrtle Bank Hotel at once, and to stand by Jamaica. The Company formed to grow cotton on Lord Dudley's estates in Portland would begin operations at once.

The speeches were as under:—

Sir Alfred Jones, in proposing the health of the delegates said: My Lords, Lady Dudley, ladies and gentlemen,—I have been somewhat taken by surprise this morning by receiving an expression—a very kind expression—of your appreciation of the efforts made on the part of this ship, her cap-



THE RIGHT HON. EARL DUDLEY.
Late Viceroy of India.

KINGSTON DISASTER.

tain, officers and crew, to help in the great calamity which we have been eye-witnesses of. As far as I am concerned, I have never felt at any time in my life more proud than I do to-day, because I have recognized what the British character can do under trying circumstances. (Applause.) I think that we British people when put to the test will come out on top of any other nation. (Hear, hear.) I feel on this occasion, having seen and been able to testify to what the British character is, as proud as any man can feel in this world, and I am more than glad to possess a ship with captain and officers like those we have on board this vessel. (Loud applause.) No words of mine can express the fearful consequences that these poor people are experiencing in Jamaica, and it is something for us to feel that whatever we could do, little as it has been, has been done cheerfully and with great satisfaction to ourselves, because we think we have done our best. I only wish we could have done more. It is, however, gratifying for me to feel that my fellow countrymen who are with me have been so kind as to express their appreciation of our humble efforts to do what every Englishman would do whenever the circumstances arise. Our efforts in connection with the Conference have been brought to a somewhat untimely end, but do not let us forget to think that we have been mercifully treated by the way in which we escaped. We must now all go back to our different spheres of action with thankful hearts and encouraged to do better than we have done in the past. We are all very sorry to part with our friends from Barbados, and I am very sorry indeed that we ever agreed to touch at Barbados on the way home. (Laughter.) I have been thinking this morning that it is one of the greatest mistakes I have made. (Renewed laughter.) We leave them with very great regret. Something was said at the lower end of the table about abolishing the House of Lords. Well, I think if we had many men in the House of Lords like the member we have on board to-day (Lord Dudley), that it would remain there for a long, long time. (Applause.) Lord and Lady Dudley have added very greatly to the pleasures of this voyage. (Applause.) But more than that—and I have watched it with a very keen eye—Lord and Lady Dudley, and especially her Ladyship,

have behaved in a heroic fashion with regard to the efforts they have made in Jamaica to alleviate the sufferings of the afflicted. (Loud applause.) I am sure that Lady Dudley has been an example to all of us on board. I hope that whenever we meet again we may have the good luck to have people on board all so ready and so willing to help in giving pleasure to each other as we had on board this ship. (Cheers.) It has been suggested that we must not relax our efforts and should come out again next year. Well, if I come out again next year I do not wish to have a more energetic, more agreeable, more youthful company than we have had this voyage, and although Mr. Jesse Collings may not be on the youthful side, he has added a great deal to our pleasure. I feel sure I am speaking on behalf of all the company who are going on to England, that we part with our friends from Barbados and the other delegates with the keenest regret; and we hope that the next Conference—the last one of which Sir Daniel Morris did so much to bring about in Jamaica, and which was so unfortunately ended—will be held in Jamaica again, and that a harvest of success will be reaped, which he and all you men so richly deserve. I can assure you that there is no lack of sympathy at home for the people out here to benefit themselves, and we firmly believe that you have great possibilities. (Hear, hear.) Perhaps some of these possibilities have been allowed to slide, due somewhat to your want of energy and application to what you might produce; but, however, take heart from me, and do not be discouraged. You have an enormous future, and all the possibility of getting what the world wants. Take care that you get it for yourselves, and in getting it for yourselves make these Colonies successful and add another asset to the British Empire. I am quite sure that everybody in the British Empire will be only too glad to show their appreciation of you. Go on and realize what you have got and make what you can out of it, and you have an enormous commercial success, which will be a great advantage to yourselves and a great advantage to the people on the other side. (Cheers.)

Captain Parsons, on rising, said: My Lord, Ladies and Gentlemen,—I have been favoured with copies of the reso-

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lutions which have been passed this morning. On behalf of my brother officers and crew, I heartily thank you for your kind references. There is nothing to be said—once before Jamaica suffered and suffered severely—a few years ago she had the hurricane and has now suffered again; but I say, “Go on;” and if a third calamity comes I still say, “Go on”—and that to all the West Indies. (Hear, hear.)

Sir Daniel Morris, in rising to return thanks on behalf of himself and the delegates to the Agricultural Conference, said: My Lord, Ladies and Gentlemen,—On behalf of the representatives of the West Indian Agricultural Conference, I have most heartily to thank Sir Alfred Jones for all his kindness to us on board this ship. (Hear, hear.) I have also to thank those ladies and gentlemen whom we joined at Jamaica for their cordial reception of us and for receiving us amongst them as friends, and doing all they possibly could to help the large and important mission that we had in hand. As Sir Alfred has said, our work was unfortunately not carried to a completion. Nevertheless, we feel heartily glad that we came on board the “Port Kingston,” and met with such a kind reception, being received in every way most cordially. As regards what Sir Alfred has said with regard to another Conference, I can only say that we only hope Sir Alfred will again be able to assist us in getting from one part to the other. I am sure that if we have any opportunity of having another Conference, we shall do all we possibly can to advance the interests of the West Indies. I have known the West Indies now for more than 25 years. I have lived among the people of the West Indies, and I must say this: that there are no people more anxious than they to avail themselves of the resources of science and otherwise to try to raise each of their colonies to a state of great prosperity. I Thank you Sir Alfred most heartily for your kind reception of us, and you ladies and gentlemen also, to whom we wish a prosperous voyage and a safe arrival in the mother country.

The Right Hon. H. O. Arnold Foster also spoke in a fitting manner, as also the Bishop of Barbados.

Shortly after this meeting, the Conference was resumed,

when certain Resolutions which are recorded elsewhere were adopted, and the Conference was declared closed.

ARRIVAL AT BARBADOS.

Shortly before 2 p.m. on Monday the 21st, Barbados was sighted, and the "Port Kingston" came to anchor in Carlisle Bay at 3.30. p.m. The Bay was alive with shore boats filled with relatives and friends of the Barbados delegates and of other visitors to Jamaica; also persons having relatives in Jamaica. Soon the ship was boarded by a large number of friends and sympathisers, who heartily greeted us on our safe return.

On shore, flags were flying in profusion on every merchant store, while a large and sympathetic crowd had assembled on the wharf to welcome us again home and congratulate us on our providential escape from the terrible catastrophe that had befallen Kingston. The meeting of relatives and friends on the wharf was one which most of us from Barbados would gladly have avoided, had it been possible to do so.

The "Port Kingston" sailed for England later in the afternoon.

CONCLUSION.

So ended a voyage that will ever be fresh in the memory of the survivors who returned from Jamaica. To most of us it has doubtless been one of the most eventful periods of our lives. We had set out on a mission, the purpose of which was to afford assistance in the further development of the various industries of the West Indian Colonies; we had an experience which none of us contemplated, none can forget.

To the people of Jamaica naturally, one's sympathy flows out. So also does one's admiration for the manner in which they, one and all, met the terrible calamity that came upon them. Although panic stricken by the occurrence of the earthquake, as every body in Kingston was, they soon

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pulled themselves together, and everyone from the Governor down to the lowest menial, worked hard night and day, clearing away wreckage, recovering bodies of the dead, and carrying out measures for the succour and relief of the homeless and injured. Sir Alexander Swettenham particularly worked incessantly for forty-eight hours. The general behaviour of the lower classes made a decidedly favourable impression on the minds of the delegates and other passengers. Lord Mountmorres, who had been most active in the hours following the disaster, and had probably been afforded better opportunities for forming a correct opinion of the people's behaviour than any man in Kingston, was very pronounced on the subject. The conduct of the people, he declared, was a revelation to him, and he had formed a higher opinion of them than he had imagined was possible. They had showed steadiness of nerve, clearness of head, and kindness of heart. Hon. F. J. Clarke also was struck by the orderliness of their habits, the absence of rowdyism and lawlessness, and their quiet demeanour and contentment in the face of such a startling and overwhelming catastrophe. He doubted that the people of Barbados would have behaved so well under similar circumstances. Hon. E. St. John Branch was also very favourably impressed. He had come to Jamaica with the idea, formed on what he had been told from time to time, that the people were half savages. After what he had seen with his own eyes, he could conscientiously say that the Jamaicans took the first place in the West Indies for their well-ordered habits and the self-restraint which they showed. He was afraid that in no other colony could such a disaster have been faced so calmly, and without the slightest show of disorder. He was deeply impressed with the conduct of the crowds at the fire on Monday night, when some excitement might well have been excused. The fire brigade was never hampered in its work. Where the crowd could not render useful assistance it stood quietly looking on.

This spontaneous expression of opinion by visitors who were eye-witnesses of what took place in Kingston during the stay of the "Port Kingston" at Jamaica, will be seen

to be in great conflict with the representations emanating from another source.

Kingston has been destroyed; but Jamaica is still existent, and the duty devolves on the surviving inhabitants to rebuild a capital. Whether or not it is advisable that this should be on the old site, or the buildings constructed on the original principle, or of similar material, are matters which perhaps come within the domain of the seismologist, the geologist and the architect. The authorities will do well to consult these.

It will be some time ere the work of construction can be completed, and many years must elapse before Jamaica can hope to recover from the catastrophe that befel the colony on that memorable Monday afternoon. But that she will recover is the opinion entertained by those who know her people, and is justified by her past history.

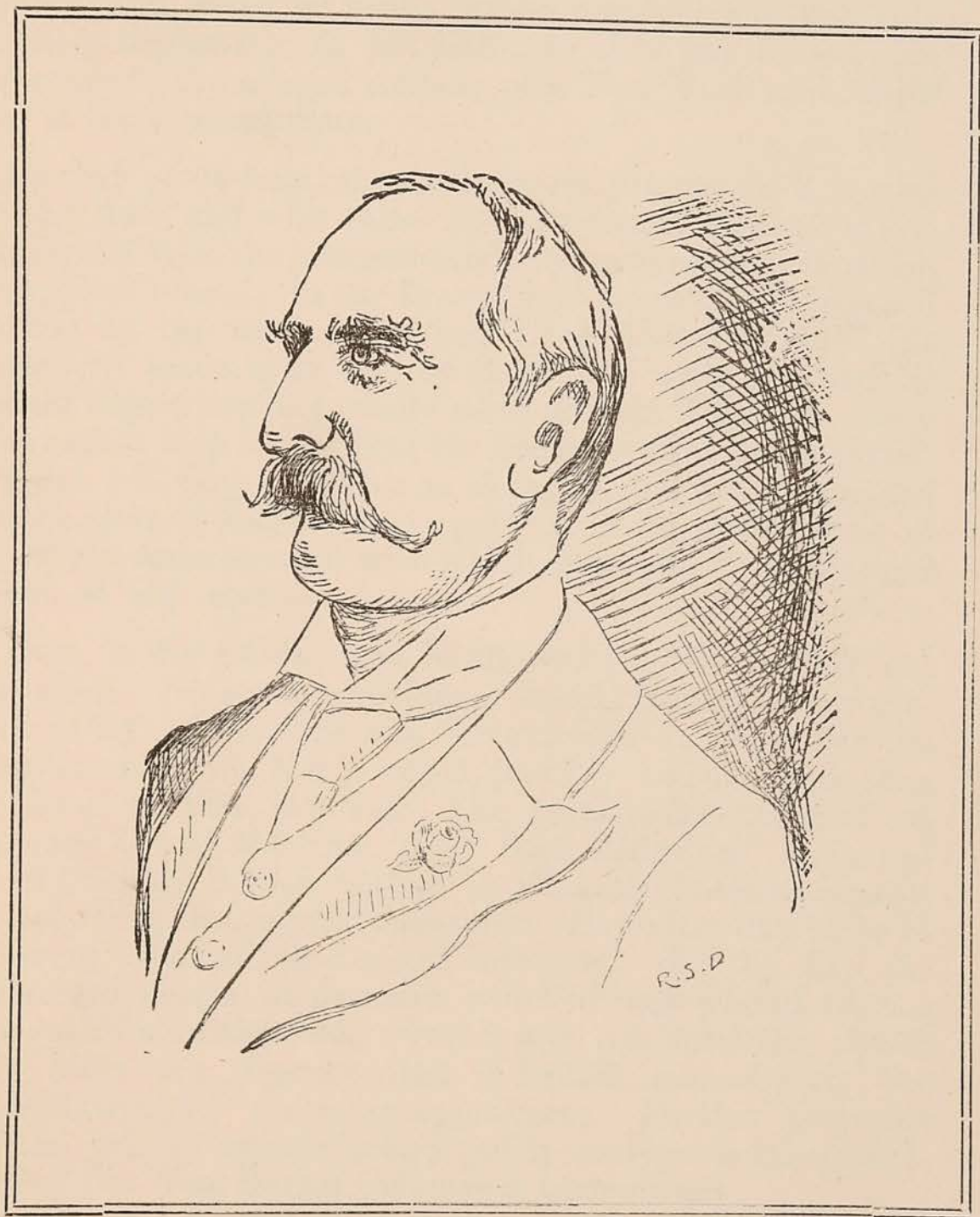
APPENDIX.

THE SWETTENHAM-DAVIS INCIDENT.

In the previous pages brief reference has been made to the regrettable misunderstanding which took place between Sir Alexander Swettenham and Rear Admiral Davis, in command of the U. S. ships of war *Indiana* and *Missouri*, and which has led to the retirement of Sir Alexander from the administration of Jamaica. It is proposed, as a fitting appendix to this pamphlet, to reproduce here the correspondence which took place between their Excellencies, and also a few press comments on the incident.

The blunder committed by Rear Admiral Davis in landing an armed force without a direct request from the Governor, cannot be palliated. That the firing of the salute was, under the existing circumstances, improper, and contrary to the expressed wish of Sir Alexander Swettenham is also well established.

Sir Alexander Swettenham, it would appear, lost his



SIR JAMES ALEXANDER SWETTENHAM, K.C.M.G.,
Governor of Jamaica.

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temper, and erred in being rather personal and not sufficiently diplomatic in his letter to Admiral Davis: his reference to the alleged robbery of a New York millionaire was at least unfortunate.

Be that as it may, those who were present in Kingston at the time and who came in close touch with Sir Alexander, testify to the energetic and assiduous manner in which he applied himself to the heavy task so suddenly imposed on him by the earthquake, and from that standpoint, the onslaught made upon him by those from whom perhaps he should expect support, would seem unkind. There are many who cannot help feeling that Sir Alexander Swettenham simply did his duty; but for so doing he has been sacrificed on the altar of English party politics, in the furtherance of an Anglo-American alliance which is sought to be brought about at any cost.

Here, a digression must be allowed for this further observation. No stronger evidence condemnatory of the present policy of the Imperial Government in regard to the disposition of the Navy, could possibly be furnished than is found in this incident. The earthquake occurred on January 14; at the time, the "Port Kingston" happened to be the only British bottom in Kingston harbour capable of rendering substantial assistance. Day after day ships of different nationalities steamed into port; day by day the distressed people of Jamaica watched and waited for the arrival of a British ship; but it was not until the eighth day after the disaster that a British man-of-war, the "Indefatigable," put in an appearance. Further comment on the present unsatisfactory policy as regards the protection of the West Indian Colonies is unnecessary.

Following is the correspondence with press comments thereon:—

(From the *New York Herald* of January 21.)

Kingston, Jamaica, Sunday.—Rear-Admiral Davis' mission of mercy to stricken Kingston came to an abrupt and painful conclusion yesterday in consequence of Governor Swettenham's objection to the presence of American sailors engaged in the work of clearing the streets, guarding pro-

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party and succouring the wounded and sick, culminating in a letter to the Rear Admiral peremptorily requesting him to re-embark all parties which had landed.

Admiral Davis was greatly shocked and pained, and paid a formal visit to Governor Swettenham, informing him that the United States battleships *Missouri* and *Indiana*, and the gunboat *Yankton* would sail in the afternoon.

In a public announcement Admiral Davis said that immediate compliance with Governor Swettenham's request was the only course consistent with the dignity of the United States.

The friction between the Governor and the Admiral began with the arrival of the American war vessels, when the Governor objected to the firing of a salute in his honour on the ground that the citizens might mistake the firing for a new earthquake. He also declared there was no necessity for American aid, that his Government was fully able to preserve order, tend the wounded, and succour the homeless.

Rear-Admiral Davis, however, landed parties of blue-jackets, who patrolled the streets, cleared the debris, razed ruins, attended many of the wounded, and won the highest praise from residents and military officers for excellent work.

On the afternoon of the salute incident Rear-Admiral Davis wrote Governor Swettenham, saying :—

“ My dear Governor,—I beg you to accept my apology for the mistake of the salute this afternoon. My order was misunderstood, and the disregard of your wishes was due to a mistake in the transmission of my order. I trust the apparent disregard of your wishes will be overlooked.

“ I landed working parties from both ships to-day to aid in clearing the various streets and buildings and purpose landing parties to-morrow for the same purpose, unless you expressly do not desire it. I think a great deal may be done in the way of assistance to private individuals without interfering with the forces of yourself and the government officials. As the only object of my being here is to render

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such assistance as I can, I trust you will justify me in this matter for the cause of common humanity.

“I had a patrol of six men ashore to-day to guard and secure the archives of the United States Consulate, together with a party of ten clearing away wreckage. This party after finishing its work at the Consulate, assisted a working party to catch thieves, recovering from them a safe, taken from a jewellery store, valued at \$5,000. From this I judge that the police surveillance of the city is inadequate for the protection of private property.

“Actuated by the same motive namely, common humanity, I shall direct the medical officers of my squadron to make all efforts to aid cases of distress which perhaps do not come under the observation of your medical officers.

“I shall have pleasure in meeting you at the hour appointed, 10 o'clock, at headquarter house.

“I trust you approve of my action in this matter.

“Your obedient servant,

“C. H. DAVIS,

Rear Admiral.”

Governor Swettenham responded on Friday, saying:—

“Dear Admiral,—Thanks very much for your letter, your kind call and all the assistance given or offered us. While I most heartily appreciate the very generous offers of assistance, I feel it my duty to ask you to re-embark the working party and all parties which your kindness prompted you to land.

“If in consideration of the American Vice-Consul's assiduous attentions to his family at his country house the American Consulate needs guarding in your opinion, although he was present and it was not guarded an hour ago, I have no objection to your detailing a force for the sole purpose of guarding; but the party must have no fire-arms and nothing more offensive than clubs or staves for this function.

“I find your working party was this morning helping

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Mr. Crosswell clean his store. Crosswell was delighted that the work was done without cost. If your Excellency should remain long enough I am sure almost all the private owners would be glad of the services of the Navy to save expense.

“It is no longer a question of humanity ; all the dead died days ago, and the work of giving them burial is merely one of convenience.

“I would be glad to accept delivery of the safe which it is alleged thieves have possession of. The American Vice-Consul has no knowledge of it ; the store is close to a sentry post and the officer of the post professes ignorance of the incident.

“I believe the police surveillance of the city is adequate for the protection of private property. I may remind your Excellency that not long ago it was discovered that thieves had lodged in and pillaged the residence of a New York millionaire during his absence in the summer, but this would not have justified a British Admiral landing an armed party and assisting the New York police.

“I have the honour to be, with profound gratitude and the highest respect,

“Your obedient servant,

“ALEXANDER SWETTENHAM,

Governor.”

When Rear-Admiral Davis called at headquarter house this morning to bid farewell to Governor Swettenham, he waited fifteen minutes. He then informed the Governor's Aide that he would wait no longer, and requested him to tell the Governor that in consequence of his attitude in not desiring American aid he had countermanded President Roosevelt's order despatching the supply ship “Celtic,” laden with beef, for the relief of Kingston.

Governor Swettenham arriving at that moment, there was a brief private meeting, and the Governor escorted Rear-Admiral Davis to his carriage. Salutations were exchanged, and the Governor, replying to Rear-Admiral Davis' regret that he was unable to do more for Kingston, said : “All the

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more to your honour," adding a deep bow, evidently in reply to Admiral Davis' reference to his departure, and meaning that he would do the same if in the Admiral's place.

Rear-Admiral Davis said that he deeply regretted the Governor's attitude. He was still convinced that the Governor was unequal to the task of relieving distress, as was evident from the fact that the American field hospital had attended many sick and wounded and others were constantly arriving, having been unable to gain admission to the government hospital.

The American hospital was established in Winchester Park, the property of the Jesuits, on Thursday, under the American flag and in charge of Fleet-Surgeon Ames and Surgeon Norton, of the battleship "Missouri," and aided by Sisters of Charity. The hospital received more than fifty sufferers, including persons with fractured bones and skulls, cases of blood poisoning which had resulted from neglect of wounds, &c. Governor Swettenham and the local medical men were greatly opposed to the American hospital, insisting that there was no necessity for it, "as all the wounded already had been attended to."

Surgeon Ames said the local medical men were very ready to accept medical supplies but wished no American interference with the wounded. Consequently there was much suffering, which the American officers, in the name of humanity, were anxious to relieve.

Governor Swettenham's attitude towards a friendly American officer's assistance is greatly deplored by many of the residents of Kingston, some of them even suggesting that the Governor be petitioned to resign. His action is construed by some as inspired by resentment of President Roosevelt's attitude towards Jamaica negroes on the Panama Canal. Others ridicule the Governor's objection to the landing of American sailors, armed or not armed. The insecurity of the city is evidenced by the attempt on Friday night by six negroes to waylay a midshipman from the "Missouri," who drew his revolver and put his assailants to flight.

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OFFICIAL VIEWS IN WASHINGTON.

(From the *Times*' correspondent.)

Washington, Jan. 21.

The President and the administration naturally feel hurt by Sir Alexander Swettenham's rebuff in abruptly dismissing neighbourly assistance at a time of urgent need. They regard it as merely the action of an individual whose peculiar temperament and attitude towards Americans are well known here in Government circles.

I am officially assured that he is no way regarded as in the slightest degree representing the sentiment of the British Government or of British public opinion. The President's prompt action was wholly due to a desire to render help in a great emergency, as at the time of the Martinique calamity, because American vessels were near at hand and not because of any thought that the British Government was unable to deal with the situation. Had the disaster occurred in the Philippines or at Hawaii, and had the British ships been on the spot, the President would have expected similar assistance. In such terrible calamities much depends on the rapidity of succour and on prompt assistance, which was all that was intended. There can be no misunderstanding between either Government for either peoples on account of the unhappy incident. No thought of such a thing is expressed by any official from the President downwards in speaking of Sir A. Swettenham's action. Your comment, which was telegraphed to the leading American papers is regarded as most opportune, and as representing British public opinion.

I am officially informed that for some time Sir A. Swettenham's attitude towards the Administration, and especially towards Mr. Secretary Taft, has been antagonistic, and even discourteous. The alleged reason is friction arising from the efforts of the Government to secure Jamaican labour for the Panama Canal. It is believed that Sir A. Swettenham has furnished material for unwarranted attacks on the Administration, which have been widely published, and which were answered by the President in his Panama Canal Message. This may possibly

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explain the animus of the Governor's indiscreet and undignified letter to the American Admiral. The belief is that, if the acts of the United States marines are found after inquiry to have been ill-considered or improper, the Admiral will be admonished and an apology will be transmitted to the British Government.

Embarrassment is caused on account of the urgent appeals to the President from other British officials for immediate aid in the form of tents and supplies. These are now on the way, and it is not known whether they will be received or not.

Washington, Jan. 21.

Rear-Admiral Davis has sent a report dated the 18th inst., to Admiral Evans, in which, after explaining the situation at Kingston caused by the earthquake and the fire, he says:—

“As to the social conditions, Governor Swettenham seems to be a man of great power, and to judge from conversations with him, he holds the situation well in hand. He assured me that there is no need of police protection or relief, and he declined my offer to land a wrecking party to assist the hospital authorities, police the streets, clear the debris and bury the dead I have a party on shore now guarding the Consulate and securing the archives. Later, upon request, I landed 50 men under arms from the “Indiana” to prevent an alleged mutiny in the penitentiary, containing from 500 to 600 prisoners. I then proceeded in a carriage with the Government officials to King's House, where the Governor and his family are living in tents. I accompanied the Governor into the city, and shall this afternoon probably withdraw the guard from the penitentiary, as he assures me that he is capable of controlling the situation. He has the West Indian Regiment, a thousand strong, and two companies of artillery, besides the insular constabulary.

“I consider it my duty to remain for the present at least. The situation is too confusing, and conflicting stories, reports, complaints, and rumours are too contradictory, to enable

me at present to form a clear judgment of the actual situation. The "Missouri" coals to-morrow, and, until I can give a clear account of the situation, I consider it opportune that this ship should remain here. One ship is fully capable of controlling the situation. The fleet surgeon remains on board the "Missouri." His presence and that of the ship's surgeon are desirable under existing circumstances, in view of possible emergencies. I have been able to afford relief in many cases to private individuals."

AMERICAN ATTITUDE.

(From our own correspondent.)

Washington, Jan. 22.

Comment on the Jamaica incident is assuming a humorous tone. The Governor acted like "a glorified beadle," says the *New York Post*. The *Sun* thinks that for once in the history of international relations the "silly literary and satirical ambition of a fool at the end of an official penholder has produced a document of positive, perhaps incalculable, benefit to two great countries." The *New York Times* agrees with the English Press that the bad manners of the Governor cannot affect relations with anybody except himself, and adds: "It is already evident that the English people deplore the incident as much as we regard it." The *Tribune*, in a more serious vein, regrets that the Governor did not regard the spirit of the deed rather than his own susceptibilities or than "some mere technicality of procedure, which might be well enough for formalists to stickle over in times of tranquil ease, but which should surely not be magnified into a barrier between sore suffering and prompt relief." The *Press* while admitting that there may have been shortcomings on both sides, suggests that we should try to remember that the "peppery Briton had been sorely tried by calamity."

To-day's papers print photographs of Sir Alexander Swettenham, which together with a persual of his letter, make people feel that they understand the author as well as they had known him all their lives, and one's interest, as the *Sun* suggests, becomes mainly psychological. The general

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opinion is that good relations with England are not likely to be disturbed by the incident.

PARIS PAPERS SUPPORT GOVERNOR SWETTENHAM.

The *Debates* writes as follows :—

Is it fair to lodge the whole responsibility with Sir Alexander Swettenham ? If he gave a rough answer to the commander of the American squadron, it was in reply to an excess of zeal. It is an international usage never to disembark an armed force in a foreign country without being invited to do so by the authorities on land. Now Admiral Davis acted on his own initiative. He took in hand the policing of the town without the Governor of Jamaica having requested him to do so. Perhaps the disorder which followed the earthquake was an excuse for this zeal and the ignoring of the customary formalities. But if the circumstances of the catastrophe excused the incorrectness of an Admiral full of good intentions, they ought to be equally available for the rather nervous temper with which Sir Alexander Swettenham reminded him that Jamaica is a British possession, of which he himself is Governor.

SIR ALFRED JONES HIGHLY COMMENDS GOVERNOR
SWETTENHAM.

(From the *London Times*.)

After the arrival of the "Port Kingston" at Bristol, Sir Alfred Jones and the members of his party were entertained at luncheon at the Mansion-house by the Lord Mayor of Bristol.

Sir Alfred Jones, responding to the toast of his health, said he was grieved because of the earthquake and exceedingly grieved that their American cousins should have been the means of even insinuating that the "Port Kingston," owners, captain, and crew did not do their duty at Kingston. The people, both black and white, were admitted on board.

including Americans, who said they felt they were imposters and expressed surprise when told there was nothing to pay. Of course, it was impossible to receive everybody on board, which would have meant refusing their own people. They helped all classes of people—black and white—but to have taken on board all the people who presented themselves would have necessitated ten "Port Kingstons" and ten times the number of surgeons. As regarded the Governor of Jamaica, a great injustice had been done the man, who, as he saw from personal observation, was deserving of the greatest commendation. Nothing more could have been done than Sir A. Swettenham did. Of course, they could not expect any official in such circumstances, in the midst of arrangements and disarrangements, to do everything that was necessary, but the Governor worked exceedingly hard. He was proud of the Governor of Jamaica, and it was wrong of any man to bring charges against him. When the American ships arrived there was some misunderstanding, and the American Admiral landed armed troops. The Governor wrote to the Admiral that there was no trouble among the people and an armed force was not necessary. The Admiral replied that he was exceedingly sorry, but there had been a misunderstanding and he was placed in a very awkward position. The Governor wrote again that the armed force having remained a certain time could now return to the ships. The American Admiral saw his mistake, and the Governor of Jamaica was perfectly right in ordering the troops back on board. Of course, in a colony like Jamaica, it was not possible for any Governor to give satisfaction to everybody. But in his opinion we could not have had a better man in the position. Sir Alfred spoke hopefully of the future of Jamaica, especially as to cotton, rubber, and cacao, and suggested that Bristol and other places should bid for a larger share of trade than at present. He added that Lord Dudley was visiting the estates which had been possessed by the family 200 years, but yielded no profit. Now he was going to develop it and talked of spending three months there each year. He hoped that other English absentee landlords would follow this example. In the development of cotton growing Sir Alfred saw great protection for Lancashire against American control, and he

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expressed the hope that more of the Jamaican trade generally, 68 per cent. of which now went to America, would be catered for by Great Britain, with whom the Jamaicans preferred to deal.

MR. HAMAR GREENWOOD, M.P., ALSO DEFENDS THE
GOVERNOR.

(From the *London Times*.)

Mr. Hamar Greenwood, M.P., who came by the "Port Kingston," in conversation with a Press representative, spoke strongly in defence of the Governor. He said:—

I consider that Sir Alexander Swettenham did everything that he ought to do as a British Governor, and if he erred, it was because of the terrible panic. He brought some order out of the frenzied chaos. While the Governor was lying down the American Admiral asked if his help was needed. This request was not communicated to the Governor, but consent to land an armed force was given by a subordinate official. That official acted with the best intention but certainly without due discretion. It must never be forgotten that the whole black population of Jamaica abhor the Americans and the American flag, because they stand for everything that is most wretched in the history of the African race. To consent to land armed American sailors would have been most provocative. That should not have been done when the whole population, both white and black, was in a state of abject frenzy. More than that, there was never for a single moment any violence or tendency to crime. There were a few acts of petty larceny, a little rice and a little tobacco taken from brokendown shops. No people could have conducted themselves with less violence or with more obedience to the orders of the Governor than the population of the city of Kingston. Every one on the spot will endorse what I say about His Excellency, and every one who went through this "valley of the shadow of death" will take off his hat to Sir Alexander Swettenham for his magnificent personal example and splendid guidance

of his people and control of his troops and police after the catastrophe. As to the tone and diction of the Governor's letter to the American Admiral, I can only say this: that the Governor would be the last man to cause offence, and the puerile criticism of the terms of the letter under the frightful conditions then existing, is simply the latest case of the criticism of the strong men in the firing line by the fool in the arm chair at home. Has it come to this—that the might and majesty of the British Empire is to be prostituted to an outburst of Yankee bosh? No one who was not on the very verge of hell can for a moment understand the tremendous strain on the Governor and every one else for at least 48 hours after the calamity.

MR. HENNIKER HEATON'S VIEW.

Mr. Henniker Heaton, M.P., writes to the *London Times* as follows:—It is difficult for any one not living in Jamaica to convey anything like a fair impression of the people. I found the population, about 800,000, mostly negroes, were also mostly Christians, and all spoke a little English. There is a great deal of ignorance and an enormous amount of superstition among these—the kindest people I ever met. Perhaps their greatest terror is the probable annexation of their island by the United States. Their tradition of the slavery of the negroes in the United States is so vivid that they cannot believe it is abolished for ever, as it was abolished in Jamaica itself nearly three-quarters of a century ago. I am also bound to say that the island abounds in Americans who treat the Jamaican negroes like dirt.

Now I yield to no one in my respect for the people of the United States,—and my greatest personal friends are there; but some of their "tourists" are as great "bounders" as some of our own countrymen. American trade flourishes and American dollars are more numerous than English money in Jamaica.

It was at this moment that the American warships came into the British Harbour at Kingston immediately after the earthquake. My oldest friend once said to me in Australia, "Would you rather have in your employ a fool or a rogue?" His Excellency the Governor of Jamaica would probably

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answer—the latter to-day. Sir Alexander had been working night and day for 48 hours, and threw himself down to sleep for a few hours on Thursday morning after the earthquake. It was while he was asleep that his police inspector invited or accepted the invitation of the American Admiral to land an armed force in Jamaica. You may imagine the horror of the Governor, knowing the feeling — unjust certainly—prevailing among the poor, ignorant people of Jamaica, at finding what had been done, and how the action would be misunderstood. He hurried to the Admiral, and explained the situation. The Admiral said his honour was also concerned, and to satisfy their consciences or to save their “faces” it was agreed to withdraw the armed force in two hours. But in addition to this, letters were written—unwise letters, and letters never intended for publication, and I have no excuse for them. But this I know: there would have been a riot among the negroes if the American’s armed force had remained on land for 48 hours.

It is most deplorable, and I am heartily glad peace was made with the United States authorities, who, I believe, have no designs on our possessions in the West Indies.

 HON. B. HOWELL JONES ON THE INCIDENT.

Speaking to a representative of the *Demerara Daily Chronicle* on January 24, the Hon. B. Howell Jones, one of the British Guiana delegates to the West Indian Agricultural Conference, referring to the withdrawal of the American warships from Kingston, said: On Wednesday night, the 16th, a despatch boat belonging to the American fleet arrived in the harbour. About 12 o’clock that night some medical men came from the despatch boat to the “Port Kingston” and asked to be taken to the Governor. The Captain of the ship said he was very sorry he did not know where the Governor was, but he would show them the way to get into the town, and that they would most likely find the Governor working up town somewhere. That is all I know of these men. Next morning the first-class battleship *Missouri* (*Indiana?*) and the first-class cruiser *Illinois* (*Missouri?*) arrived from Havana, and the American Admiral—Admiral Davis, I believe—asked if any help was

required, and the Governor replied that no armed force was required to be landed and that the people were all behaving most thoroughly well.

CANADA SUPPORTS GOVERNOR SWETTENHAM.

The following from *Toronto Saturday Night* happily reflects the Canadian view of the incident:—

It was with a feeling of unholy glee that many a Canadian received the news that the Governor of Jamaica had requested the United States Rear-Admiral to withdraw his men to his ships and leave the control of Kingston in the hands of British authorities where it belonged.

It is the first exhibition of spunk that Canadians of the present generation have ever seen displayed in the relations between these two powers by any representative of British authority. We sometimes read in history and in despatches from Asia, that Great Britain demands the elbow room of a great power, but this is the first evidence of it vouchsafed to us in this hemisphere. It was an episode so unexpected, so unlikely, so guarded against by every precaution known in the nursery where the mother of nations tries to rear her young without the slightest annoyance to her neighbours, that it will, when explained and apologized for, continue to make mirth in the world. The consternation of both nations in face of the occurrence must make Europe laugh, and the heathen smile as far east as Japan.

Of course Governor Swettenham will lose his job. But he got his money's worth when he wrote that letter to Rear-Admiral Davis. It is a mighty fine letter, although it is severely censured in the British press and horrifies the diplomats out of work who congregate in the St. James' Club. It is a letter that says its say in a very human fashion, with much point and finish. There is, perhaps, not another letter like it in the archives at Washington. A very compact letter, not a redundant word in it, a very model of composition for use in the schools.

But what happened at Kingston, Jamaica, to render the recall of Governor Swettenham probable, and to make the cables under the Atlantic sizzle with messages of regret

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from London to Washington? Why should not the apologies be travelling from Washington to London?

Three American war vessels steamed into the British harbour of ruined Kingston offering to help, if help were needed. Ships of any other navy in the world in the port of a first-class power would have placed themselves at the disposal of the authorities, and been content with that. Rear-Admiral Davis expressed his intention of firing a salute in honour of the British Governor. Very sensibly the Governor requested that this formality be dispensed with, as it would needlessly alarm people miles around who had passed through enough disquiet already. The salute, however, was fired, and people for miles around were needlessly alarmed. "My dear Governor," wrote Rear-Admiral Davis that evening, "I beg of you to accept my apology for the mistake of the salute this afternoon. My order was misunderstood, and the disregard of your wishes was due to a mistake in the transmission of my order. I trust the apparent disregard of your wishes will be overlooked." Certainly, if it was not a deliberate act of disrespect, but merely a piece of bad management in the visiting navy, let it be overlooked. Send messengers in all directions to tell the alarmed natives that these bellowing noises do not portend the end of the world—which they momentarily fear—but was a visiting navy shooting off cannon by mistake.

But the "apparent disregard" of the Governor's wishes did not end here. Although informed immediately on his arrival that the British authorities in Kingston were in need of no outside assistance, Rear-Admiral Davis reports that "I landed working parties from both ships to-day," and "I purpose landing parties to-morrow unless you expressly do not desire it. . . . This party recovered a safe that was being stolen from a jewelry store; . . . from this I judge that the police surveillance of the city is inadequate for the protection of private property." The British Governor had already assured him that the police protection was adequate. His word could not be accepted—Davis was looking into these matters for himself. "I shall," he continues in this, perhaps the most remarkable letter ever

received by a British Governor since the Romans invaded England, "direct the medical officers of my squadron to "make all efforts to aid cases of distress which perhaps do "not come under the observation of your medical officers." In fact, he isn't satisfied with the look of things, and is going to take hold of affairs, Governor or no Governor.

To get a line on Rear-Admiral Davis, turn to his despatch to Admiral Evans, sent off just before he got the letter from Governor Swettenham that jolted him off his high horse. He cables his superior that he finds Sir Alexander Swettenham a man of great power. "He assures me that "there is no need of police protection or relief, declined my "offer to land wrecking parties, to assist in hospital, to police "streets, clear away debris, and bury the dead." That should have sufficed; was not the Governor the proper judge on these points? "Later by request," unauthorized by the Governor, "I landed fifty men under arms, to prevent a "mutiny in the penitentiary." There was no mutiny and the men were withdrawn on the Governor's request, "as "he assured me he is capable of controlling the situation. "He has a West Indian Regiment 1,000 strong, and two "companies of artillery, besides insular constabulary." Plenty of troops. The frightened natives were inclined to remain on their knees praying except when disturbed by cannons fired by mistake. However, Davis shows that he considers himself on active service, for he concludes his despatch to Admiral Evans thus: "I consider it my duty "to remain for the present at least. Situation is too confus- "ing, and *conflicting stories, reports, complaints, and ru- "mours too contradictory to enable me at present to form "a clear judgment of actual situation."*

All the assurances of Governor Swettenham were not going to influence his mind. He was going to look into this business. He heard from other sources a different story from that told him by the Governor. He heard complaints, rumours, conflicting stories, and so, notwithstanding this gruff old Governor, he landed wrecking parties, and, not having been invited to work in conjunction with the authorities, *began a rival work to theirs, clearing wreck- age out of stores, piling brick, doing sentry-go, setting up*

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a competing hospital with the Stars-and-Stripes flying over it. A pretty fresh Rear-Admiral, without much respect for, or confidence in, any authority but that of his own country—he would show these people how—a man determined to make the most of the present opportunity, a man of more energy than judgment. Only one thing could stop him—a formal order to embark, and who would have the nerve to issue that? Swettenham had the nerve. He was Governor and he governed.

Which should be recalled by the Government responsible for him? Rear-Admiral Buttinski or Governor Gruff?

However, everybody knows which of the two will have the blame piled on his shoulders. But if Swettenham be recalled, he should try to make a detour through Canada on his way home, as there are people in this country who would like to have a good look at the last of his kind.

The *Toronto Daily Star* writes as follows:—

The American Admiral seems to have lost his head, and acted as if Jamaica were Porto Rico or Panama, instead of a well-governed British colony. The city was not in a condition of anarchy. Authority was not paralyzed. Law and order were being observed as well as they were observed in San Francisco, and there was no more occasion for the American Admiral to step in and usurp the functions of government than there would have been for a British Admiral to step in and administer the affairs of San Francisco after the earthquake. If a British Admiral had taken such a step, he would have been rebuked and lectured by the very papers that are now lecturing Governor Swettenham; and if the Governor of the State of California had ordered the British Admiral away, his conduct would have been justified by these same London papers.

So far as the facts are given, the admiral seems to be more to be blamed than the Governor.

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The humane motives of the American Admiral may be admitted without admitting that his conduct was in good taste, or was warranted by the circumstances. If he

had taken his ships to Kingston and offered assistance, his action would have been right, and a rebuff would have been discourteous and ungrateful in the extreme.

He seems, however, to have taken the matter into his own hands, and acted as if the island of Jamaica were peopled by untutored savages, without a civilized Government, and without police protection. The island of Jamaica is as civilized as Canada, and has not only a police force, but two regiments of British soldiers. There was no need for American bluejackets to land, parade the streets, arrest supposed offenders, and set up a hospital with the Stars-and-Stripes flying over it.

When the American Admiral was told that his services were not required, it was surely his place to withdraw. If the English Governor was brusque and offensive, the American Admiral was bumptious enough to irritate anyone whose temper was not angelic. The facts that led up to the final explosion ought to be known before judgment is given.

“Common humanity” did not warrant the Admiral’s action. His men, according to his own letter, were engaged in clearing rubbish off the streets, guarding jewelry shops, and performing other duties that were not at all urgent, and that the Governor and his people were well able to do. The whole proceeding, beginning with the American vessels swinging into the harbour and firing a salute, then landing armed men to parade the streets of a city under British government, looked like a piece of bounce, for which the humane motive is hardly an excuse. If any one of you had sickness in your house, you would scarcely regard that as a reason why your neighbour should walk in and take possession, cook the meals, boss the patient, and administer the medicine.”

REPLY TO AMERICAN CHARGES.

Although not directly bearing on the Swettenham-Davis incident, it is thought proper to reproduce here, from the *London Times*, the following refutation of the ill-founded charges fulminated by certain Americans against the own-

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ers, captain and crew of the "Port Kingston," referred to on a previous page:—

The Elder, Dempster mail steamer "Port Kingston," having on board Sir Alfred Jones and the members of his party who were attending the Agricultural Conference at Kingston at the time of the earthquake, arrived at Avonmouth yesterday morning. The vessel had been expected on Thursday, but she was delayed by rough weather. When the pilot went on board the "Port Kingston" late on Thursday night in Bristol Channel, he had with him a parcel of newspapers which brought to the knowledge of the passengers the published resolutions of a party of Americans reflecting upon the humanity of the owners and captain of the steamer. The passengers at once held an indignation meeting, presided over by Mr. Jesse Collins, M.P., and-unanimously approved of the following reply:—

"That the general statements of the resolutions passed on board the "Prinz Eitel Friedrich" are untrue; that to the personal knowledge of the undersigned the steamer "Port Kingston" was literally crowded with sufferers carried on board, and that no discrimination whatever was made as to the colour or nationality of the sufferers and refugees, who were brought in numbers sufficient to overtax the entire capacity of the steamer, and in consequence the remainder of the wounded conveyed to the ship had to be placed upon the wharf where they received the same medical treatment as did those who covered the deck and passages and companion ways of the steamer; that in order not to displace any of the refugees or wounded, the English passengers who were booked by the "Port Kingston" were directed to camp out, and they camped on the grounds of the Constant Spring Hotel, which was at the time considered to be in danger; that the ship's doctor and whole crew, as well as the few passengers already on board, were engaged attending to the injured day and night for 48 hours; that the total number of wounded brought on board the Port Kingston reached 200, of whom 17 died on board, and that no fewer than 100 important surgical operations were performed in the steamer; that in the circumstances it is not only untrue, but cruel, to say that any person whatever—wounded or refugee—was

denied admission to the steamer so long as any accommodation remained ; that it was not only right but humane on the part of Captain Parsons to inform subsequent applicants for admission on board that no room remained; and this was the inevitable answer to numbers of people of all sorts (including possibly some American tourists) who desired to board the steamer, which was in effect a hospital ship, its decks, saloons, and available space being crowded with dead, wounded, and dying ; that so far from Captain Parsons showing any discourtesy to Americans or any other persons, he personally stood guard with an armed body of his men through the night, at the approach to the wharf, in order to give a sense of security to the American and other passengers waiting on the Hamburg American wharf, for whom there was no room on board the steamer; that Captain Parsons' alleged discourtesy, if any, consisted in telling these passengers that they were better off where they were than on the overcrowded decks of his ship ; that these people, who now make unfounded allegations, were waiting for the Hamburg American steamer, which was overdue, and no provision appears to have been made for their security, except that furnished by the "Port Kingston's" captain and crew ; that many of the refugees received on board were Americans, who expressed their gratitude, and in some cases offered payment, which was, of course, in every instance refused ; that the ordinary meal service and attendance on board the "Port Kingston" was suspended, refugees and the few passengers on board sharing alike, without question and without cost, any food obtainable ; that to our personal knowledge Sir Alfred Jones at the earliest moment placed the entire ship and her stores of every description at the free disposal of the sick and wounded and refugees, not only on board, but to persons in the city from whom applications were received."

This statement was signed on behalf of the passengers by the Chairman and other gentlemen, including several Members of Parliament, who could testify to the facts from personal observation.

