THOUSAND ARE DEAD IN JAMAICA DISASTER

Sore Distress, Famine and Ghastly Scenes in Ruined Kingston.

Earthquake and Fire More Serious Than Early Reports Indicated---90,000 Islanders Homeless---United States Rushes Forward Supplies---Admiral Evans Hastens to Scene.

St. Thomas, D. W. I.—Reports received here from Jamaica say it is estimated that 1,000 persons have been killed by the earthquake and fire and that 90,000 persons on the island are homeless. The damage to Kingston alone is placed at fully $10,000,000.

Advices received here Wednesday say that all people have been warned to keep away from Kingston. The stench there is described as awful. There is no fodder for animals and famine is imminent. Money is useless. The banks have been burned, but the vaults are supposed to be safe.

Great Distress in City.

The misery on all sides is indescribable. Rich and poor alike are homeless. Provisions of all kinds are urgently needed. It is impossible to say where anybody can be found. Sir James Fergusson, vice chairman of the Royal Mail Steamship company, is among the killed. The loss of life is very great, but the exact numbers are not yet known, the dead being buried under smouldering ruins. The mercantile community suffered most severely, warehouses falling upon them. Many professional men are dead or injured.

The negroes are looting. Ghastly scenes are being witnessed. All the shops have been destroyed and all the buildings in and around Kingston are in ruins. Very few of them are safe to live in.

New York.—Very few messages, and these meager and lacking in detail, were received direct from Jamaica Wednesday to give additional information of the devastation and death wrought by the earthquake that ravaged Kingston on Monday afternoon. Such intelligence as has come through, however, shows the situation to be apparently more serious than was outlined in the first official reports received at the colonial office in London from the governor of the West Indian island, Sir Alexander Swettenham, and Hamar Greenwood, M. P.

Cable communication with Jamaica seems to be almost impossible either on account of the local disruption of the lines and system, or possibly because of the absolute precedence given in British colonies to official dispatches.

Most of Island Escapes.

The devastation would appear to have been confined to the vicinity of Kingston, one dispatch giving ten miles as the radius of damage. The rest of the island, including Port Antonio, does not seem to have suffered severely.

The estimates of dead range from 100 to 400, but with the exception of Sir James Fergusson and perhaps half a dozen other white men, there is no mention of fatalities to foreigners. The American tourists who were at Kingston at the time, estimated at about 2,000 persons, it would seem are safe. The estimates of persons injured is placed in the thousands. It is feared that when the ruins of the city are searched these casualty lists will be materially increased. A large majority of the 50,000 population of Kingston are black, and it is probable that nearly all the casualties were among these people. It is reported that about two score black soldiers were burned to death in a military hospital near the city.

Looting by the Blacks.

Looting and disorder, including raids on rum shops by the blacks, followed the catastrophe, but prompt repressive measures restored order. Panic prevails, however, especially as the earth shocks continued Tuesday and Wednesday, and great numbers of the city's population have fled to the neighboring countryside Food supplies are beginning to be urgently needed, and the demand on medical supplies has exhausted the stock in hand.

The fire that followed the disaster, it was reported, was confined to that section of the city bordering on the water front. The flames were supposed to have been checked, but a later dispatch indicates that they may have again broken out.

Call for Assistance.

Washington.—Official news of the disaster at Kingston, Jamaica, reached Washington slowly Wednesday; in fact, the first report did not come to hand until well along in the afternoon, when a dispatch was received at the state department dated "Jamaica, 3:31 p. m., January 16," and signed, "American Consul," stating that Kingston had been destroyed and hundreds of lives lost, and that food was badly wanted.

As a matter of fact, the signature to this dispatch was misleading, for the consul is absent on leave from his post. It was assumed at the department that the vice and deputy consul, William H. Orrett, at Kingston, had sent the dispatch. A reference in the cablegram to the fireproof safe is understood to convey assurance of the safety of the consular records and papers. It was also regarded as possible that the message might have come from Nicholas R. Snyder, the American consul at Port Antonio, on the island of Jamaica.

However, the dispatch was regarded as warranting the taking of instant measures of relief. Indeed, the navy department had been in advance in this matter, for through Capt. Behler, the officer in charge of the naval station at Key West, wireless communication was early established between the navy department and Admiral Evans, commanding the Atlantic fleet at Guantanamo, Cuba, and when Secretary Root later indicated the desirability of sending warships at once to the distressed island, it turned out that Admiral Evans had anticipated the direction and had started on a torpedo boat destroyer, the swiftest vessel in the American fleet, for Kingston, ordering two of the slower battleships to follow as soon as they could.

The appeal for food supplies directed attention to the fact that under ordinary conditions none of the government supplies could be used for outside relief save by special authority of congress.

Metcalf Sends Food.

That fact, however, did not prevent Secretary Metcalf from ordering two supply ships with full cargoes of food at once to Jamaica, leaving for Thursday the question as to how the supplies are to be given to the needy inhabitants.

The war department up to the close of business had not acted upon the application for food, but it is assumed that in anticipation of the passage of the necessary legislation by congress, it will at least take care to get supplies to the island ready for the distributing agencies. There are stores of food at San Juan, Porto Rico and at Havana, that might be used for emergencies, leaving the department to draw later upon the large stocks at New York.

England More Anxious.

London.—The brief dispatches received here Wednesday night, including some from Kingston direct, declaring that 100 persons had been killed in the earthquake of Monday, leave the country a prey to renewed suspense as to the fate of the capital of the island of Jamaica.

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

Message from Sir Alfred Jones.

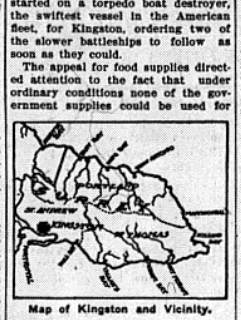
Up to a late hour Wednesday night the colonial office had no further news to communicate and the public found satisfaction in the belief that the casualties among the English residents of the island had been few. Then came a message from Sir Alfred Jones which confirmed the worst fears. This message is addressed to Elder Dempster & Co., and is as follows:

"Kingston was overwhelmed by an earthquake Monday afternoon at 2:30. All the houses within a radius of ten miles have been damaged and almost every house in the city is destroyed. Fire broke out after the earthquake and completed the work of destruction. It is estimated that 100 persons have been killed and 1,000 injured. The public offices and hospitals are in ruins. Among the killed are Sir James Fergusson, many prominent merchants and professional men and a great many natives. There were no fatalities at the Constant Springs hotel.

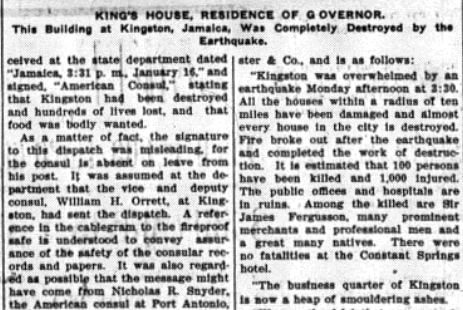
"The business quarter of Kingston is now a heap of smouldering ashes.

"We are thankful that our party is all right."

View of One of the Principal Streets Leading to Harbor. Great Damage Was Caused by the Earthquake and Fire Which Followed in This Section.



Map of Kingston and Vicinity.



KING'S HOUSE, RESIDENCE OF GOVERNOR.
This Building at Kingston, Jamaica, Was Completely Destroyed by the Earthquake.

JAMAICA SCENE OF DISASTERS.

Fate Has Pursued the Island by Hurricane and Quake.

Jamaica has been the scene of many catastrophes of nature, both by storm and earthquake. A great earthquake visited the island in 1692, destroying Port Royal, when out of 2,000 houses only 200 were left standing. It was this catastrophe that led to the founding of Kingston. In 1782 Kingston had a fire which destroyed property to the value of $2,500,000, and in 1843 another fire caused damage to the amount of about $15,000,000. A tremendous hurricane visited the island in 1815. The whole island was destroyed, hundreds of houses were washed away, vessels were wrecked and about 1,000 persons were drowned.

In August, 1880, a cyclone passed over the eastern half of Jamaica, destroying nearly all the wharves in the harbor of Kingston and also caused much damage to the shipping in the harbor.

In August, 1903, Jamaica was swept by a hurricane which almost totally destroyed Port Antonio and inflicted damage in various parts of the island amounting to about $10,000,000. On November 13 last a sharp earthquake shock was felt in the south and the north of the island of Jamaica. It was followed immediately by a second shock, which was the heaviest experienced in Jamaica in many years.

ILLINOIS SUES RAILROAD FOR MILLIONS OF DOLLARS

Attorney General Starts Case Against Illinois Central---Charges Company with Falsifying Statements of Gross Earnings.

Springfield, Ill.—The suit of the state of Illinois against the Illinois Central railroad for the collection of several million dollars which the state alleges has been withheld from the state's share of the gross earnings of the railroad was filed in the state supreme court Monday morning by Attorney General Stead. Summons in the case was issued by the clerk of the court and served on J. H. Lord, local agent of the Illinois Central, in the absence from the county of President Harahan.

Synopsis of the Bill.

The bill sets out the act of congress granting public lands to the state of Illinois to aid in the construction of a railroad, and the act of the general assembly of Illinois and the amendments thereto, incorporating the Illinois Central Railroad company.

It avers that under said act of congress the company constructed a main charter line from Cairo to La Salle, and two branches, one from La Salle to Dunleith and the other from Centralia to Chicago, and received from the state in aid thereof and without cost 2,595 acres of land, from the sales of which it received more than $20,000,000. That said main charter lines and branches were the only lines of railroad the company was authorized to build or operate under its charter, and that down to about 1877 the charter lines comprised practically the entire system controlled and operated by the company.

That about 1877, the company, assuming to act under the general laws of the state, began to build, lease and acquire other lines and branches of railroad in Illinois and elsewhere, for the purpose of building up and controlling a great and extensive system of railroads.

Bridges Parts of Track.

The bill alleges that the lines east and west of the Mississippi river are connected by the Dubuque bridge, which is leased and controlled by the company, and is in reality simply a piece of railroad track. That the lines north and south of the Ohio river are connected by the Cairo bridge, which was built in name by the Chicago, St. Louis & New Orleans Railroad company and immediately thereafter leased to the Illinois Central. That the Illinois Central furnished all the money to build said Cairo bridge and controls all of the stock of the Chicago, St. Louis & New Orleans Railroad company, and is, and always has been in fact the real owner of the Cairo bridge, which bridge, so far as the state is concerned, is merely a piece of railroad track.

That the charter lines and the other lines acquired since 1877 (which other lines are designated non-charter lines), together with the Dubuque and Cairo bridges, have been and still are controlled and operated as one entire system, and the total proceeds and income thereof are collected by the company.

That it is the duty of the company, under its charter, to pay into the state treasury, semi-annually, five per centum of the gross income derived from the charter lines, and to keep an accurate account thereof, and to furnish the governor a copy of such account, sworn to by its treasurer and secretary, and in addition, to list annually with the auditor for state taxation, all of its stock, property and assets, and pay into the state treasury the taxes assessed thereon, and in the event that said five per centum and said state taxes do not equal to at least seven per cent. of the gross earnings or income derived from the charter lines, to pay into the treasury the difference, so as to make the whole amount paid into the treasury in each and every year at least equal to seven per centum of the gross proceeds, receipts or income derived from the charter lines.

Duties Not Fulfilled.

That from 1859 to 1896 the company refused to list with the auditor its stock, property and assets, for the purposes of state taxation, and refused to pay into the treasury an amount equal to at least seven per cent. of the gross receipts or income derived from the charter lines.

That since 1887, it has been the duty of the company, not only to ascertain the gross receipts or income derived from the freight, passenger and other traffic transported exclusively over the charter lines, but also to credit the charter lines with a just and fair proportion of all the freight, passenger and other earnings or income of the entire system in which the charter lines participated, but that the company has uniformly and systematically failed so to do.

That since 1890 the company has uniformly deducted an arbitrary charge of two cents per 100 pounds for all freight of every kind hauled over the Cairo bridge, and an arbitrary charge of 25 cents for each passenger hauled over said Cairo bridge, which said arbitrary charges have been credited to bridge arbitrary and deducted from the total freight and passenger charges respectively, and no portion of said arbitrary charges and deductions have ever been reported to the governor as a portion of the gross receipts or income of the charter lines. That at least one-half of the arbitrary charges so made, and which amount in the aggregate to hundreds of thousands of dollars, has been unlawfully and fraudulently deducted from the gross proceeds or income derived from the charter lines.

That since the leasing of the Dubuque bridge, an arbitrary charge of two cents per 100 pounds has been taken from the total freight charges for all freight hauled over said bridge, and credited to bridge arbitrary, and no part of said arbitrary charge has been reported to the governor as a portion of the gross or total income of the charter lines. That at least one-half of the arbitrary charges so made, and which amount in the aggregate to hundreds of thousands of dollars, has been unlawfully and fraudulently deducted from the gross proceeds or income derived from the charter lines.

Division of Earnings.

That a large portion of the proceeds or income derived by the company from the operation of its system has been and still is derived from the carriage of freight, passengers, mail, express and excess baggage, from stations on its charter lines to stations on its non-charter lines, and to and from points on other lines connected therewith, and that it was and is the duty of the company to so divide such portion of such proceeds or income between the non-charter lines and the charter lines as to yield to the charter lines their due and just shares of such proceeds or income, to the end that the state may receive such share of such gross or total income as it is entitled to under the charter. That in making such division, the only fair, equitable and practicable method is in accordance with the number of miles the traffic is transported over the charter and non-charter lines respectively, but that the company has not practiced this method or any other fair method in the division of said proceeds of income, but in making the divisions of freight, passenger and other earnings between the charter and non-charter lines, has uniformly adopted and applied arbitrary and craftily contrived rules and methods, uniform only in this, that they have resulted in defrauding the state out of large portions of money to which it was justly entitled under the company's charter.

The bill sets out numerous illustrations and examples of the alleged vicious, fraudulent and unfair methods practiced by the company in the division of freight, passenger and other earnings between the charter and non-charter lines, and recites other ways in which earnings apparently have been decreased.

Its Surplus Invested.

The bill further alleges:

That the company, in the operation of its railroads and in the transaction of its business, has annually realized such large profits that, in addition to the payment of dividends from year to year upon its capital stock, it has had a large surplus amounting to many millions of dollars, which it has invested from time to time in bonds, stocks of other corporations, and other interest-bearing securities, which bring to the company a large annual income. That since 1896 its income derived from this source alone has been over $2,000,000. That the income derived from this source is a part of the gross proceeds or income derived from the charter lines, within the meaning of the charter, but the company has unlawfully failed to credit said charter lines with said income, or any part thereof.

Calls Statements Untrue.

That since 1877 the company has presented to the governor, semi-annually, purported statements of the gross proceeds or income derived from the charter lines, copies of which purported statements are attached to the bill as exhibits.

The bill alleges that such statements, and each of them, are false and untrue, are made in accordance with the vicious and unlawful practices set out in the bill, omit large amounts of the earnings and income derived from the charter lines, and are not verified by either the treasurer or secretary of the company, as required by the charter.

Kept Accounts Secret.

That the officers of the company have refused to permit the governor, or his representatives, to examine certain of its books, records and papers pertaining to the business of the charter lines, have unlawfully removed many of its books, records and papers pertaining to the business of said charter lines to the state of New York, and that the officers of the company claim and pretend that many of the books, records and papers of the company which pertain to the business of said charter lines have been lost or destroyed and cannot be produced for examination. That by reason thereof, and because of the extent and magnitude of the accounts, only a meager examination of a portion of the records and books of the company has thus far been made, and the state has been unable to discover all of the vicious methods and unlawful schemes and devices practiced by the company by means of which the receipts or income of the charter lines have been minimized and reduced. That in order to ascertain the amount justly due the state, it will be necessary to examine great numbers of accounts, many of which are intricate and complicated, and a vast number of vouchers, papers and documents, and to make thousands of computations in the apportionment of earnings between the charter and non-charter lines, as well as in other matters, and that owing to the magnitude of the accounts, the difficulties of examination and the extent of the computations, the remedy of the state in an action at law is wholly inadequate and entirely impracticable. That though the state, through its officers, has frequently requested the company to make a full and fair account, it has refused so to do, and on various ill-founded pretexts claims that the state has been paid all of the moneys to which it is entitled under the charter.

Prays for an Accounting.

The bill prays that the company be required to make full discovery and disclosure concerning the gross proceeds, receipts or income derived from the charter lines, and that an accounting may be had, the balance of the moneys due the state ascertained, and that for such purpose the company be required to produce all of its books, vouchers and papers of every kind and character relating to the business of the charter lines. That in taking such account, there shall be added to the amount of gross receipts, as they purport to be stated in the semi-annual reports made to the governor, all gross proceeds, receipts or income omitted therefrom, and that the basis for an accounting as to the various matters set forth in said bill be fixed and determined by the court, and the company be decreed to pay to the state whatever amounts shall be found to be due upon such accounting, together with the costs of the state.

Japan for Disarmament.

Tokio.—In accordance with the indications shown in the budget for the next fiscal year, of the government's desire for peaceful development, it is declared Japan favors the submission of the question of disarmament to The Hague peace conference.

Venezuela Shuns World's Fair.

Caracas.—Venezuela will not take part in the Jamestown exposition. Announcement to this effect is made by the government. The illness of President Castro is the reason given.

Shah's Brother Tries Suicide.

Paris.—A special dispatch received here from Teheran says that Malik Mansour Mirza, the second son of the late shah, made an unsuccessful attempt Monday to commit suicide by taking opium. He and the shah are on bad terms.

King Victor Receives Stead.

Rome.—King Victor Emmanuel Monday received W. T. Stead in private audience and expressed himself as being heartily in accord with the latter's pacific mission.

CRANKS AT CAPITAL

WASHINGTON SEEMS TO HAVE ATTRACTIONS FOR THEM.

Authorities Familiar with Many Strange Hallucinations, But Occasionally Meet a New One—The Old Timer.

Just as insects are attracted by the bright glare of an electric light, so are cranks attracted to Washington by the convening of congress, and each year brings new faces with new hallucinations. Some of the old timers, who have managed somehow to keep out of the foolish house, are here again, notably the fellow who has a scheme for bottling sunshine, but among the brand new ones is a tall fellow from the west who is clad in semi-military costume. His hallucination is well defined, and an ex-policeman who was tackled by the military personage remarked:

"If that fellow keeps outside of the gray walls of St. Lizzie's two days longer I will miss my guess, and I have been handling 'queers' for nigh unto 15 years."

It is said the newcomer declares he is "the commander of the armies and navies of the world, and the United States; also chief of police of the earth, and governor general of North and South America." He is here, he says, to have congress pass upon the trifling sum of 15 billions of dollars that he requires to keep his military and police forces intact for another year.

The capitol police are on the lookout for the variegated commander and others of his kind, and when he goes to the big white structure to arrange for the passage of the bill for his billions, he will be taken into custody, and then—St. Lizzie's and a season of solitude.

Several members of Inspector Boardman's detective corps were in the front office at police headquarters one afternoon when a victim of rye came along the steep grade of the street walking with such an uncertain step that it was feared he would meet with personal injury. When he had stepped from the pavement to the street and back again several times the suggestion was made that one of the officers make a case, but while they were discussing the pedestrian's condition the latter made a sharp turn and headed for the building.

"How are you, Cap?" was the familiar manner in which he addressed one of the detectives. "I saw you rubbering and I thought I'd make a call. Do you want me for anything?"

"Want you for anything?" repeated one of the detectives. "Who are you?"

"Never mind about that" said the caller. "I want to know if my record is clear or if you want me for anything."

The sleuths admitted that they knew of no charges having been preferred against him and told the caller that he might be excused. He was not asking for an excuse, he said; he had merely called to pay his respects. Although none of the men in the office knew him, he was able to recall the boyhood days of many of them.

"It is rather refreshing to meet old friends," said the caller. "The meeting has refreshed me so much that I am now able to walk home, and tell mother all about it. Good day."

HAS SEEN MANY CHANGES.

Senator Teller Talks of Colleagues, Past and Present.

"Now the senate chamber itself doesn't seem widely different from what it was then, but everything else is changed. None of the men who were here then are here to-day, and 14 more seats are used. Seven states have been admitted since then, you know." This was said by Senator Teller of Colorado, and the time he spoke of was 30 years ago, when he first became a member of that body, of which he is still a member. December 3 was the thirtieth anniversary of Mr. Teller's entrance into the senate. It was on December 3, 1876, that he was sworn in for the first time.

"Colorado became a state in 1876," he continued, "which explains why my colleague, J. B. Chaffee, and myself, entered the senate at the beginning of a short session. We drew the term which ended on March 4 following, so that I wouldn't have been a senator very long if I had not been immediately elected to succeed myself for a term of the regular length. This reelection came on December 11, just eight days after I first took my seat. Only one other man who is a member of the senate now was a member then," said Mr. Teller, with a look in his eyes that went much further than the confines of the senate chamber. "That is Senator Allison. He is not here, and I am sorry. I would like to enjoy the anniversary with him."—Washington Dispatch to the Boston Transcript.

Senators Want 'Possum.

Senator Bleckburn and some other southern statesmen have been hearing of 'possum hunts near Washington, almost within shadow of the capitol dome. They think of organizing a foray is that vicinity and may be expected to slip into the woods a short way up the Potomac almost any time. Complaint is made that it is practically impossible to get this delicacy in the Washington market.