

LONDON and Washington are astounded by the news of Governor Swettenham's rejection of the assistance proffered by Rear Admiral Davis, in command of the American ships sent to Kingston's relief.

British Press Denies Action of Arrogant Swettenham

Courtesy Wasted Upon Jamaican Official

Continued From Page 1, Column 1

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 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, I have no objection to your detaching a force for the sole purpose of guarding, but the party must have no firearms and nothing more offensive than clubs or staves for this function."

"I find your working party was this morning helping 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 all the private owners would be glad of the services of the navy to save expenses."

"It is no longer a question of humanity, as you stress, 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 said thieves had possession of, but I have 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 this city is a matter 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 could not have justified a British admiral landing an armed party and assisting the New York police."

"I have the honor to be, with profound gratitude and the highest respect, your obedient servant."

ALEXANDER SWETTENHAM, Governor.

KEEPS ADMIRAL WAITING

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

Governor Swettenham arriving at the moment, there was a brief meeting and the Governor escorted Rear Admiral Davis to his carriage. Salutations were exchanged and the Governor, replying to Rear Admiral Davis' expression of regret that he was unable to do more for Kingston, said: "The more your honor's aid, adding a deep bow, evidently in reply to Rear Admiral Davis' reference to his departure and meaning that he would do the same in the admiral's place."

Rear Admiral Davis told the press that he deeply regretted the Governor's attitude. He was still convinced that the Governor was unequal to the task of relieving distress—that this 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.

GOVERNOR'S INHUMAN POLICY

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, etc. Governor Swettenham and the local medical men were greatly opposed to the American hospital, insisting that the responsibility for it, as all the wounded already had been attended to. Surgeon Ames said the local medical men were very willing to accept medical supplies, but would not accept the American surgeons with the wounded. Consequently there was much suffering, which the American officers, in the name of humanity, wanted to relieve. The American sailors worked during the night, and at the last moment, when they hauled down their flag, the Jesuits taking charge, and returned to their ships, the Yankton sailing at 1 o'clock, followed by the battleship Yermoland.

Governor Swettenham's attitude toward 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 regarded by some as inspired by resentment of President Roosevelt's attitude toward Jamaica negroes on the Panama canal. Others ridicule the Governor's objection to the landing of the American sailors, armed or not armed. The insecurity of the city is evidenced by the attempt last (Friday) night by six negroes to waylay a midshipman from the Missouri, who drew his revolver and put his assailants to flight.

VULTURES PREY UPON DEAD

Last night the streets of the burned district still reeked with the stench of decaying bodies. The streets were lighted only by the corpse fires lining the roadways.

Today many bodies were recovered through the aid of vultures, which prey in flocks on the dead. As fast as they are uncovered the bodies are thrown on funeral pyres and slowly consumed.

The total number of known dead is about 450 and it is believed there are at least 150 persons who have not been accounted for.

Food is coming into the city from the country districts, but a famine is feared.

The filthy condition of the camps on the parade grounds and race course, where thousands of persons are huddled under improvised tents, roofed over and sheathed with palm leaves, causes great apprehension of an outbreak of typhoid fever. At present there is urgent need for tents for several thousand persons. Rain is now threatening, and it should come if it involve untold suffering on the homeless thousands.

NEW CORPORATIONS

Stock Ledgers, Transfer Journals, Stock Certificates, Bonds, etc. James A. Secretary's Manual, La Count, Clark & Ormond, 220 Market St.

London Hopes Reports Have Been Exaggerated

LONDON, Jan. 21.—There is a feeling of deepest regret here over the unfortunate incident that led to the hurried departure of American warships from Kingston. Yesterday having been Sunday and the news having arrived late tonight, the fact became known to a comparatively small section of the public and the official word, but everywhere the greatest astonishment was expressed.

Neither the admiralty nor the foreign office had any news of the incident except that derived from the press dispatches and the inclination on all sides was to withhold an expression of opinion until the receipt of the official version from Governor Swettenham.

Meantime the Kingston dispatches giving the correspondence exchanged between Governor Swettenham and Rear Admiral Davis are read with interest. The incident occurred at a moment when the British press and were loud in their expression of praise and appreciation of the prompt assistance rendered by the United States. It was impossible, owing to the distance of British warships to go to the scene.

The important question as to whether the British authorities at Kingston were in a position to maintain order in the city is debatable. Governor Swettenham's claim of ability to do so is in marked contrast to the accounts of many of the British press correspondents, who recorded numerous cases of disorders, but on the other hand, some of the correspondents reported no serious disorders took place.

ACTS ON HIS OWN INITIATIVE

What seems much less debatable is that Governor Swettenham acted entirely on his own initiative. The last dispatch for the secretary of the colonies, Lord Elgin, to Governor Swettenham, dated January 18, gave the Governor full liberty of action. It was as follows: "You know that I appreciate the courage and firmness with which you and your government are facing this great disaster, and that I do not wish to bother you with dispatches or fetter your discretion."

It is not believed the Government sent any subsequent instructions modifying this attitude. As a possible explanation of Governor Swettenham's course, it is suggested that he may have acted under the strain of nervous excitement through the grief wrought by his recent painful experience. The morning newspapers all regard the incident culminating in the withdrawal of the American warships from Kingston as most unfortunate and regrettable, but several of them refrain from speaking editorially, pending further information, evidently being desirous to avoid anything calculated to in the slightest jeopardize the friendly relations between the two countries and Great Britain. They, however, reiterated expressions of gratitude for the invaluable services of the American surgeons and private parties.

FINAL INTERVIEW WAS HEATED

This correspondent relates that it was at the request of the Governor's duty appointed subordinate that American business were landed to quell the disorders in the city. Governor Swettenham, however, repudiated his deputy's action.

The correspondent says Governor Swettenham bases his own action on the fact that the American Government after the San Francisco disaster, he adds that in the heated final interview between Governor Swettenham and Admiral Davis the Governor intimated that the admiral wanted to gain an unfair amount of credit.

The Daily Mail describes the incident as a "deplorable blunder upon the part of Governor Swettenham," and says he dealt with the situation in an altogether wrong frame of mind and compromised the credit of his country in so doing. "It was a situation that try the stoutest nerves," the Daily Mail continues, "and full allowances must be made for the conditions in which the Governor found himself. It cannot be too plainly understood that it was a humiliating experience for a British colony to be compelled to seek foreign assistance; but American help, freely and generously tendered, should have been accepted with equal generosity of spirit and acknowledged with the fullest courtesy."

The Daily Chronicle says: "The painful ending of a mission of mercy will be deeply deplored by the British people. In the absence of confirmation it is impossible to place responsibility for the misunderstanding. We hope that the American people, who are quick to take offense at anything of the nature of a slight, will take a cool view of the facts. Their generosity and promptitude in offering aid created a favorable impression here, and we sincerely trust they will not shrink, we do not value their sympathy or their co-operation."

The Daily Dispatch says: "The disaster will become doubly disastrous if it leads to ill feeling between Great Britain and America. Should Governor Swettenham's action be as inexcusable as appears from the correspondence published, the Government will do well to supersede him and offer diplomatic regrets to Washington without delay. The Times finds no excuse, except that he was unstrung by the terrible events, for the tone of Governor Swettenham's reply to the courteous letter of Rear Admiral Davis. It says: "The sincerely lamentable close of a mission conceived in so admirable a spirit of international good will certainly will not lessen the gratitude of the unfortunate colony and of Englishmen friendly to Rear Admiral Davis and his blue-jackets, or to the American Government."

Fillmore Street Merchant Goes East. Mr. Edgar Stoltz, the head of the firm of Stoltz, Inc., the cutlery and barber supply firm, located at 1835 Fillmore street, left via the Santa Fe last evening for an extended tour of the East for the purpose of selecting new importations in the cutlery line. Mr. Stoltz is well known in the East and his acquaintances include many of the largest manufacturers and importers in the United States, to whom he proposes to convey the true facts concerning the existing conditions in San Francisco.

LOUISVILLE FACES GREAT DISASTER

Flood Pours Over Levees, Inundating Districts Occupied by the Poor THOUSANDS HOMELESS

LOUISVILLE, Ky., Jan. 20.—With the Ohio relentlessly pouring its flood southward, Kentucky streams contributing their volume from the mountains, a high wind blowing up-stream all day and preventing the rapid passing of the current, Louisville tonight faced a flood situation which promised to equal, before the crest is passed, the stage of 1884, the greatest flood ever known to the city.

Thousands of people are homeless and are housed in school buildings, warehouses and other structures. Factories in this city, Jeffersonville and New Albany are closed, throwing hundreds of people out of work. Stocks of merchandise in the business houses along the river front are ruined; much lumber has been washed away and the city's main business thoroughfare, the city are entirely stopped, while trains on nearly all the railroads are arriving from three to ten hours late.

Late this afternoon the backwater from the Grass Creek flooded its way out of its banks at Broadway and was soon spreading over the Louisville and Nashville tracks. This district is within a few blocks of the fashionable business section and it is many years since that part of the city was overflowed.

The water is within two feet of the Seventh-street station, which is the terminus of the Illinois Central, Southern and Baltimore and Ohio western, Big Four and Chesapeake and Ohio. The tracks of the Illinois Central, the Baltimore and Ohio Southern and the Southern Railway are still two feet out of water.

All night at the "cut-off," where the greatest danger was supposed to center, men were on duty to watch for a break. The levee withstood the pressure of the water, but the rapidly increasing flood drove the watchers from their position, and the water began to pour over the embankment into the valley of homes known as the "oint." Between 1200 and 1400 houses occupy that portion of the city. For the most part they are the abodes of river men, people inured to all sorts of hardships.

All day long the water poured over the embankment a foot deep, and quickly seeking its level, transformed a large majority of the poorer residence section into a vast inland sea. Melwood, a street of six-story houses, the Country Club, and other water, which in some places is under the second stories.

During the afternoon a force of policemen was sent to a point within three blocks of downtown Louisville, where they stopped all sightseers, fearing loss of life should the embankment be cut off.

The scene in the western part of the city is one of desolation. Here the water reaches not only to the first and second floors, but in some instances to the chimneys. Thousands of people abandoned their homes in this section two days ago and the majority were driven to the city by the flood.

The weather offers little hope for the next two days, the weather bureau predicting that the water will continue to rise and will probably reach a 40-foot stage at Louisville and a 56-foot stage at Madison, Ind., Monday.

The crest of the storm is expected Tuesday, but owing to general rains it is very difficult at present to say just when it will reach Louisville.

SUFFERING AT CINCINNATI

CINCINNATI, Jan. 20.—Colder weather tonight and a gale today increased the sufferings of the thousands who had been made homeless by the floods. A number of buildings, weakened by the water, went down by the wind at night and today several floors in the buildings occupied by Jannsen, wholesale grocer, and the Ohio Buttermilk Company, collapsed.

The flooded area increased today. For several hours the river was stationary at 64.8 feet, but the Weather Bureau officials announced during the afternoon that reports indicated that the river here would go up to at least sixty-six and perhaps sixty-seven feet within the next thirty-six hours.

All the railroads on both sides of the river, except the Cincinnati, Hamilton and Dayton and the Cincinnati, Lebanon and Northern, continued to suffer from lack of terminals and facilities. Systematic efforts to relieve the sufferers who are estimated at nearly 20,000 in Cincinnati and the nearby cities on both sides of the river, were under way all day, the appropriation by the Commerce department being supplemented by special funds to which all the churches contributed today.

Part of Parkersburg was under water and the railroads were in trouble. Almost the entire business section of Portsmouth and that of the residential district was flooded, while 10,000 people, driven from their homes, were sheltered in schools and churches. The city was without gas or water service. If the water rises above the levee at Lawrenceburg, Indiana, the loss will be nearly \$1,000,000.

At Madison, Indiana, hundreds have been driven from their homes by the water. In Aurora, Indiana, 1800 are homeless. While the low-lying sections of Huntington, W. Va., are flooded, it is not believed the damage there will be heavy.

Several days ago the relief committee called Governor Swettenham, asking him the nature of acceptable relief and where supplies could be landed safely. To these inquiries no reply was received. The committee, however, did hear from the Colonial Office, through which one of the cablegrams was sent to Governor Swettenham, and the tone of the message was such as to lead the committee to believe that its efforts were unwelcome. The Governor's reply was not believed to have been due to the condition of affairs in Kingston.

HOLD OUT LITTLE HOPE OF PHYSICIAN'S RECOVERY. Doctors Attending Dr. E. H. Woolsey of Opinion That His Illness will Terminate Fatally. OAKLAND, Jan. 20.—Dr. E. H. Woolsey, who is critically ill from pneumonia at the Hotel Metropole, rallied slightly tonight and showed a point of improvement. Dr. C. D. Hamilton, the physician in charge, called several other doctors today in consultation. The patient's condition is such that little hope of recovery is held out.

Schumann-Heink Continues to Charm Lovers of Music

By James Crawford

That train wreck some time yesterday morning somewhere between Ogden and Sacramento was a misfortune unusually far-reaching. It prevented Schumann-Heink arriving here in time to give the matinee song recital at the American Theater for which she was scheduled, and thereby it conveyed disappointment to many of the persons who had bought every seat and all the obtainable standing room and were unable to repeat their visit in the evening, when, it was announced, the great woman would surely appear. So a great deal of money trickled out of the box office, but throughout the afternoon other dollars steadily flowed in and gradually dissipated the material gloom until another "sell out" was reported. And at 8:15 o'clock, when the singer who is unquestionably first in San Francisco's admiration stepped into view, she was confronted by a houseful of wildly enthusiastic people. Their greeting lasted fully three minutes. She is the same buxom, smiling Schumann-Heink who bade us adieu two years ago. If she were a neophyte in her art, instead of one of the foremost practitioners, her fierce, wholesome personality would be all-conquering. No sooner does she face her audience than its good will is won by her convincing air of honesty. No artist is more fully understood than she. Her voice is the same marvelous blending of graces, methods and styles, combining with the bigness and breadth of the German the brilliancy and verve of the French. Sonorous and deeply poetic or lightsome as a feather, flawless in sustaining melody throughout, her control seemingly careless, yet ever accurate, with a facile technique pervading the entire range, there is no contemporary vocal to compare with it. And last evening, despite her evident travel-tiredness, she created the usual sensation among the erudite, edified the scholars in higher music and delighted the lovers of beautiful singing.



MME. SCHUMANN-HEINK.

Everything on the program was existentially classic. Mozart, Schubert, Schumann, Franz, Liszt, Brahms and her most beloved Wagner were drawn upon, and she was generous with encores. The Mozart aria, "Vittoria," played in her interpretation of Schubert's "Die Allmacht," as also did the tender, appealing quality that makes her such a complete artist. A Schumann bit brought out the natural soul jollity that her countenance reflects, and then by a quick transition to Franz's "Gute Nacht," sung with her eyes closed, the woman's sympathetic soul was disclosed. Then abruptly to another Franz number, "Im Herbst," and the house rang with the trumpet-like outpourings of her dramatic intensity. Then a dainty lyric trippingly sung, then a most plaintive air of Liszt's, then Brahms' gypsy songs, alternating mentiment with sorrow, anger with cheering, and then the tremendous recitative and aria from Wagner's "Rienzi," sung as only Schumann-Heink ever could sing it.

Her encores were lightsome bits, the drinking song from "Lucrezia Borgia" being the best liked of them, for her brilliant colorature won two thundering recalls, and a repetition would surely have been insisted on if the singer's fatigue had been less apparent.

Miss Helen Schaul was a competent accompanist and showed good technique in a solo in which Grieg and Chopin were bracketed.

Schumann-Heink sings this afternoon at the Greek Theater, this evening at the Liberty Theater, Oakland, and next Sunday afternoon in Dreamland Pavilion, this city.

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STEAMERS START ON WILD TRIP

KENNEWICK, Wash., Jan. 20.—The Columbia River steamer Mata C. Hoover and the steam ferry Elenore broke from their moorings at Hoover late last night and are madly careening down the turbulent river without a soul aboard. The craft safely threaded the boisterous Wallula Gap, but it is regarded as certain that both will leave their hulks in the dangerous Umatilla Rapids. The Hoover is valued at \$5000 and is insured for that sum. The Elenore is worth \$2500.

A giant ice gorge broke near the mouth of the Yakima River and the hot wave that followed carried the steamers away, snapping the Mata C. Hoover's two-inch hawsers like threads.

L. S. Shoemaker, watchman, was aboard the Elenore. He was rescued by one Davis in a rowboat after a hazardous trip.

EARTHQUAKES IN RUSSIA

ST. PETERSBURG, Jan. 20.—Severe earthquake shocks are reported from Alexandrousk, Sakhalia and Elizabethopol.

LATE SHIPPING INTELLIGENCE

OCEAN STEAMERS. MOVILLE—Sailed Jan. 20—Star Furnessia, for New York. GIBRALTAR—Arrived Jan. 20—Star Hamburg, from New York for Naples and Genoa. ALEXANDRIA—Arrived Jan. 19—Star Caronia, from New York. PLYMOUTH—Arrived Jan. 19—Star Cedric, from New York.

BUFFALO SWEEP BY FIERCE GALE

Hurricane Sends Five Big Ships Ashore and Does Over \$2,000,000 Damage TWO LIVES ARE LOST

BUFFALO, Jan. 20.—During the last twenty-four hours this city has been swept by the most destructive wind storm of a decade. Tonight the Niagara Falls lie in the midst of a scene of wreckage in the wake of the storm. Two lives are reported lost so far and a property damage that will aggregate \$2,000,000 when the accounting is made is the toll of the storm. Lake Erie with its level higher than has been known for twenty years, has gorged the Niagara River to overflowing and thousands of dollars' worth of property has been carried down the stream.

Miles of docks at the great lumber market at North Tonawanda that stood destroyed and millions of feet of lumber have been carried out into the river.

The damage to shipping in the Buffalo harbor alone is \$1,500,000. Five great lake steamers aground tell that part of the story. Thirteen others making brave attempts to ride out the storm may add to it.

Niagara Falls power was cut off when the whole snapped and the city is in partial darkness tonight. Damage to homes and buildings is widespread.

For hours the gale swept the water front, tearing everything that stood in its way. Docks and wharves were wrecked and carried away; craft broken from their moorings smashed against bridges, doing serious damage.

Lake Erie rose three feet in as many minutes. The inner breakwater walls have been pounded until portions of them have been broken away and railroad tracks along the water front are being held down with strings of freight cars.

Railroad service has been badly disarranged. The gale brought with it a blinding snowstorm.

MICHIGAN CITY FLOODED

GRAND RAPIDS, Mich., Jan. 20.—Hundreds of Grand Rapids homes are flooded tonight. Grand River is steadily rising. It is expected the main street will be under water by Tuesday. Railroads report washouts that will cause a suspension of traffic.

MERCURY DROPS IN CHICAGO

CHICAGO, Jan. 20.—A drop of forty degrees followed a storm of twelve hours' duration. The minimum was 3 degrees above zero late tonight.

HURRICANE WRECKS TOWN

BRISBANE, Queensland, Jan. 20.—There was a terrific hurricane here Friday night and Saturday, which laid the greater part of Cooktown in ruins. There were no fatalities.

TRAGIC DEATH OF ENTIRE FAMILY

CALGARY, Alberta, Jan. 20.—A tragedy, the full details of which probably never will be known, has wiped out the entire family of Edward Ferdinand, proprietor of a tannery here. The police, on breaking into the house, found Ferdinand dead in bed, the dead body of a newly born infant at his side, while the dead body of Mrs. Ferdinand lay on the floor near the bed. In another bed were two young boys, still alive, but so badly frozen that they died while being taken to the hospital. The supposition is that the family was overcome by coal gas; that the wife recovered sufficiently to attempt the adjustment of the pipes, gave premature birth to a child and died.

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