

THE PUBLIC HEARING CONDUCTED
IN GOVERNMENT HOUSE YESTER-
DAY FOR THE PURPOSE OF SECUR-
ING VIEWS, IDEAS, ETC., IN RE-
GARD TO IMPROVEMENT OF THE
HARBOR AT CHRISTIANSTED, ST.
CROIX, V. I.

was attended by a fairly large gathering composed of residents of Christiansted and Frederiksted representing various business interests; the Despatching Secretary was present. The Board of Inquiry consisted of six members, Colonel E. Corry, chairman, Mr. Hull, editor of the Porto Rico Progress, Mr. Bobker, Mr. P. Landing and Miss MacRondeau stenographer. After explaining the object of their mission here and reading out the notice as published in previous issues of this paper, the chairman stated that he was prepared to hear those who had anything to say on the subject. The first speaker was Capt. A. J. Blackwood who, from his maritime experience, happened to be specially competent to answer those technical questions with which the general audience was not familiar, although the chairman did not fail to say that particular importance was attached to the question of what improvement was desired while other technicalities might be passed over as the commission could obtain answers to such otherwise. Capt. Blackwood, however, dealt with the matter in detail and presented what is considered indeed a very comprehensive survey of the harbor improvement project and credit must be given the Captain for his non-partisan attitude in speaking on the topic which he considered from all sides and with due respect to all the reasons which animate the people of Christiansted to aim at this fulfilment of an aspiration which they have entertained for upwards of half a century. The Captain supplemented his discussion with a chart of the harbor on which he had indicated the plans he proposed. Next on the floor was Pilot J. Plaskett who supported the last speaker except with regard to the width of the channel which he considered should not be more than 400 feet instead of 500 as suggested by Capt. Blackwood. Here followed views of Director L. V. Nielsen of the St. Croix Sugar Factory representing the interest of the sugar industry at this end; Messrs. A. R. McIntosh, W. S. Abramson, and F. Lunney speaking for the mercantile element; Postmaster Larsen on behalf of postal interests as likely to be benefitted by the scheme; Collector of Customs Daniel who furnished statistical information covering the imports and exports at Christiansted and Frederiksted, the receipts of the respective Customs, the number of vessels entered and cleared, etc. Mr. Douglas Armstrong appeared to take the view of the matter that unless all the shipping business of the island now conducted via Frederiksted could be induced to Christiansted the project contemplated is not

worth the while. The other speakers showed up the handicap Christiansted labors under at present and all favored the idea to have the harbor opened up to commerce under any circumstances. Dr. Canegata and Mr. McIntosh called to attention that the figures presented by Mr. Daniel included a large percentage of the business of the Bethlehem Factory a concern located in Christiansted jurisdiction, as well as of merchants of this end, for the reason that the drawbacks of importing goods by sea to Christiansted proved less convenient than to import direct to Frederiksted and transport overland, wherefore considerable business was done in Frederiksted with people residing in this district. This is of course very true. In answer to the chairman's inquiry on the question of what local co-operation can be expected, which point had not been touched upon up to that time, Dr. Canegata thought that only labor should be reckoned upon as that was all the island could afford. It was his opinion that the interest taken in the development of this port would secure such local co-operation as may be available. The hearing adjourned at 11.45 a. m.

It is to be sincerely hoped that this enterprise will meet the support necessary to assure an early undertaking of the project which contemplates the opening up of opportunities and the affording of facilities to resuscitate the dwindling prosperity of this once flourishing town.

TELEGRAM.

ST. CROIX STATION.

New York, Jan. 3rd.—Raw sugar opened steady at 4½ for Cuba's, cost and freight, equal to 5.39 for centrifugal. There were sales of 23,000 bags of Cuba's in port to a local refiner at 4½ cents, cost and freight. Refined was unchanged at 7.90 to 8.00 for fine granulated with only a light demand reported. Futures were quiet and after opening about 5 points lower continued to ease off under liquidation. Prices were at the lowest at noon.

London, Jan. 3rd.—A comprehensive scheme for the establishment of credit-bonds and other proposals having for their object the rectification of foreign exchange rates is understood to have been submitted by Sir Robert Horne, president of the Board of Trade, at a conference today with leading financiers of the country. Sir Robert invited criticism, as a result of which, it is anticipated, an important plan will shortly be placed before the cabinet and if adopted will have backing of British financiers and insurance magnates. It is hoped the scheme also will assist materially in solving the unemployment problem.

London, Jan. 3rd.—In addition to other plans of relief to the vast army of unemployed workers, the cabinet

proposes that the Govt's. own industrial establishments shall be placed on short time to provide employment for the greatest number possible of working people. This will avoid further reduction of the Government's establishments and absorb many workers, who already have been dismissed. The Govt. is asking employers of labour throughout the country to take similar action and is appealing to the Trade Unions to cooperate in order to tide over the trade depression.

Madrid, Jan. 3rd.—One of the several boats which put out from Villa Agarcia to search for the passengers and crew of the wrecked steamer Santa Isabel, 2,488 tons, returned today with 40 persons, who had been rescued. The vessel was on her way from the Canary Islands with 200 passengers and crew when wrecked. The Santa Isabel was totally lost on Saturday night on the coast of Villa Garcia near Salvator. 45 survivors from the wrecked steamer had been taken to Rebazra, a village on the Galician coast. The captain of the wrecked ship was rescued, but was unconscious. Although official despatches are lacking, it is reported that many passengers and members of the crew were lost. The Santa Isabel was engaged in coastwise service between Cadiz and Coruna. It is officially stated that all passengers on board were to tranship at Cadiz for Buenos Aires. Messages from the scene of the disaster lack details and it is believed that the remainder of the passengers and crew have perished.

Melbourne, Jan. 4th.—Australia won the second cricket match today from England by an innings and 91 runs.

Baltimore, M. D. Jan. 4th.—For the first time since December 12th, when he was stricken with sickness, Cardinal Gibbons slept last night in his residence here, where he has lived and worked for many years. He was removed yesterday from the Shriver Home at Union Mills.

London, Jan. 4th.—Terms for the basis of an Anglo-American naval alliance are suggested by "Scrutator" in the Sunday Times, whose nom de plume conceals the identity of a well-known personage. He suggests (1) England and the United States jointly guarantee common rights on the High Seas in accordance with rules to be drawn up between representatives of both countries. They and all other signatories to the agreement shall make common cause against an enemy who attacks any one of them. Consequently measures would be taken to protect the rights of all as defined in the agreement. Discussion of the proposal brings out the point that America and England would be the first to define common rights, and later signatories would be obliged to accept definitions of the two charter powers, if they wished to participate in its benefits.