

HOUSES SINK INTO EARTH

Timbers of an Abandoned Mine Give Way, Creating Plasm.

AS BY EARTHQUAKE THE GROUND OPENS

People Are Warned by Breking of Pavement and Fatal Consequences Averted by Flight to Safe Ground.

SCRANTON, Pa., Jan. 2.—Abandoned workings of the Eddy Creek colliery of the Delaware & Hudson company, in the very heart of the town of Oliphant, caved in this afternoon and engulfed four frame buildings, covering an aggregate ground space of 6,000 square feet.

The settling was gradual and people in the affected territory escaped without being immediately endangered. A gang of men and boys who were at work in the mine beyond the fall encountered a flooded "dip" or depression in a vein in making their way out by a circuitous route, and had to wade from one rise to the other. No one was above or below ground, however, sustained any injury.

The settling began at 3 o'clock and continued thirty minutes. In the intervening half hour O'Brien's three-story hotel, Mrs. Ann Evans' double dwelling, Mrs. Jane Ackery's double store building and a one-story barber shop were ground to debris.

The yawning pit, with the uppermost parts of the mound forty feet below the surface. The vein that caved is 115 feet below the surface. The settling started in the street just in front of the hotel property. The brick pavement was seen to be working and the telegraph poles and trees along the curb were noticed to be wobbling.

The cause was at once apparent and the alarm was given to all the neighbors in the vicinity. Two sick guests were removed from the hotel and taken two blocks away to a private house. Some attempt was made at saving the contents of the buildings, but the rapidly increasing size of the opening

made it impossible to do so. The property damage is estimated at \$30,000. The workings which caved were in the uppermost part of the worked-out veins. The timbers, it is explained by the company officials, supported a thin roof of rock, which in turn supported strata of quicksand and gravel extending to the surface. The timbers rotted, the roof gave way and the quicksand sifted through, carrying the gravel with it. The water mains broke and a torrent of water poured through the aperture and down a forty-five-foot plane which has its heading just at the point where the roof broke through.

Not until all that was above the area of the old works which caved in had been sucked into the opening and down the slope did the settling cease. Fortunately for the cap, the surface ceased cracking ninety feet from the river bank. Had it reached the river the mine would have been flooded. Up to midnight no further disturbance had been reported.

PROFITS ARE TO BE SHARED

Pressed Steel Car Company to Carry Shares of Stock for Benefit of Employees.

NEW YORK, Jan. 2.—Announcement was made today that another industrial corporation has inaugurated a plan to share its profits with employees.

The Pressed Steel Car company proposed to carry for each of its employees who have been six months or more in its employ from one to twenty-five shares of the preferred stock, new paying 7 per cent dividend.

The men will pay 5 per cent down and

the same amount in monthly installments thereafter, the company charging 4 per cent for money loaned to carry the stock. As the dividend is 7 per cent, the buyer will have the advantage of the 3 per cent difference.

KILLED IN AN EXPLOSION

Six or More Mine Workers Dead and a Score Injured at Pottsville, Pa.

POTTSVILLE, Pa., Jan. 2.—By an explosion at the Oak Hill colliery today six or more mine workers were killed and a score severely injured.

Among the killed are: HUGH CURRAN, PATRICK MARTINE, MICHAEL UNDER.

OR for Legislature. STURGIS, S. D., Jan. 2.—(Special.)—Senator H. E. Perkins of the Fortieth district left on the evening train for Pierre, where he will be in attendance at the opening of the coming legislature.

Pails to Form Combination. AKRON, O., Jan. 2.—F. M. Atterholt, who has been engaged for some time in an attempt to form a combination of the paper bag and rope paper manufacturers of the country has given up the project.

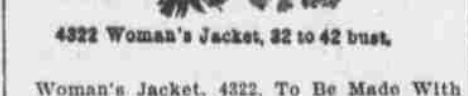
PERSONAL PARAGRAPHS.

J. C. McMahon of New York City is at the Millard. B. Brooks is a New York City arrival at the Millard.

F. J. Nichols, depot master of the Union depot, is at the Millard.

William Duell, superintendent of the Colorado division of the Union Pacific, with headquarters in Denver, is at the Millard.

Seasonable Fashions.



4322 Woman's Jacket, \$2 to 42 bus.

Woman's Jacket. 4322. To Be Made With plain or Spot Seam—Stylish snug-fitting jackets always are fashionable and make ideal wraps for general wear.

The jacket consists of fronts, side fronts, underarm gores, back and sidebacks. When plain seams are preferred these at front and back are closed simply on indicated lines, the stitched tucks and underfacing, that form the slot seams, being omitted.

The fronts are deeply faced and meet the collar that is sewed to the neck edge. When closed they are lapped in double-breasted style. At each hip is inserted a pocket that is finished with a pocket welt. The sleeves are two-seamed and finished with roll-over cuffs, but can be left plain if preferred.

The quantity of material required for the medium size is 2 1/2 yards 44 inches wide or 2 3/4 yards 52 inches wide.

The pattern 4322 is out in sizes for a 32, 34, 36, 38, 40 and 42-inch bust measure.

For the accommodation of The Bee readers these patterns, which usually retail at from 25 to 50 cents, will be furnished at a nominal price, 10 cents, which covers all expense. In order to get a pattern enclose 10 cents, give number and name of pattern wanted and bust measure.

CABLE WIPES OUT DISTANCE

Far Away Hawaii Group in Instant Touch with United States.

HEAVY SEAS NEARLY CAUSE CATASTROPHE

Ship Struggles Bravely Through, However, Its Masters Battling Against Elements Which Would Destroy Work Done.

SAN FRANCISCO, Jan. 2.—San Francisco and Honolulu are now connected by cable. The first words passed under the ocean a few moments after 11 o'clock last night. The wire worked perfectly.

Silvertown, just before splicing the ends, some thirty miles off shore from Honolulu, telegraphed both ways for the land stations to wait until 11:30 o'clock. San Francisco time, before trying the cable. That time was desired to insure the perfect hardening of the gutta percha in the splices, after the joint should be lowered overboard from the ship in about 2,500 feet of water.

Operators sat anxiously and eagerly about the instruments in King street, at Honolulu, and in the cable office at Market street in San Francisco, waiting for the time limit to expire. San Francisco was watching for Honolulu to signal first.

A few minutes after 11 o'clock, before the time limit was up, a signal went from this end to Honolulu.

The first little response from Honolulu came into San Francisco at exactly 11:02 o'clock. It was exactly 8:41 o'clock in Honolulu, the time difference being two hours and twenty-two minutes and a few seconds.

First Message from Honolulu. The first message received was from Governor Dole to President Roosevelt. It was merely a formal greeting and congratulations from the people of Hawaii to the people of the United States from one chief executive to the other.

The message was transmitted at the Market street office to a wire leading directly to the executive mansion at Washington, and receipt was acknowledged at 11:25 o'clock.

When the message was received at the White House President Roosevelt was asleep and the operator refused to awaken him.

Right after the Dole signature on the first message came a second through from Honolulu. It was a greeting from the people of Hawaii to Clarence H. Mackay, president of the cable, congratulating him upon the completion of the cable and expressing sorrow that John W. Mackay had not survived to see the instantaneous bond between the islands and the American continent. This message was signed by Henry E. Cooper, secretary of the territory of Hawaii.

Ceremony at Honolulu. HONOLULU, Jan. 2.—(By Pacific Cable.)—Having buoyed the deep sea end of the cable in the turbulent Molokai channel at 8:30 o'clock on the morning of Friday, December 26, after much difficulty and great risk, Silvertown came on to Honolulu, docking at the naval wharf at noon.

The big ship was met in the harbor by tugs and excursion boats, carrying welcoming delegations of music, and escorted to the wharf, where a great crowd awaited.

It was the intention of the engineer in charge of the expedition to take on board 1,000 tons of coal as ballast and await favorable weather to return, pick up the sea end and bring it close to shore and buoy it.

The shore end of the cable was then to be laid out and the final connection made at that point. Saturday brought no improvement in the weather conditions. The wind blew great gusts from the northeast and craft arriving through the channel reached the sea-stirred maelstrom.

It was then decided to make no move that day, but to delay the attempt until Sunday morning. The cable was hauled and made a start down the bay. Prospects of the cable connection on the first day of the new year created intense interest in the city, where the enthusiasm had been somewhat dulled by the long delay.

At daylight Silvertown arrived off Koko head, where the shore end had been buoyed since Monday. With little difficulty the line from the bottom was spliced up on the deck and passed over the stern sheaves, and a start was made for the other buoy.

The cable was paid out at the rate of seven knots an hour. Shortly after 1 o'clock in the afternoon Silvertown reached the point where the San Francisco end was buoyed. The sea was not rough, but the swell rolled the vessel considerably.

A few minutes after 4 o'clock in the morning the vessel was hauled and made a start down the bay. Prospects of the cable connection on the first day of the new year created intense interest in the city, where the enthusiasm had been somewhat dulled by the long delay.

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FACTS LIKE THESE ARE IMPRESSIVE

ACCURATE TO THE SECOND.

Dueber-Hampden Watches.

The Dueber-Hampden Watch factories at Canton, Ohio, the twin factories, built side by side; in combination it is immeasurably the largest and most complete concern of its kind in the world.

In all respects the most perfect.

Every dealer knows how victorious the Dueber-Hampden Companies have been, when movement manufacturers, watch case manufacturers and jobbers in watches combined to prevent the Dueber-Hampden Companies from marketing their watches and drive them out of business.

Can we offer any better evidence of the superiority of the Dueber-Hampden watches than the fact—

The combined efforts of the entire watch trade could not destroy their popularity?

The days of the inquisition in the watch business are over.

Dealers are now at liberty to buy what watches they prefer.

But in spite of all this opposition, the output of the great Dueber-Hampden Watch factories has steadily and constantly increased until at present it employs thousands of the most skilled work-people, producing a complete watch, watch movement and watch case.

The matchless reputation obtained by the Dueber-Hampden watches is less than short of marvelous. The same minute and the same exact care is given in every detail to any size or grade from the ladies' small size, the No. 400—the smallest moderate-priced and accurate timekeeper made in America, to the gentlemen's watch, 12, 16 & 18 size.

The latest and greatest production of these factories is the 1902 thin model 16 size watch, cased in 18 and 14 Kt. gold and gold filled, to which we especially call the attention of those who want the best.

Write for "Guide to Watch Buyers."

Dueber-Hampden Watch Companies, CANTON, OHIO.

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the bottom of the sea in any other calm weather. It was reasoned that another day would see the end of the period of the northeast trades, the duration of which surprised even the oldest residents of Honolulu.

Storm Finally Subsides. On Thursday, the first day of the new year, scarcely a breeze stirred the waters of the harbor, and advice came to the ship from the Diamond Head lighthouse that the channel was quite calm, with only a moderate swell running.

A few minutes after 4 o'clock in the morning the vessel was hauled and made a start down the bay. Prospects of the cable connection on the first day of the new year created intense interest in the city, where the enthusiasm had been somewhat dulled by the long delay.

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the storm with 2,500 fathoms of cable, weighing five tons, tugging at it.

Next Day Was No Better. All chances were carefully weighed and the vessel's bow was kept to the southwest. Tuesday, the 16th, brought no improvement in the weather conditions. The wind continued to blow great blasts from the west and the seas constantly bombarded the big ship's starboard beam.

One particularly heavy sea boarded the starboard bow and swept the deck from fore to aft, smashing the scullery light and broke the gangway ladder. The chart rooms on the hurricane deck were flooded and the bridge itself was invaded at times by the turbulent seas. Those at work in the paying-out room on the main deck and about the cable machinery waded in water to their knees. The companions were battered down in order to prevent the flooding of the saloon.

One of the cooks of the galley was badly scalded by a cauldron of spilled soup. The saloon steward was hurled against a door and severely bruised and injured.

At times the ship rolled terribly and it seemed that the great strain would prove disastrous to the cable. Under ordinary conditions the line is paid out 7 per cent faster than the speed of the vessel. This was increased to 10 per cent during the storm. Even with this concession the strain was terrific. As the ship lifted and shook the great drum around which the strand was passing would almost cease to revolve one moment, only to resume with a rush the next, rendering the life of the men in the tanks a probable if not a real hazard. The dynamometer regulating the speed of the strain on the line at such times fluctuated wildly, rushing from an indicated strain of two tons or less up to four and even five tons.

When it is understood that the breaking strain is eight and three-quarters tons, it must be apparent that failure to relieve the strain promptly meant disaster to the previous line, and its loss of the line in 2,500 fathoms would have meant a loss and serious delay in the completion of the work of laying the cable, as well as being a most expensive happening to the contracting company. Rare good judgment in the handling of both the ship and the cable at these critical times averted accidents.

Many Hours on Duty. Throughout Monday night and until Tuesday at noon, when the wind abated in force, the ship's officers and crew and the cable staff were on duty without rest or sleep. Great relief was expressed when the apparently critical situation was passed, although when the wind abated at noon on Tuesday the seas continued with a strong heavy swell that ran counter to the ship's course. On Wednesday, the 17th, the weather improved and everything ran smoothly and fair progress was recorded. Heavy swells made the ship an uncomfortable place and rendered close watch on the cable necessary.

On Thursday favorable conditions prevailed and in spite of a strong southwest-erly breeze 200 knots were paid out, which was the best day's run up to this time. On Friday the first section of the cable, numbering 320 nautical miles, was finished and the vessel was stopped at 2 o'clock on Friday night to make the change to the after tank containing the second section.

This operation was successfully carried out in a little more than an hour and passage was resumed. As the vessel grew lighter the reeling increased. The character of the cargo and the ponderous deck machinery made it particularly susceptible to the onslaught of the seas.

Saturday, the 20th, was much like the preceding day save that the rolling motion was accentuated by southwest winds veering at times to twist only 157 knots reeled off. For twenty-four hours ending at noon Sunday, the 21st, 217 knots of cable were laid. The wind blew from the southwest

with moderate force, but on the whole the day was a pleasant one and progress was good.

First News from the Shore. During the night, however, there was a considerable sea on and one of the cablemen in the tank was caught in the swirl of the line and suffered a dislocated shoulder. The day was notable for two things, the crossing of the Vancouver-Australian cable at 4 o'clock in the morning and the receipt of the first batch of news from San Francisco. This latter consisted of brief bulletins of President Roosevelt's appointment as arbitrator in the Venezuelan difficulty, the disastrous train wreck at Byron, Cal., the capture of the Humberts in Madrid, Marconi's latest claims in wireless telegraphy discoveries and some minor items.

The news from shore was received with delight by those on board Silvertown. Roosevelt's appointment being especially interesting to the English staff, who enthusiastically endorsed it.

Tuesday, the 23d, opened with stormy weather. Flurries of rain and heavy seas again brought danger to them. The men in the cable tank had a bad night and worked with great risk. One of them was caught by the flying line and was thrown against the wall.

From a nervous noon to Wednesday noon the deepest water was crossed, averaging 3,000 fathoms.

Unpleasant Christmas. Thursday, December 25 (Christmas day) was not a pleasant one to the people on Silvertown and the English custom of celebrating the day was postponed to a more propitious time. The wind veered around to the northwest and increased to a velocity greater than that experienced on Monday and Tuesday. Just before midnight a final change of tanks was made after the tank being emptied of its 996 miles of cable and the light transferred to the forward tank. The change was made extremely hazardous owing to the now almost empty vessel tossing and rolling in the heavy seas.

Throughout the day a gale blew with the end of the deep sea cable in sight and with it the necessity of cutting or buoying the end. An anxious night was passed by all on board. No member of either staff attempted to sleep. The wind blew a fine rain with great force during the night, which, with the tremendous seas running, rendered conditions on deck uncomfortable as well as dangerous. Many of the officers familiar with the ways of the sea were tossed about and thrown upon the deck. After 8 o'clock in the evening Silvertown's speed was reduced in order to bring it to a suitable buoying place toward daylight. Between 2 and 3 o'clock three soundings were taken and preparations were made to buoy the sea end.

The operation proved a most difficult one, owing to the motion of the vessel, which at times rolled to the angle of 45 degrees. It was with difficulty that the line was paid fast to the cable and the end buoyed. Word was given to cut the line at 5:20 and as the six-inch manilla hawser was cut with the knife it parted with a snap.

So great was the strain upon it that friction caused it to take fire as it passed over the sheaves at the stern, and the sparks scattered about the deck in a pyrotechnic display. The buoy was jerked overboard with terrific force, but quickly righted itself. The cable was safely buoyed in 450 fathoms of water. A marked buoy was

dropped as near as possible to the cable buoy and the vessel stood by until 8 o'clock in order to get the bearings. It then proceeded to Honolulu, where it arrived at noon on December 26.

(Signed) E. D. MOORE. President Roosevelt's Reply. WASHINGTON, Jan. 2.—The following cablegram was received at the White House at 2:30 o'clock this afternoon dated Honolulu, Jan. 1, 9:30 p. m.:

"The President, Washington: The people of the territory of Hawaii send their greetings to you and express their gratification at the inauguration of telegraphic communication with the mainland. We all believe that the removal of the disadvantages of isolation will prove a strong factor in the upbuilding of a patriotic and progressive American commonwealth in these islands. HENRY F. COOPER, Secretary of Hawaii."

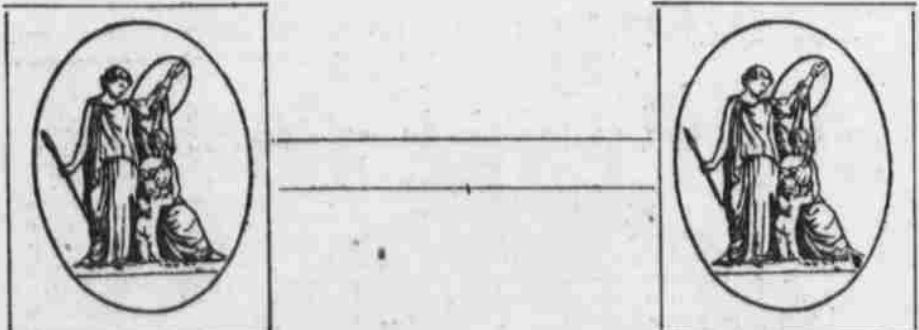
The following is the reply of the president to the message of Secretary Cooper: "WHITE HOUSE, WASHINGTON, Jan. 2.—To Hon. Henry F. Cooper, Secretary of State, Honolulu: The president sends, through you, to Governor Dole and the people of Hawaii his hearty congratulations upon the opening of the cable. He believes that it will tend to make the people of Hawaii more closely knit than ever to their fellow citizens of the mainland and will be for the great advantage of all our people. GEORGE H. COVILLI, Secretary to the President."

Merchants Exchange Greetings. SAN FRANCISCO, Jan. 2.—Over the newly laid cable to Honolulu the following message to the Merchants' Association of San Francisco has been sent by the Merchants' Association of this city:

"SAN FRANCISCO, Cal., Jan. 2.—To Merchants' Association of Honolulu, F. W. McFarlane, President, Honolulu: The Merchants' Association of San Francisco sends cordial greetings to its brother association in Honolulu, and hailing the dawn of a day which united us in closer ties of friendship, rejoices also at the opportunities for an enlarged field of usefulness to each. THE MERCHANTS' ASSOCIATION OF SAN FRANCISCO. By Frank J. Simmes, President."

NEW YORK, Jan. 2.—Clarence H. Mackay, president and general manager, and other officials of the Commercial Pacific Cable company are greatly pleased at the completion of the company's cable between San Francisco and Hawaii, a work to which they have devoted much energy and time during the last few months. They do not propose to stop at Hawaii, however, and now say that by July 4 they expect the cable will have been completed to Manila. Speaking of the project, Mr. Ward said:

Statement of Officials. "The Commercial Pacific Cable company's cable to Hawaii was connected through to San Francisco at 8:43 p. m., January 1 (Honolulu time). The cable will open for public business on Monday morning, January 5. The widespread interest manifested in bringing the Hawaiian islands into electric touch with the Pacific coast is evidenced by congratulatory telegrams received today. It is a particular satisfaction to us to have the cable completed on the first day of the new year, because it fulfills our promise to Congress."



The Equitable Life Assurance Society

Of the United States.

HENRY B. HYDE, Founder.

Preliminary Statement Jan. 1, 1903.

Table with financial data: Outstanding Assurance, \$1,290,000,000; Income, 68,000,000; New Assurance, 275,000,000; Assets, 360,000,000; Assurance Fund and all Other liabilities, 285,000,000; Surplus, 75,000,000.

The largest increase ever made in any year in the history of the Society.

JAMES W. ALEXANDER, President. JAMES H. HYDE, Vice President. H. D. Neely, Mgr., Merchants' Nat. Bank Bldg, Omaha, Neb.

FIGPRUNE CEREAL

Tastes like Coffee—Better than Coffee. The secret is in the perfect blending and roasting of fruit and grain. SOLD BY ALL GROCERS.