IMPRESSIVE

watches than the fact-

tion of those who want the bes ..

Write for "Guide to Watch Buyers."

and watch case.

surprised even the oldest residents

erate swell running.

Storm Finally Subsides.

A few minutes after 4 o'clock in the

made a start down the bay. Prospects of

new year created intense interest in the

city, where the enthusiasm had been some-

At daylight Silvertown arrived off Koko

since Monday. With little difficulty the

line from the bottom was spliced up on

deck and passed over the stern sheaves,

and a start was made for the other buoy.

swell rolled the vessel considerably.

of the ship as strange, if not ominous,

that at times approached the velocity of

retarded the progress as well as endan-

every adverse condition that is usually en-

Squall Causes Trouble.

Toward evening ropes were stretched

Two courses were open to them-either

more important consideration of the waste

Both were fraught with great dan-

in charge for the safety of the cable.

hazardous one.

came out of the west.

limbers of an Abandoned Mine Give Way, Orenting Plasure.

AS BY EARTHQUAKE THE GROUND OPENS

People Are Warned by Brenking of Payement 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 afternon 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 seyond the fall encountered a flooded "dip" or depression in a vein in making their way out by a circultous route, and had to wim from one rise to the other. No one ther 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 Ackerly's double store building and a onestory barber shop were ground to debris the yawning pit, with the uppermost parts of the mound forty feet below the turface.

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 neighborhood.

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 in the street put a stop to this and everyone fled from the neighborhood.

Twenty minutes after the disturbance was first noticed the opening had widened until it reached all the way across the street and terrific crash the big hotel pitched forward. turned entirely over and landed on its roof in the bottom of the abyss. An immense amount of earth from all about the edge of the hotel went down with it and a moment later the adjoining double dwelling of Mrs. Evans fell over the edge and demolished itself on the ruins of the hotel. The Ackerly double store building and the Evans barber shop promptly slid into the chasm about the same time and piled themselves broken and twisted.

At nightfall it was believed there would be no further settling, but no one, it is cafe to say, went to bed tenight in any building within fifty yards of the disturbed

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, suported a thin roof of rock, which in turn supported stratas of quicksand and gravel extending to the surface. The timbers rotted, the roof gave blue stitched with silk and finway and the quicksand sifted through, ished with collar and cuffs of velvet edged carrying the gravel with it. The water mains broke and a torrent of water poured and suit materials are appropriate as the through the aperture and down a forty-five- design suits the odd coat and the entire foot plane which has its heading just at costume equally well. When desired the 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 alope did the settlings cease. Fortunately for the cap, the surface ceased cracking ninety back are closed simply on indicated lines, feet from the river bank. Had it reached the river the mine would have been flooded. form the slot seams, being omitted. The

## PROFITS ARE TO BE SHARED style. At each hip is inserted a pocket that

of Employes. NEW YORK, Jan. 2.-Announcement was 2% yards 52 inches wide,

Shares of Stock for Benefit

made today that another industrial corporation has inaugurated a plan to share its. The Pressed Steel Car company proposed

have been six months or more in its em- from 25 to 50 cents, will be furnished at a ploy from one to twenty-five shares of the preferred stock, new paying 7 per cent expense. In order to get a pattern enclose 10 cents, give number and name of pattern

The men will pay 5 per cent down and wanted and bust measure.

HOUSES SINK INTO EARTH the same amount in monthly installments CABLE WIPES OUT DISTANCE thereafter, the company charging 4 per cent for moneys loaned to carry the stock-As the dividend in 7 per cent, the buyer will have the advantage of the 3 per cent | Far Away Hawaii Group in Instant Touch

> KILLED Six or More Mine Workers Dead and

a Score Injured at Pottsville, Pa. POTTSVILLE, Pa., Jan. 2.-By an ex-

plosion at the Oak Hill colliery today six or more mine workers were killed and a score severely burned. Among the killed are:

HUGH CURRAN. PATRICK MARTIME. MICHAEL UNDER.

off 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. Mrs. Perkins accompanied him and will remain about two weeks, when she will return.

Fails 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 sag and rope paper manufacturers of the yountry has glien up the project. It is reported that the paper bag and rope paper manufacturers of the west have organized independently of the eastern manufacturers, owing to the fact that the latter showed a disposition to delay matters.

### PERSONAL PARAGRAPHS.

J. G. McMahon of New York City is at P. J. Nichols, depot master of the Union depot, Denver, is at the Millard.

Seasonable Fashions.



Plain or Slot Seams-Stylish snug-fitting jackets always are fashionable and make ideal wraps for general wear. This smart model is shown in kersey cloth, in royal with bands of white cloth, but all cloaking fronts can be rolled back to form revers as shown in the small sketch.

the stitched tucks and underfacings, that Up to midnight no further disturbance fronts are deeply faced and meet the collar closed they are lapped in double-breasted Pressed Steel Car Company to Carry 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 21/2 yards 44 inches wide or 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 readto carry for each of its employes who ers these patterns, which usually rtail at nominal price, 10 cents, which covers all



# The Equitable Life Assurance Society

Of the United States.

HENRY B. HYDE, Founder,

Preliminary Statement Jan. 1, 1903.

Outstanding Assurance, \$1,290,000,000 68,000,000 Income,

275,000,000 New Assurance, -360,000,000 Assets,

Assurance Fund and all

Other liabilities, Surplus,

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.

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 splice, 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 in 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

First Message from Honolulu.

The first message received was from Gov-William Deuel, superintendent of the Colorado division of the Union Pacific, with seadquarters in Denver, is at the Millard. ernor Dole to President Roosevelt. It was merely a formal greeting and congratulaple 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

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 Clarance 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 Molakai channel at 5:20 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 with bands 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 vorable 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 reached the sea-stirred maelstrom,

It was then decided to make no move that day, but to delay the attempt until that is sewed to the neck edge. When Sunday morning. December 28, when a start was made. The vessel had not proceeded one mile from the dock when the full force is finished with a pocket welt. The sleeves of a gale from behind the high hills struck it. The skipper did not go outside, as picking channel was quite calm, with only a modup the buoy in the channel was quite impossible.

It was then determined to lay the shore end while the conditions were favorable on that side of the island. Slivertown was taken in shore within half a mile of the coral reef and preparations were made to haul a line ashore. The character of the what dulled by the long delay. bottom, which is rock, with a narrow opening through the coral reef, rendered great care necessary in placing the extremely heavy type of cable.

Crowds Walt on the Shore.

Throughout the day crowds ashore watched the steam launches running in and out and awaited patiently the actual landing of the long expected submarine telegraph. At a quarter to 5 in the evening the end of the cable left Silvertown's bow with balloon buoys attached at intervals of fifty feet. A half mile of heavy line was hauled ashore by steam power without hitch or halt.

One hour and five minutes from the time the line left Silvertown the cable was hauled upon the soil of picturesque San Souci park, amid the shouts of thousands and the crash of a band of music, playing a cable march dedicated to President

Just as the cable touched the shore a heavy shower of rain fell upon the gaily attired multitude, but danger of a wetting was ignored in the eagerness to catch a glimpse of the magic line that is to connect them with the rest of the world. There was no official ceremony at the time further than the laying of a lei, or native wreath, upon the end of the cable by Mrs. Hawes, who repeated the cus-tomary native greeting, "Aloha."

Silvertown remained at anchor, holding to the line ustil near Monday noon, December 29, when it moved out upon the course prescribed by the chart in paying out the cable. " Six miles were laid to a point off Koko head. At this point rough shore end was landed near the cliffhouse seas were encountered and the line was

A start was immediately made for 5:30 in the evening and the start was made Molokal channel to investigate whether or at 12:30 on Monday morning. The favornot the buoy had weathered the buffeting to which it had been subjected for nearly three days. Some anxiety was expressed lest it had been overwhelmed and allowed the line attached to the end of the 2,000mile strand to carry away.

Fortunately, however, no such disaster had occurred. The buoy was riding in safety, but the marked buoy, which had been dropped near it on Friday morning. December 26, had disappeared.

Wind Blows a Gale. The seas were running even higher than three days previous. The wind continued to blow a gale from the northeast.

No boat necessary in the picking up of the buoy could have survived and no fast. The rain ceased, but the storm con-285,000,000 thought was given to making the attempt at this time. Another marked buoy was put thought was given to making the attempt down some distance away and Silvertown returned to Honolulu harbor and anchored 75,000,000 off shore. It was agreed between Captain Morton and Chief Cable Engineer Benest that no further work would be attempted ger. A deviation from the course was obuntil the wind abated and the seas calmed. The wind showed no signs of abating till Tuesday, but the big steamer made no lessened the strain upon the cable and the move. Wednesday was passed in idleness

risk the chance of lifting the cable from emergencies could scarcely have weathered laid. The wind blew from the soughwest

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 On Thursday, the first day of the new wind continued to blow great blasts from year, scarcely a breeze stirred the waters the west and the seas constantly bomof the harbor, and advice came to the ship barded the big ship's starboard beam. from the Diamond Head lighthouse that the One particularly heavy sea boarded the

fore to aft, smashing the scullery light and broke the gangway ladder. The chart rooms on the hurricane deck were flooded morning Silvertown heaved anchor and and the bridge itself was invaded at times the cable connection on the first day of the 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 companionways were battered down in order to prevent head, where the shore end had been buoyed

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.

The cable was paid out at the rate of At times the ship rolled terribly and it seven knots an hour. Shortly after 1 o'clock in the afternoon Silvertown reached seemed that the great strain would prove disastrous to the cable. Under ordinary the point where the San Francisco end was conditions the line is paid out 7 per cent buoyed The sea was not rough, but the faster than the speed of the vessel. This was increased to 10 per cent during the Great care was taken in handling it storm. Even with this concession while taking up the buoy. It was finally strain was terrific. As the ship lifted and 8,000 fathoms. accompilated at 3:44 o'clock without unshook the great drum around which the toward incident. The connection with the strand was passing would almost cease to testing room was quickly made and San revolve one moment, only to resume with Francisco responded to the call, thus rea rush the next, rendering the life of the lieving the public mind of the continent men in the tanks a probable if not a real which must have regarded the long stience hazard. The dynamometer regulating the speed of and the strain on the line at such The voyage of Silvertown was eventful times fluctuated wildly, rushing from an and at times unpleasantly exciting. Twelve hours out from San Francisco the cable ship was beset by bad weather, which con-

four and even five tons. When it is understood that the breaking tinued, with the exception of one day, to strain is eight and three-quarters tons, it the end of the voyage. Variable winds must be apparent that failure to relieve the strain promptly meant disaster to the gales and heavy seas that buffeted it about previous line, and its loss of the line in 2,500 fathoms would have meant a long gered the safety of the cable. In fact and serious delay in the completion of the work of laying the cable, as well as being countered in the laying of a cable was met a most expensive happening to the conwith and at times made the task a most tracting company. Rare good judgment in the handling of both the ship and the cable at these critical times averted accidents.

Many Hours on Duty.

A more perfect day could hardly be im agined than Sunday, December 14, when the Throughout Monday night and until Tues day at noon, when the wind abated in force, off San Francisco. The line of the shore the ship's officers and crew and the cable end was brought on board the steamer at staff were on duty without rest or sleep. 5:30 in the evening and the start was made Great relief was expressed when the ap parently critical situation was passed, alable conditions continued until 11 o'clock though when the wind abated at noon on on the morning of that day, when the ves-Tuesday the seas continued with a strong sel ran into a squall of wind and rain that heavy swell that ran counter to the ship's On Wednesday, the 17th, the Steering through a southwesterly course. weather improved and everything ran Silvertown offered a broad starboard beam smoothly and fair progress was recorded. to the storm. Soon the seas were whipped Heavy swells made the ship an uncominto confusion, rolling the vessel in a manfortable place and rendered close watch on per most dangerous to the emble. The the cable necessary. velocity of the wind increased and early in

On Thursday favorable conditions pre the afternoon great green seas boarded the starboard bow and swept along the deck valled and in spite of a strong southwesterly breeze 207 knots were paid out, which and escaped into the sea through the port was the best day's run up to this time. On Friday the first section of the cable about the deck and everything was made numbering 929 nautical miles, was finished and the vessel was stopped at 8 o'clock on Friday night to make the change to the tinued with unabated force throughout the after tank containing the second section. night. These were anxious hours for those

This operation was successfully carried out in a little more than an hour and paskeep on the true course or cut and buoy the sage was resumed. As the vessel grew lighter the recling increased. The character of the cargo and the penderous deck viously out of the question, as much for machinery made it particularly susceptible the reason that such action would not have to the onslaught of the seas.

Saturday, the 20th, was much like the preceding day eave that the rolling motion with very little wind, and for a time it was of time and the danger of getting into un- was accentuated by southwest winds veerthought advisable to make an attempt to known depths. To cut and buoy the cable off. For twenty-four hours ending at noon It was finally decided, however, not to one of the great buoys carried for just such | Sunday, the list, 217 knots of cable were

ACCURATE TO THE SECOND.

Dueber-Hampden Watches.

cern of its kind in the world.

manufacturers, watch case manufacturers and jobbers in watches combined to prevent the

Deuber-Hampden Companies from marketing their watches and drive them out

Can we offer any better evidence of the superiority of the Deuber-Hampden

But in spite of all this opposition, the output of the great Deuber-Hampden

The matchless reputation obtained by the Deuber-Hampden watches is less

The latest and greatest production of these factories is the 1902 thin model 16 size

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

Watch factories has steadily and constant y increased until at present it employs

thousands of the most skilled work-people, producing a complete watch, watch movement

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

watch, cased in 18 and 14 Kt. gold and gold filled, to which we especially call the atten-

Deuber-Hampden Watch Companies.

CANTON, OHIO.

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

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

In all respects the most perfect.

The Deuber-Hampden Watch factories at Can-

Every dealer knows how victorious the Deuber-

ton, Ohio, the twin factories, built side by side; in combina-

tion it is immeasurably the largest and most complete con-

Hampden Companies have been, when movement

During the night, however, there was considerable sea on and one of the cable men 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 starboard bow and swept the deck from 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 Tuesday noon to Wednesday noon the deepest water was crossed, averaging

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 veloindicated strain of two tons or less up to city greater than that experienced on Monday and Tuesday. Just before midnight a final change of tanks was mades the after tank being emptied of its 996 miles of cables and the bight transferred to the forward tank. The change was made extremely hazardous owing to the now almost empty vessel tossing and rolling in the

> tt 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. ossed about and thrown upon the deck. buoy in sea end.

The operation proved a most difficult one, of the project, Mr. Ward said: owing to the motion of the vessel, which at times rolled to the angle of 43 degrees. It was with difficulty that the line was with the knife it parted with a snap.

fathoms of water. A marked buoy was fills our promise to congress.

day was a pleasant one and progress was 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 (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 Hawali 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 disadvantage of isolation will prove a strong factor in the upbuilding of a patriotic and progressive American commonweath in these islands. HENRY F. COOPER.

"Secretary of Hawait. 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 Hawall more closely knit than ever to their fellow citizens of the mainland and will be for the great advantage of all our people. "GEORGE B. CORTELYOU,

"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 Honolulu has been sent by the Merchants' association of this city

"SAN FRANCISCO, Cal., Jan. 2 .- To Morchants' 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 Throughout the day a gale blew with the friendship, rejoices also at the opportuniend of the deep sea cable in sight and with ties 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; George H. Ward, vice president rendered conditions on deck uncomfortable and general manager, and other officials of as well as dangerous. Many of the offi- the Commercial Pacific Cable company are cers familiar with the ways of the sea were greatly pleased at the completion of the company's cable between San Francisco After 8 o'clock in the evening Silvertown's and Hawaii, a work to which they have speed was reduced in order to bring it to devoted much energy and time during the suitable buoying place toward daylight. last few months. They do not propose to Between 2 and 3 o'clock three soundings stop at Hawaii, however, and now say were taken and preparations were made to that by July 4 they expect the cable will have been completed to Manila. Speaking

Statement of Officials.

"The Commercial Pacific Cable company's de fast to the cable and the end buoyed. cable to Hawaii was connected through to Word was given to cut the line at 5:20 San Francisco at 8:43 p. m., January 1 and as the six-inch mantila hawser was cut (Honolulu time). The cable will open for public business on Monday morning, Janu-So great was the strain upon it that fric- ary 5. The widespread interest manifested tion caused it to take fire as it passed over in bringing the Hawaiian islands into electhe sheaves at the stern, and the sparks tric touch with the Pacific coast is eviscattered about the deck in a pyrotechnic denced by congratulatory telegrams redisplay. The buoy was jerked overboard ceived today. It is a particular satisfaction with terrific force, but quickly righted to us to have the cable completed on the itself. The cable was safely buoyed in 450 first day of the new year, because it ful-

## FIGPRUNE CEREAL

Tastes like Coffee-Better than Coffee. the perfect blending and roasting of fruit and grain. SOLD BY ALL GROCERS.