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STRONG TIDES AND HEAVY BREAKERS PREVENT THE LANDING OF THE SHORE END OF THE NEW PACIFIC COMMERCIAL CABLE TO HONOLULU BY THE EXPERTS OF THE SHIP SILVERTOWN

THE first attempt to land the shore end of the new trans-Pacific cable yesterday proved a failure, owing to the strong tidal currents and a break in the machinery on board the Silvertown, due to the tremendous strain. Fully fifty thousand people thronged the beach during the day and two accidents occurred. The launching team of the lifeboat station ran into the crowd, knocking down men and women and slightly injuring one little girl. The slipping of the cable tow line also slightly injured Mr. Mackay and rendered George W. McNear unconscious.

WARSHIP GUNS TO BOMBARD

Foreigners Flee From Puerto Cabello.

Take Refuge on German and British Cruisers.

Allies' Vessels Threaten to Hurl Shells Into the City.

LONDON, Dec. 13.—A dispatch to the Daily Mail from Willemstad, Curacao, dated December 11, says that the foreign residents of Puerto Cabello are taking refuge on board the German cruiser Vineta and the British cruiser Ariadne, and that these vessels are threatening to bombard the port.

A GUAIRA, Venezuela, Dec. 12.—The situation here has just assumed more serious phases than ever and hostilities appear imminent. The British cruiser Charybdis, flying the flag of Commodore Montgomery, the German cruiser Vineta and the German training ship Stosch have just arrived in port and have taken positions in line of battle.

There has been great military activity in this port and all preparations are indicative of a movement to resist attack.

Ammunition and dynamite and other munitions of war are being placed in wagons and taken away in the direction of Caracas. A train has been used in connection with the removal of the ammunition. The powder stored in the Lavigia and San Carlos forts has been taken away. There are rumors here that the Venezuelan Government troops intended to abandon the town and fortify the heights in order to guard the roads leading to Caracas. Defensive arrangements are being made at strategic points in the mountains.

On the arrival of a merchant steamer of the Harrison line and the Dutch mail steamer Prinz Wilhelm IV here to-day the commander of the British cruiser Indefatigable went aboard of them and advised them to remain out of port, as they could be protected then. The British commander added that he could not answer for what might take place at any moment in this port.

The mails were landed and the captains of the merchantmen asked for lighters for the discharge of cargoes. This was refused by the custom-house officials, who said:

"There is no reason why you



LAUNCHING THE LIFE BOAT

NOTIFYING NEW YORK

RECEIVING THE LAST OMINOUS MESSAGE

LANDING THE CABLE TOW LINE

SCENES AT THE ATTEMPTED LANDING OF THE PACIFIC CABLE, SHOWING THE LAUNCHING OF THE LIFEBOAT, THE MESSAGE TO NEW YORK AND THE RECEIPT OF THE SIGNAL FROM THE SILVERTOWN TO ABANDON FURTHER EFFORTS.

Sudden Straightening of Slack in Towline Injures G. W. McNear and C. H. Mackay.

FRIDAY was the hoodoo. At least that is the cause assigned by seafaring men for the failure of the first attempt yesterday to lay the shore end of the trans-Pacific cable to the coral sands of Hawaii. Still, it was a great day and a big affair, much bigger than anybody anticipated. It was a big event in history, a big task to accomplish and the biggest crowd to witness it that San Francisco has ever contributed to a public function. The setback, however, is only a temporary one. To-morrow another attempt will be made and if successful the programme as already arranged will be carried out.

The failure to land the cable yesterday after several hours of fruitless endeavor was a great disappointment to all, and to no one more than Clarence H. Mackay himself. But that is another story. Long before daylight the great gray cable ship, Silvertown, crept slowly out of the harbor and dropped anchor about a mile off the beach below the Cliff House. Then came a long spell of weary, nerve-eating idleness. The sky was blotted out with a huge blanket of threatening clouds, while the fretful sea belled inshore with a mighty tossing of waves and snarling of breakers before the lash of a biting wind that was half a gale. The only thing possible was to wait, and this was done with such grace as could be mustered by that impatient crew of seamen and scientists.

bottom of an excavation in the center of the inclosure the land end of the cable lifted its scraggy head in seeming impatience for the union with its mate from the sea. Every car brought fresh additions to the crowd, which grew and grew until at 10 o'clock fully 50,000 people lined the beach and imparted unwanted life and color to the dreary waste of sand, while the boulevard was alive with vehicles of every type, style and vintage, from the huckster's cart to the millionaire's brougham. Music was not lacking either, for Uncle Sam's soldiers at the Presidio and the students at the State university sent their respective bands, resplendent in gorgeous new uniforms, to while away the tedium of the long gage waits with a merry fanfare of brass and reed and clatter of drum and cymbals.

WILL SPLICE THE CABLE TO-MORROW

IN consequence of a slight injury to a portion of the technical machinery of the cable steamer Silvertown, the contractors concluded it unwise to proceed with the laying of the cable yesterday afternoon. Repairs will be made to-day and the work of laying the cable will proceed Sunday morning. The landing of the shore end of the cable probably will begin about 10 a. m. The programme arranged will be carried out. The christening of the cable splice will be made by Governor Gage's daughter. President Clarence H. Mackay renews his invitations. No tickets of admission to special inclosure will be required of those having held them for yesterday's services.

Fifty Thousand People Gather to Witness the Ceremonies on the Beach.

OWING to the heavy surf which was breaking over the beach and to the strong tide that was running yesterday, the first effort of the crew of the Silvertown to lay the shore end of the Pacific cable proved unsuccessful. Although the fifty thousand people who crowded the sandy beach and braved the cold did not have the pleasure of witnessing the actual commencement of the great enterprise which is to bring the Hawaiian Islands, and ultimately the Orient, into closer communication with the United States, they saw work performed that repaid them with interest for their trip to the ocean-side. They learned that the laying of an oceanic cable is not the achievement of a moment, but that it is an undertaking requiring the greatest of care and considerable labor.

The Silvertown left her moorings in the bay before daybreak yesterday morning and at 9 o'clock was anchored about one mile off shore near the cable station. Owing to the shallowness of the water, the big vessel was unable to approach nearer the land. At that time huge waves were rolling in and breaking on the beach. The day itself was dark and dismal, and at that hour the prospects of reaching the shore safely with the cable appeared very gloomy. Out where the Silvertown was resting the tide was running strongly, and the vessel was tugging at its anchor chains. As the day advanced, however, the sun broke through the mist and the breakers grew calmer. It began to look as if Providence intended to assist in bridging the Pacific.

SIGNAL IS GIVEN.

At exactly eight minutes to 11 o'clock L. W. Storrer, superintendent of the Pacific Commercial Cable Company, announced that all was in readiness for the commencement of the laying of the shore end of the cable. The representatives of the cable company on the shore had arranged a code of signals by which they could communicate with the crew of the Silvertown. A blue flag was run up a flagpole which had been erected on the beach, to announce to the men on the boat that the representatives of the company were ready to receive the cable on shore. Twenty minutes later two small boats from the ship started shoreward with a small tow line, one end of which was attached to the heavy hawser by which the cable itself was to be pulled ashore.

HORSES BEGIN WORK.

At 1:10 the blue flag was again hoisted up the flagstaff, twelve powerful draft horses were hitched to the heavy tow line and the work of pulling the cable ashore was about to begin. At six min-

PROSPERITY NEARS END, SAYS HILL

Railroad King Sees Trade Crisis Coming.

Makes Startling Prediction of Commercial Slump.

Says Venezuelan Affair Has Hastened Collapse of "Good Times."

Special Dispatch to The Call. CHICAGO, Dec. 12.—James J. Hill, president of the Northern Securities Company, who arrived in Chicago to-night from New York on his way to St. Paul, says that prosperity in the United States has reached its zenith and that a retrograde movement is near at hand, if it has not already begun. The crisis may be hastened, he says, by the trouble in Venezuela. "I am not one of those fellows who cross their bridges before they come to them—'alarmists' I think you call them," said Hill to-night. "I am disposed to be cheerful about most things. But I cannot see anything in the present financial situation to cause me to do any rejoicing. Things look serious. This country has reached the top of its prosperity. If a serious downward movement has not already begun, it is not far off. There are more reasons than one for this; chief among them is the uncertain state of mind in which New York men find themselves from day to day. Uncertainty is the worst thing on earth for the moneyed interests of the country. They fear the United States will be drawn into war with England and Germany. Many of them actually expect a clash with Germany. This ties things up. Excessive rates are demanded for money. Men who are 'long' on stocks get panicky, and as a result the market slumps off. The Venezuela trouble has 'jarred' the money situation in the United States. Things were just ready to topple before the trouble came. It wasn't necessary that anything half so serious should have occurred to precipitate a crisis. One does not need to look to Wall street for support of this opinion. Tight money is not felt there alone. The manufacturing districts are suffering already. Their suffering will increase as things grow worse."