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OF THE
BORDER

FEBRUARY
1903

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SOUTHERN PACIFIC

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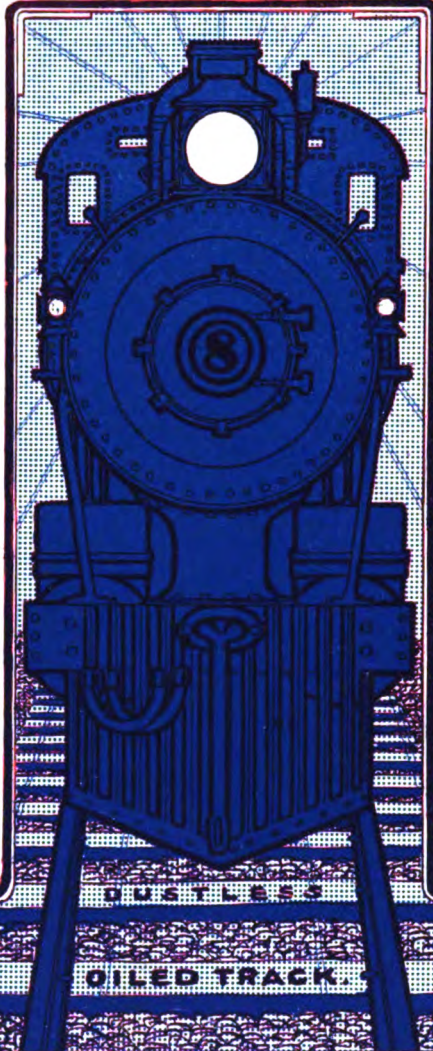
**Orange
Groves**

**CRESCENT CITY
EXPRESS**

**California
Missions**

**Almond
Orchards**

**Mexicans
Indians**



**SAN FRANCISCO LOS ANGELES NEW ORLEANS
TWO THROUGH TRAINS DAILY**

IN WRITING TO ADVERTISERS PLEASE MENTION SUNSET



WEIDNER, PHOTO

LAYING THE TRANSPACIFIC CABLE—LANDING THE CABLE FROM THE SILVERTOWN ON THE OCEAN BEACH, SAN FRANCISCO, DECEMBER 14, 1902. THE BARELEGGED BOYS IN THE SURF, THE GROUP OF EQUESTRIANS AND THE SHARP SHADOWS COMBINE TO TELL OF THE SUNSHINE AND CLIMATIC COMFORT OF THIS MID-WINTER DAY



A MAGAZINE OF THE BORDER

EDITED BY CHARLES SEDGWICK AIKEN

VOL. X

FEBRUARY, 1903

No. 4

LAYING THE TRANS-PACIFIC CABLE.
BY
Earle Ashley Walcott.

**BRITISH CABLE STEAMSHIP
SILVERTOWN
IN SAN FRANCISCO HARBOR**

“**G**LORY to God in the highest, on earth peace, good will toward men.”

The first message that flashed through the short-lived Atlantic cable of 1858 may appropriately be repeated for the cable that is about to complete the electric girdle about the earth—the line across the Pacific that is being laid by the Commercial Cable Company. Swift communication has served the cause of peace and good will among men, lessening the causes of discord by promoting a better understanding among peoples,

multiplying the threads of commerce that bind nation to nation, knitting closely together the interests of distant communities and combining the forces of the world into harmonious effort for the progress and development of humanity. In this great service to the race, the cable that is to span the Pacific will have an influence as important as that of its predecessors that lie under the Atlantic.

The opening of the New Year marked the first step in this epoch-making work. On the 1st of January, 1903, the first section of the Pacific cable was com-



DANA, PHOTO

UNITED STATES LIFE SAVING CREW DRAWING IN LINE TO WHICH CABLE WAS BENT

pleted. On that day the last splice was made on the line between San Francisco and Honolulu, and the first message was flashed between the islands and the continent. It was the realization of the plans of twenty-five years.

The dream of spanning the Pacific, indeed, dates back beyond the quarter century mark. It was conceived by Cyrus W. Field, in 1867, when his prodigious labors and undaunted spirit had at last brought the Atlantic cable to success. But at this time it was no more than a dream. The prophetic eye of statesmen like Seward and diplomats like Burlingame and financiers like Field could look forward to a day when the Pacific should be the theater of a commercial development more splendid and far-reaching than that which has covered the At-

lantic. But in 1867 the future gave no guaranty to the present. The trans-pacific trade was not enough in volume to promise returns on the cost of a cable across the great ocean, and if there was a serious effort to raise money to lay the line, it came to nothing. Ten years later when the reciprocity treaty between the Hawaiian islands and the United States promised an increase of trade with the tropic archipelago, there was discussion of plans for a cable between Honolulu and San Francisco, but the plans ended in words. Then in 1880, when Cyrus W. Field made his tour of the world, the father of the cable was fired once more with the inspiration of his dreams of younger days, and secured from the King of the Hawaiian islands a concession for a cable to San Francisco. There was,



WEIDNER, PHOTO

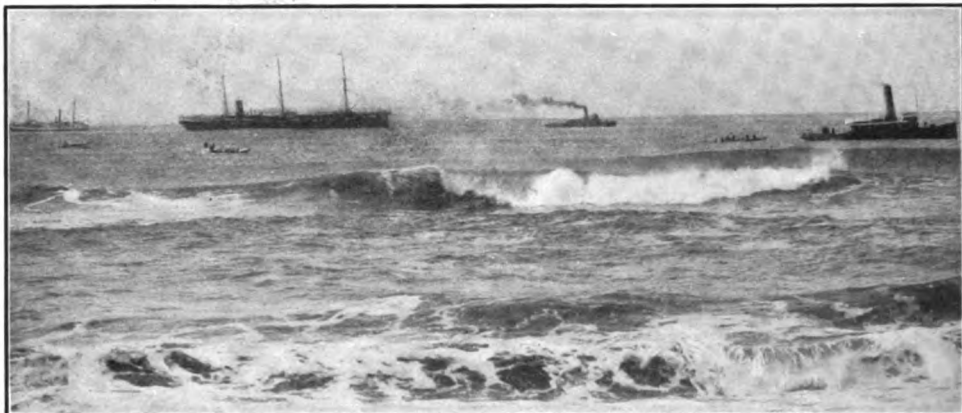
—A great throng gathered upon the beach to witness the ceremonies



SAMA, PHOTO

LAYING THE TRANSPACIFIC CABLE—THE GOVERNOR AND CHRISTENING PARTY WAITING THE LANDING OF THE CABLE, OCEAN BEACH, SAN FRANCISCO
DECEMBER 14, 1902

In this group (left to right) are Prof. E. Knowlton; William H. Baker, Vice-President and General Manager Postal Telegraph Cable Company; Mayor Eugene Schmitz of San Francisco; Governor Henry T. Gage and little Miss Lucille Gage; Clarence H. Mackay; Mrs. Gage; Dr. V. P. Buckley; R. P. Jennings, Executive Officer California Promotion Committee; A. Sbarboro, President California Promotion Committee; Richard V. DeY; James E. Walsh; E. A. Bradley, Vice-President Postal Telegraph Cable Company



TIBBITTS. PHOTO
CABLE STEAMSHIP SILVERTOWN, OFF CLIFF HOUSE, WAITING TO FLOAT CABLE ASHORE

however, no practical step taken to put this scheme into execution, and for more than twenty years the Hawaiian cable was merely the subject of desultory discussion in the newspapers and in Congress. It was left to John W. Mackay and the opening years of the twentieth century to bring the dream to realization, and make the Hawaiian cable the first step in the greater work of a cable that should span the Pacific.

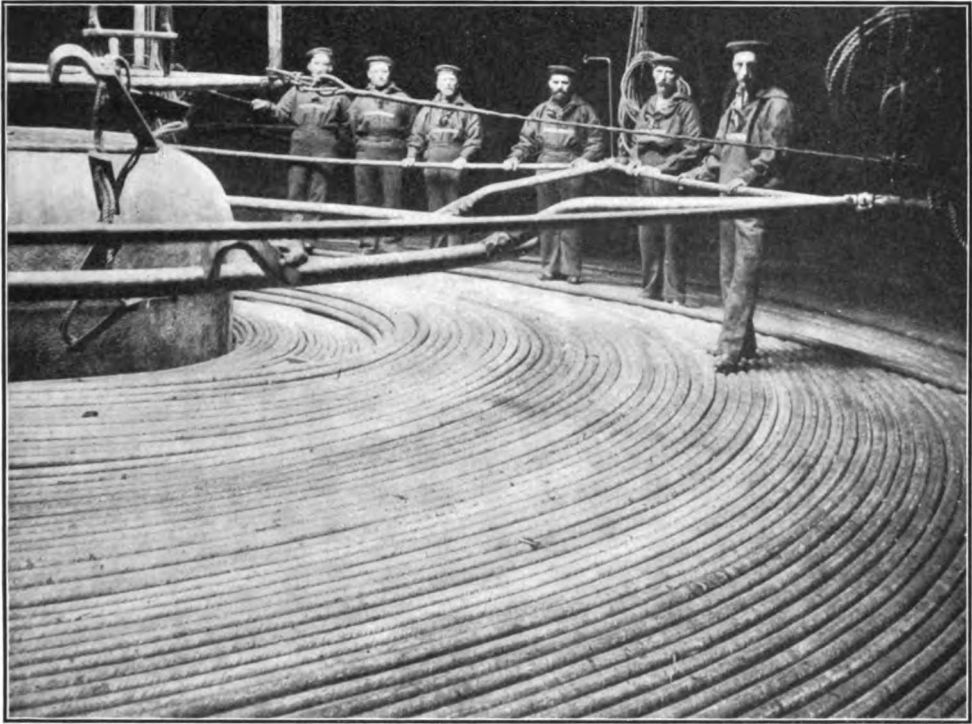
John W. Mackay, bonanza king, banker, builder of telegraph and cable lines, was a San Franciscan who never lost his interest in the welfare and progress of San Francisco. From the time he entered on the enterprises that spanned the Atlantic with the cables of the Commercial Company and covered the United States with the network of wires of the Postal Telegraph Company, he had contemplated the construction of a cable from San Francisco



DANA. PHOTO
SHOWING CABLE REEL, STERN OF SHIP



DANA. PHOTO
REMOVING COVERING OF SEA END OF CABLE, BEFORE SPLICING



WEIDNER, PHOTO

TRANSPACIFIC CABLE IN THE TANK ABOARD THE STEAMSHIP PREPARATORY TO PAYING OUT

across the Pacific. But the time was not come. The work was enormous, the investment great. At the least, nearly seven thousand miles of cable must be laid; with a detour to take in the Hawaiian islands and the Philippines, the length of cable required is close on ten thousand miles. The cable to Hawaii is as long as those that cross the Atlantic. The cable across the Pacific must be three and one-half times the length of the longest cable between England and the United States. It was no wonder that the boldest capitalist hesitated.

Then came the war with Spain, the annexation of Hawaii, the acquisition of

the Philippines. American enterprise waked up to recognize the existence of a great domain beyond the seas. The possibilities of the Philippines and the still greater possibilities of China stirred even the commercial imagination. It was evident that an American cable was a political necessity if we were to hold the Philippines. Then came the diplomatic struggle over China's commerce; the Boxer uprising, the American co-operation with the powers in the march on Peking and the rescue of the legations, by which the power of the Chinese reactionaries was broken; and the diplomatic triumph of Secretary Hay, by which all



TABER, PHOTO

FLOATING IN THE CABLE ON BALLOON BUOYS, LIFE SAVING CREW ASSISTING

*S l o n g t o S o u t h t h e H i g h e s t
P e a c e o n E a r t h g o o d W i l l t o M a n*

FACSIMILE (IN SECTIONS) IN THE INTERNATIONAL ALPHABET OF THE FIRST MESSAGE SENT OVER THE ATLANTIC CABLE IN 1858. THE LETTERS ARE FORMED BY THE SIPHON TRACING ABOVE AND BELOW A ZERO LINE

*H o n o l u l u t h e p r e s i d e n t W a s h i n g t o n
T h e p e o p l e o f t h e t e r r i t o r y o f
H a w a i i s e n d t h e i r g r e e t i n g s t o y o u
a n d e x p r e s s t h e i r g r a t i t u d e
a t t h e i n a u g u r a t i o n o f t e l e g r a p h
c o m m u n i c a t i o n w i t h t h e m a i n l a n d*

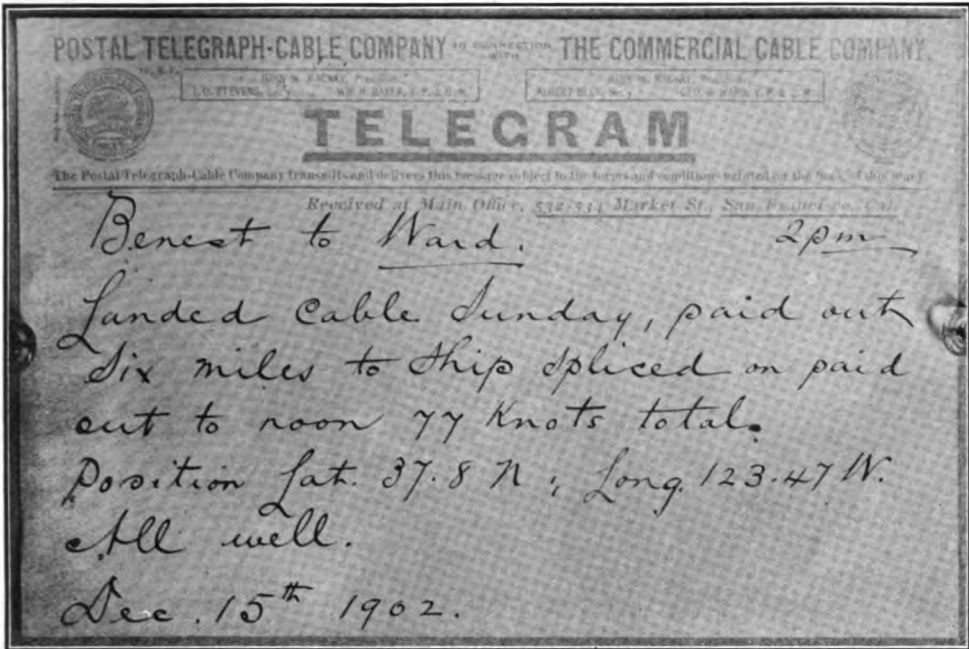
FACSIMILE (IN SECTIONS) IN THE INTERNATIONAL ALPHABET OF THE FIRST THROUGH MESSAGE SENT OVER THE PACIFIC CABLE FROM GOVERNOR DOLE OF HAWAII, TO PRESIDENT ROOSEVELT; TRANSMITTED JANUARY 1, 1903



DANA. PHOTO

OFFICIALS AT THE OFFICE OF THE POSTAL TELEGRAPH CABLE COMPANY RECEIVING THE FIRST MESSAGE SENT OVER THE CABLE

Here (left to right) are H. F. Harrington, Superintendent Commercial Pacific Cable Co.; William Hearn, Local Manager Postal Telegraph Co., San Francisco; Charles Cuttriss, Electrician Commercial Cable Co.; Richard V. Dey; G. G. Ward, Vice-President Commercial Pacific Cable Co.; L. W. Storrer, General Superintendent Postal Telegraph Cable Co. To the left below are operators P. McKenna and W. Ward



FACSIMILE OF THE FIRST CABLEGRAM SENT FROM SHIP TO SHORE DECEMBER 15, 1902, FROM CHIEF ENGINEER BENEST TO VICE-PRESIDENT WARD

the powers were brought to give their adhesion to the policy of the "open door" to Chinese trade. This swift train of circumstances brought to the consciousness of the nation the commercial opportunities as well as the political necessities that demanded the construction of an American cable.

Congress in its leisurely fashion prepared to act. The forethought of the Hydrographic Survey had provided

soundings of the route to be followed; plans and estimates were secured; and bills were drawn to provide for cable construction by the government. But the time had come when John W. Mackay could carry out his long-cherished plan. And as Congress delayed, hesitated, debating ways and means, Mr. Mackay came forward with the offer to lay and operate the cable without expense to the government. No guaranty from the treasury was requested. On the contrary,



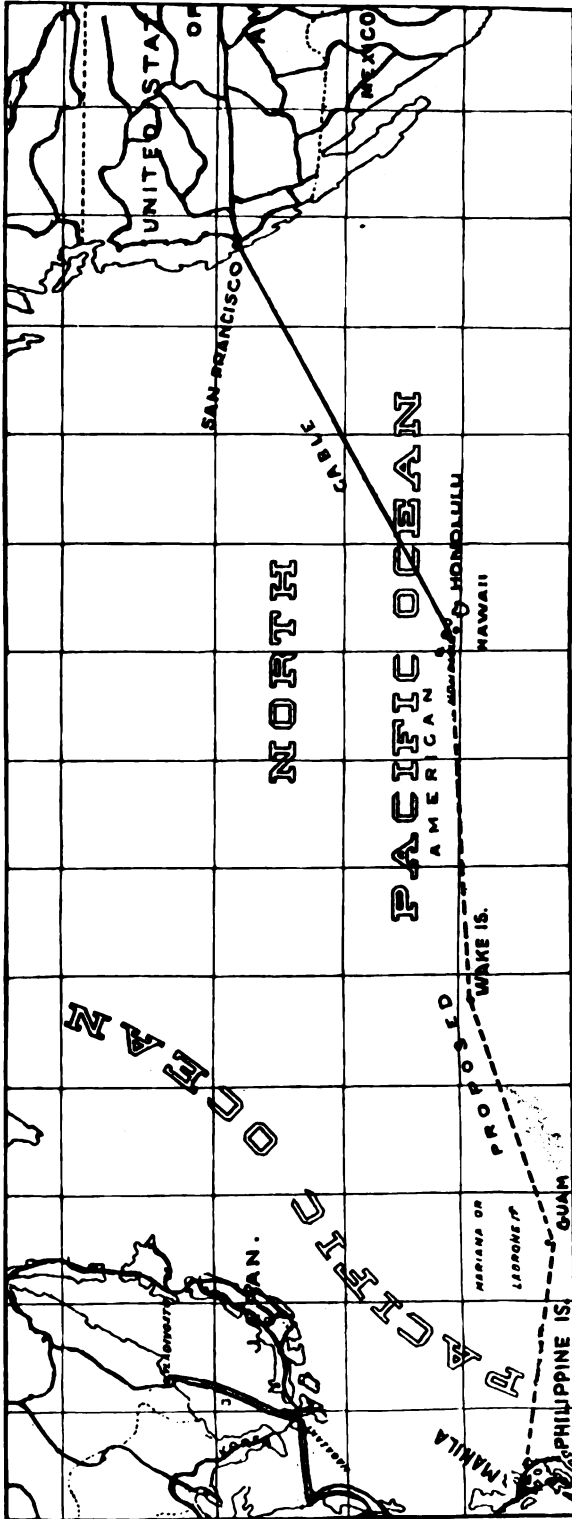
DANA, PHOTO

ELECTRICIANS FROM THE SILVERTOWN
(Left to right) Mance, Marsham and Cann, watching testing apparatus in hut at ocean beach, as cable is paid out from ship, on way to Honolulu



DANA, PHOTO

STAFF OF ELECTRICIANS FROM THE SILVERTOWN BEFORE THE HUT AT OCEAN BEACH
Here, left to right, are Messrs. Mance, Cann, Marsham and Beckingsale



ROUTE OF THE TRANSPACIFIC CABLE. THE BLACK LINE INDICATES THE COMPLETED SECTION BETWEEN SAN FRANCISCO AND HONOLULU; THE DOTTED LINE THE SECTION PROJECTED BETWEEN HONOLULU AND MANILA, BY WAY OF WAKE ISLAND AND GUAM. FROM CHART PUBLISHED BY O. P. AUSTIN, CHIEF OF UNITED STATES TREASURY DEPARTMENT, BUREAU OF STATISTICS

the cable builder offered to the government all the advantages it could receive from a cable of its own—that it should fix its own rates for government messages, have power to take possession of the cable in time of war, and have the privilege of buying the line outright at cost should public ownership at a future time be deemed necessary. There was some doubt expressed in Congress of the sincerity of Mr. Mackay's offers, and the measure for government construction and operation of the line was pressed to a vote. But the men who knew Mr. Mackay and had felt the influence of his strong nature and upright character explained his purposes so sincerely to Congress that the plan for a government cable was laid aside. An agreement was then entered into between the government and the Commercial Cable Company by which the Mackay corporation was given landing privileges and the use of the government surveys.

The preliminaries settled, the work was at once begun. The English company known officially as the India Rubber, Gutta Percha and Telegraph Works Company, Limited, was given the contract for making and laying the cable, and the manufacture was soon in progress at the rate of fifty miles a day. As soon as the Honolulu section was completed it was put aboard the cable ship *Silvertown*, and on the 20th of September, 1902,

the vessel sailed from London bearing in her hold three great coils of cable, 4807 tons in weight and of a total length of 2413 nautical miles. Seventy-five days later the *Silvertown* steamed through the Golden Gate, and cast anchor in San Francisco bay.

Before the first strand of cable was done, however, the man who had planned the work had passed to his final rest. In the midst of his labors John W. Mackay had been stricken down, and on the 20th of July the strong heart was stilled. But his animating purposes survived him. His work was taken up by his son, and two days after the *Silvertown* dropped anchor in San Francisco bay, Clarence H. Mackay reached the city to take part in the inauguration of the monumental work that his father had planned.

San Francisco showed a proper realization of the importance of the occasion. Mr. Mackay and the staff of the Commercial Cable Company were banqueted and entertained by the city's commercial bodies led by the California Promotion Committee, welcomed by the Governor of

the state, Henry T. Gage, and greeted by the Mayor of San Francisco, Eugene E. Schmitz. The day set for the laying of the first length of cable was made a school holiday and the occasion was observed by a vast concourse of citizens. Friday, the 12th of December, was set for beginning the work. Although the day was raw and threatening, more than fifty thousand people assembled at the ocean beach at the end of Fulton street to witness the landing of the shore end of the cable, and the departure of the cable ship. The *Silvertown* had steamed out of the harbor with the first dawn and anchored a mile off shore. But a strong sea was running and, after waiting several hours for a favorable opportunity, the attempt to land the cable was given up and the *Silvertown* steamed back into the harbor.

The second attempt was made two days later. In the meantime six miles of the shore end of the cable was transferred to the steam schooner *Newsboy*, whose light draft permitted a close approach to the shore, and in the early morning of Sun-



THEBETTS, PHOTO

ON THE CABLE STEAMSHIP SILVERTOWN, LOOKING FORWARD, SHOWING THE CABLE-LAYING MECHANISM



MRS. H. F. HARRINGTON, PHOTO

AFTER THE CHRISTENING OF THE CABLE THE BAND STRUCK UP "THE STAR-SPANGLED BANNER," THE THROUG CHEERING, AND THEN STANDING WITH BARED HEADS

day, the 14th of December, the little vessel passed out of the harbor and anchored off the cable hut at the beach. The sea was now smooth, a line was brought ashore by the crew of the United States life saving station, and by eight minutes past nine the first of the balloon buoys that were to float the cable to shore was dropped into the water. As the line was slowly hauled to the land a great throng gathered upon the beach to witness the ceremonies. The Governor of the state, the Mayor of the city, the officials of the cable company and some scores of distinguished guests were given the places of honor. At 9:55 the end of the cable reached the shore. As it touched land it was met by Clarence Mackay and Lucile Gage, the nine-year-old daughter of the Governor. The little miss carried in her hand a cased bottle of champagne, and broke it upon the cable's iron sheathing with the words:

"To the memory of John W. Mackay, I christen thee Pacific cable. Good luck to thee. May you always carry messages of happiness."

At a little after four o'clock the operation of splicing the land end of the cable was complete. At eleven-thirty the shore section was joined to the great coils in the Silvertown's tanks, and at midnight the ship began her voyage to Honolulu.

Once under way the Silvertown plowed through the waves at a speed of seven to nine knots per hour, and the miles of

cable settled slowly to the bottom of the ocean. The ocean bed slopes rapidly down from the Golden Gate until a depth is reached of a little over two miles. Then the slope becomes more gentle, and in eight hundred miles comes to a depth of 19,116 feet. There is then a sudden rise of four thousand feet—about the height of Mount Hamilton—which reduces the depth to 15,114 feet. Once over this mountain the road to Honolulu runs for several hundred miles along a broad valley some 18,000 feet—or about three and one-half miles—below the ocean's surface. Then it passes over a mountain rim, rising 11,000 feet to within 7200 feet of the

surface, dips down again into a narrow valley 17,256 feet beneath the waves, and then climbs the mountain range that shoots its highest peaks above the surface to make the Hawaiian islands.

High above this uneven bed the Silvertown pitched and tossed her way, paying out the miles of line that bound her to the California shore. The voyage that had begun so smoothly was soon in troubled waters. Within twelve hours of the time the steamer left San Francisco she ran into a western gale that whipped the sea into a confusion of foam-capped rollers. The waves now and then boarded the vessel, and the ship tossed and plunged with such violence that it was feared that the cable would be snapped. The waves sometimes reached the bridge. One great roller swept the deck with terrific force, smashing the scullery door, breaking the gangway ladder and flooding the chartrooms. The paying-out room was knee-deep in water. As the ship rolled and tossed on the waves the strain on the cable was a constant source of danger. As the ship sank into the trough of the sea the drum over which the cable was paid out would almost cease to revolve, only to whirl with double speed as the ship rose to the crest of the next wave. But it was as dangerous to halt as to go forward, and the prow of the Silvertown was kept steadily to the southwest course, while officers and men went without sleep or

rest in their vigilant watch to prevent accidents.

Better weather was found after a day and a half of storm, but a heavy sea followed the Silvertown all the way to Honolulu. The voyage was safely accomplished, however, and in the early morning hours of Friday, December 26th, the Silvertown buoyed the end of the cable in the Molokai channel, thirty-five miles from Honolulu, and steamed to the Hawaiian capital. Bad weather prevented work for several days, and it was not till December 28th that the shore section of the cable was stretched. The sea outside was still too turbulent for cable work, and the shore section had to be buoyed off Koko Head till January 1st. On the opening day of the New Year the weather moderated, and the Silvertown picked up the shore end of the cable and steamed out to the buoy that held the San Francisco line. The delicate work of picking up and splicing the buoyed end was at last accomplished, and late in the afternoon the last link of the cable was committed to the waters. At 8:41, Honolulu time, 11:03 San Francisco time, the first

message passed from San Francisco to Honolulu. The first section of the Pacific cable was completed.

Honolulu was even more alive than San Francisco to the importance of the accomplishment. The island people had felt keenly the disadvantages of being six days away from the activities of the world. Therefore, they welcomed the cable with enthusiasm, and celebrated its completion as a new day of annexation to the United States.

The first message sent over the line was a congratulatory dispatch from Governor Dole of Hawaii to President Roosevelt. This was followed by a flood of similar dispatches to Mr. Mackay. Then Hawaii adjusted itself to its new conditions as part of the continent.

The remaining sections of the cable to Guam, to Manila and to Shanghai are expected to be in place before the 1st of July, 1903.

What this promise means to San Francisco can be estimated only by considering the enormous possibilities of the Oriental trade that it will assist to control. Easy communication is the hand-



DANA, PHOTO

MAYOR SCHMITZ OF SAN FRANCISCO GREETING PRESIDENT DUDLEY EVANS OF THE WELLS-FARGO EXPRESS COMPANY, OCEAN BEACH, SAN FRANCISCO, DECEMBER 14, 1902

maiden of commerce, and with the cable completed San Francisco will be in the center instead of on the most distant edge of the line to China and Japan.

The Orient is opening to a future of which the world has scarcely dreamed. The ten million inhabitants of the Philippines, under the strong, just rule of the United States and the inspiring energy of American enterprise, are about to enter on an era of trade and wealth hitherto unknown. Already the imports and exports have swelled far beyond the records of the most prosperous days of Spanish rule, and the invigorating effect of American capital and energy has scarcely begun to be felt. But a future vastly greater than that of the Philippines is found in the awakening of China. Here we find a mass of potential production equal to that of Europe. Four hundred millions of human beings are to be found within the limits of the ancient empire; industrious, adaptable, imitative, needing only the inspiration of modern life to develop the wants and produc-

tiveness of the western nations. Nobody who knows the Chinaman will doubt his capacity for consumption as well as production. The Chinaman is renowned for his frugality, but in prosperity is ready to enlarge his expenditures. Japan has shown what an Oriental nation can do when it is brought under the inspiration of western ideas. It has already developed a foreign commerce of a value of two hundred and fifty million dollars a year, which is rapidly increasing. China with ten times the population would, under the same conditions, support a foreign commerce of two billion five hundred million dollars.

San Francisco is destined by position to handle a large part of the trade between the Orient and the United States. Only a fatuous self-sufficiency, a lack of enterprise amounting to stupidity, can prevent the city from holding the same position in Oriental trade that New York holds in the trade with Europe, and the Pacific cable will be an important weapon in the commercial battle for the riches of transpacific trade.

The Problem John Mackay Solved

BY WELLS DRURY

The following reminiscences of the late John W. Mackay, the Bonanza King, whose latest great enterprise was the transpacific cable, are told by Wells Drury, news editor of the Sacramento "Record-Union," widely known as a journalist of California and Nevada and for many years a personal friend of Mr. Mackay. Mr. Drury was a mining editor in Virginia City and Gold Hill during the exciting days of gold and silver mining on the Comstock from 1873 to 1883, and was Deputy Secretary of State and member of the Nevada Legislature during the years 1883 to 1887, and his personal experiences give especial value to this present article.

HOW to be happy though a millionaire was a problem that the late John Mackay solved. He managed to get a whole lot of quiet satisfaction out of his money. Great wealth did not make Mr. Mackay miserable, as it does so many who have the unlucky fate of gathering together more of this world's goods than they can use. The reason for this was that the acquisition of riches did not cause him to forget that he was once as poor as the rest and he, like a true miner, considered it possible for nearly everybody to strike the bonanza lead of some kind of business if they only prospected long enough. So he was never

distant or "offish," but valued his friends for their personal qualities, not for their bank accounts.

People who live in mining regions have a theory, amounting to a superstition, that money made in mining is cleaner than money made in almost any other way. There may be no valid foundation for such belief, but it is well-nigh universal, down among the ravines where the stamp mills roar, and along the sloping reaches of the placer diggings. The idea seems to obtain that the miner who digs metal out of the ground gets a clear and indefeasible title from the Creator, higher and brighter than any that can



TABER, PHOTO
CONNECTING JOINTS OF INNER COILS OF THE CABLE—THIS IS DONE UNDER COVER IN ORDER TO KEEP OUT ALL DUST

be obtained from the result of bargaining and chaffering in markets, big and little, or in matching wits even in the highest forums. The miner feels himself to be in partnership with the Dread Power that threw up the vast mountain ranges and tossed them about so carelessly that sometimes occur prodigious rifts—subterranean chambers, broad and deep—like the one which eons ago opened along the side of old Mount Davidson on the Comstock lode and that in the course of the ages, by the processes of volatilization, condensation and precipitation, became filled up, and grew into the marvelous body of ore known to history as the Big Bonanza. It is a cardinal belief of the miner that in rescuing the precious metal from rock or gravel he is harming no man, but is actually lending a helping hand to Providence in the work of benefiting all humankind. That is why the miner habitually speaks of the proceeds of his industry as “clean money.”

Such was the view of John Mackay as expressed by him at a little impromptu gather-

ing in Virginia City along about 1876, when Daniel O’Connell, the well-known San Francisco bohemian, was the guest of honor. O’Connell had invaded the sage-brush wilds with a lecture entitled “Gems from the Irish Poets,” being induced to the adventure on the guaranty of Mackay that it shouldn’t be a frost. Mackay did his level best to keep his part of the contract by giving away several hundred tickets that he took and paid for, but there was a Cornish wrestling match in Miners’ Union Hall that night, and Piper’s Opera house, where O’Connell was billed to speak, presented an array of many empty benches.

“Among those present” were Arthur McEween, Denis McCarthy, Dan De Quille, Sam Davis, Ed Townsend, Alf Doten and a few other newspaper men. Mackay, who had a genuine admiration for the genial O’Connell, was in a stage box, and though he was sorry that so few responded to the invitation, he took his failure as a combined impressario and press agent in better mood than did the lecturer, whose pride was



WEIDNER, PHOTO
FIRST ATTEMPT TO HAUL IN THE CABLE—THE CROWD PICKING UP THE HAWSER SLACK

somewhat piqued. O'Connell reluctantly went on, because of the small audience, but he finally mustered up courage to face the handful who preferred literature to athletics, and, manuscript in hand, approached the footlights. His opening was very pretty, but Mackay evidently thought it a waste of good material to cast pearls before a community that showed so little appreciation.

"Cut it short, Dan, and we'll go down to 'Fatty' Evans' and get some oysters!" said Mackay in a real stage whisper, as O'Connell paused at the close of his brilliant exordium.

And Dan did cut it short with a vengeance. He stopped right there and bowed himself from the stage. The auditors may have been slightly surprised at the abrupt ending of the lecture, but nobody objected as that is a country where everything goes. Over the oysters and ale that night Mackay gave expression to his sentiments in praise of mining.

It was only at the bank that Mackay's second initial "W." was known. Everybody everywhere called him plain John Mackay. His name was used as a synonym for the superlative in everything. The ideas of high quality and good luck were throughout the community typified by the term "It's a John Mackay." He never had any title, not even so much as "Colonel," which was bestowed by right of courtesy, *ex officio*, so to speak, on other mining magnates of the Comstock lode.

Because he always remained plain

John Mackay and was their consistent friend, the miners were Mackay's champions. At a consultation of mine owners when a reduction of expenses was urged because of a temporary depression of the ore output, it was proposed that the miners' wages be cut to \$3.50 a day. Mr. Mackay opposed it and said the economies ought to be introduced in some other way.

"I always got \$4 a day when I worked in these mines and when I can't pay that I'll go out of the business," he said.

"But the way things are now the work isn't worth \$4 a day," urged a man who was the representative of a big block of stock, but who had no practical knowledge of the mines.

"Worth it!" exclaimed Mackay, his indignation rising. "Worth it! Why, man, it's worth four dollars a day to ride up and down on that wire string!" referring to the steel cable used in lowering the men to their work and hoisting them out when their shift was ended.

That settled it. Nobody ever again, in Mackay's presence, proposed to cut the miners' wages. Today the rate on the Comstock stands at the figure below which Mackay declared it never ought to be reduced.

If there was one man on the Comstock lode of whom John Mackay was fond it was Dan De Quille, for years mining reporter of the Virginia City Enterprise,

For nearly forty years Dan De Quille (whose real name was William Wright) held a situation on the Enterprise at a salary of \$50 a week. Finally the camp went down and the old paper followed suit. Dan was left without a situation, sick and worn out. He did not whimper, but began a series of syndicate letters by which he eked out a scanty existence. He sent me a few of his humorous sketches which were placed with a San Francisco paper, and the money was forwarded to him, thus affording him temporary relief. One day when Dan's sad plight was mentioned to Colonel "Billy" Wood, who was Mackay's lawyer, he suggested that I send Dan's letter to Mackay, with a note explaining the needs of his old



D. H. WULZEN, PHOTO
SURFBOAT FROM GOLDEN GATE LIFE SAVING STATION RETURN-
ING AFTER CARRYING LINE FROM THE CABLE SHIP

friend who, though bowed with affliction and age, was too proud to apply to him for gratuitous assistance. In less than a week Dick Dey hunted me up and asked me to interpret a telegram which he had received from Mackay in regard to my letter. It told Dey to find Dan De Quille, give him a check for \$250, pay all his debts on the Comstock if he had any such incumbrances, and hire a nurse to go with him back to the home of his folks in Florida. But that wasn't all. It directed that Dan should have a weekly allowance, equal to his former salary on the paper, during the remainder of his life. A year later Dan wrote to me:

I am living like a fighting cock, and don't do a thing but swing in a hammock under a shade tree, surrounded by my children and grandchildren. My hardest work is to nurse my rheumatism while I drink milk punch (which the doctor kindly prescribes) and listen to the singing of the birds. It's all mighty smooth and nice, but I often yearn to be back in old Storey county, where there is some snap and vigor in the air, even in summer. Next winter I'm going to visit the plantation of a Kentucky friend who has promised me a banquet of baked 'possum and sweet potatoes.

But Dan didn't live to enjoy that promised repast. The gentle southern breezes, so different from the fierce "Washoe zephyrs" with which he had been familiar, had lulled him to sleep.

The last time I saw Mr. Mackay in his office in the Nevada block he said:

"Yes, Dan is gone. He was a good man and a good friend. I am sorry to lose him."

As he uttered these simple words of manly affection there were tears in the eyes of plain John Mackay, the millionaire.

John W. Mackay's Successor

THE new president of the cable company, Clarence H. Mackay, was kept busily employed during the ceremonies attendant upon the cable laying. Concerning his duties and work accomplished, L. W. Storrer, general superintendent of the Postal Telegraph Cable Company, makes the following comment:

On December 14, 1902, Clarence H. Mackay stepped into the high place in the regard of

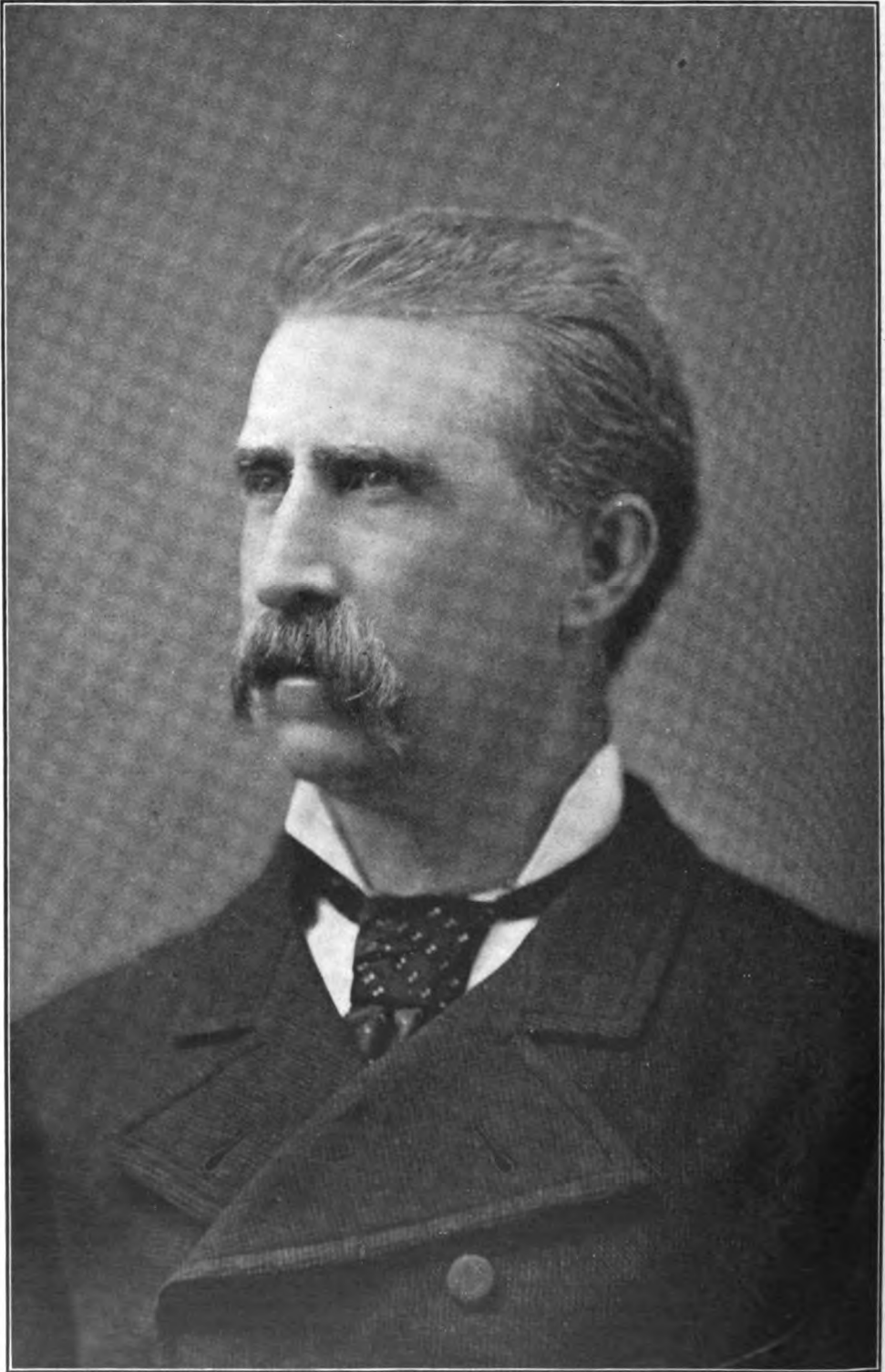


DANA. PHOTO ONE OF THE BUOYS

the people of the Pacific Coast, that had been made vacant by the death of his father. He won his way by the earnest manner in which he assumed control of the task bequeathed to him in which the Pacific Coast is vitally interested, and also by his untiring efforts to do all that it was possible for one man to do in entertaining the multitude that had assembled on the ocean beach at San Francisco to express their interest in a gigantic enterprise and to honor the memory of its projector. From early morning until the sun was sinking behind the Farallones, Clarence Mackay was everywhere. One moment he would be in attendance upon some of his invited guests, and the next minute he might be seen looking after the welfare of the men working in the trench, or in seeing that they and the lifeboat crew had their share of the good things he had so liberally provided.

It was a strenuous day for all, and incidents that gripped the throat and moistened the eye were not lacking. More than one old acquaintance of John Mackay pressed his way through the lines, that he might see and shake the hand of the son of his old friend. It was usually only the exchange of a word or two, with the hand clasp that means so much.

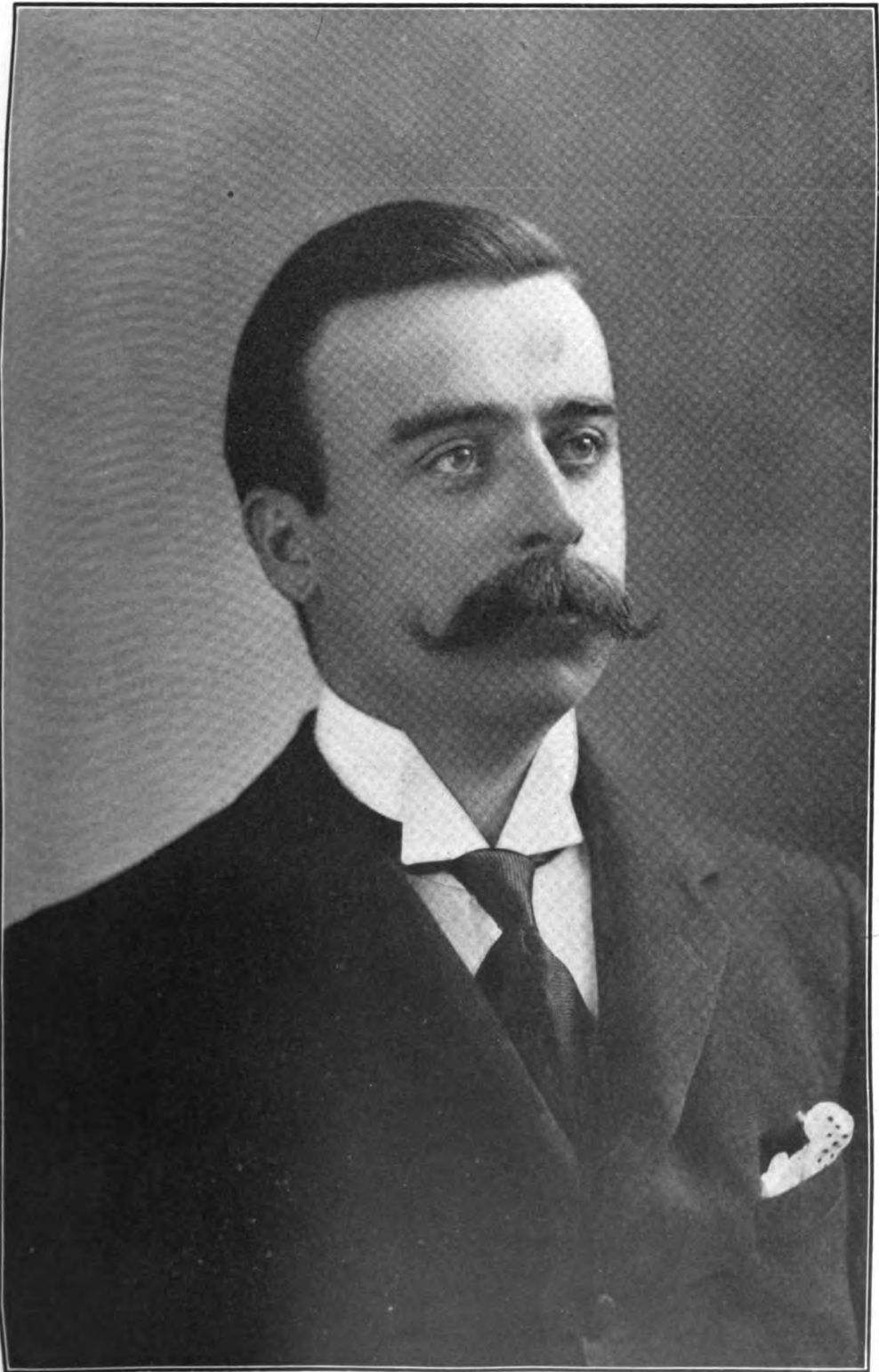
And so it was that the young president of a great telegraph system won his way into the esteem of the people of the city of his birth. Much of his time has been spent abroad, but he has shown that he is a loyal son of the Golden West, and the citizens of California have received him with open arms, taken him to their hearts and welcomed the enterprise that is his inheritance. To him must come in the future grave responsibilities and the onerous duties of high office, but the same blood that helped so materially to develop the great west flows in his veins. He will meet his responsibilities with the same spirit, the courage and the sterling integrity that brought a great fortune, and what is better, the love of the people to John W. Mackay, whose greatest monument is their affectionate remembrance.



TABER, PHOTO

THE LATE JOHN W. MACKAY

"It was left to John W. Mackay and the opening years of the twentieth century to bring this dream to realization, and make the Hawaiian cable the first step in the greater work of a cable that should span the Pacific." (See page 256).



TABER, PHOTO

CLARENCE H. MACKAY

Mr. Mackay succeeded his father, the late John W. Mackay, as president of the Postal Telegraph-Cable Company, the Commercial Pacific Cable Company and the Commercial Cable Company, and was therefore the central figure in the recent ceremonies at San Francisco, attendant upon the uniting, by transpacific cable, of the Hawaiian islands with this continent.