

CLAIN LEADER HAD COLD FEET

Standard Men Say Rockefeller Was Ready to Sell Six Months Ago.

STILLMAN ALSO UNEASY

Story Is That Rogers Made Company Head Stay In Line For the Finish.

New York, Aug. 18.—Rumors, apparently well founded, have been going around here today that six months ago John D. Rockefeller was on the point of selling out all his Standard Oil holdings, that a few weeks later James Stillman wanted to quit the company, and that it was nothing but the iron will of Henry H. Rogers which kept the two in line.

The gift of foresight which John D. Rockefeller possesses to a degree almost uncanny, and which was a not unimportant factor in the upbuilding of his huge fortune and his great corporation, apparently warned him last winter that he must take some action. The law, which had for thirty-five years lain dormant while the Standard Oil Co. made ridiculous state and federal statutes alike, had at last turned on that corporation with all the vigor that comes of its long rest. The men who created that great money making machine, and for years piled up incomprehensible fortunes, are now so harried by it that they have begun to seek peace.

Federal and state departments alike have begun, and are carrying on a warfare of a sort to make them feel the insecurity of their long safe positions. Now there is even the threat of Attorney General Bonaparte that the Standard may be ground to pieces in the government's attempts to make it pay the fine imposed by Judge Landis.

It takes a long time for the outer world to learn anything of what actually happens in the council of the small groups of men who are the Standard Oil Co., but it is said that Mr. Rockefeller seriously prepared last winter to divest himself of every share he owned of the Standard Oil Co.'s capital stock.

Of its 975,000 shares he personally owns 270,000, with a par value of \$27,000,000, and a market value of \$135,000,000. How the ownership of a block of securities so valuable could be transferred and the money raised to pay for them were matters that were never worked out.

Henry H. Rogers opposed the plan of Mr. Rockefeller flatly and effectively. With all the energy of his forceful intellect he is said to have made the head of the Standard Oil Co. change his plans. What he said or what arguments, persuasive or otherwise, he employed are known only to two men.

James Stillman, president of the National City bank, the Standard Oil bank, the greatest and most powerful banking institution in the United States, is said to have had a similar plan.

Like Mr. Rockefeller, but several months afterward, Mr. Stillman is said to have thought the time had come for him to convert the bulk of his private wealth into liquid assets and arrange his affairs along the lines which permit of a speedy retirement from all active business cares.

Again the dominant courage of H. H. Rogers came forward and he decided to face the task of remaining in harness.

It is a fact hitherto known only to a few that notwithstanding the close intimacy which has existed for a generation between John D. Rockefeller and H. H. Rogers, there has been any close personal friendship in the ordinary meaning of the term.

For instance, it is declared that in all the time they have been once set foot in the Rogers home and Mr. Rogers has never eaten a meal under Mr. Rockefeller's roof. He has visited Mr. Rockefeller at the latter's home, but purely on business matters.

Aside from the pulling and hauling going on within the Standard Oil camp there is another element of weakness which, like the first, never before existed in any of its battles, S. C. T. Dodd, for thirty odd years the legal guide of Mr. Rockefeller and the Standard Oil, was compelled to retire because of disabilities two years ago, and has since died.

Great as the Standard Oil Co. is, the army of suits pending against it is equally formidable. The federal government has eight suits pending against the parent corporation or subsidiary companies in the United States courts of five states—Missouri, New York, Louisiana, Tennessee and Illinois.

In addition, the attorneys general of six states have brought suits against the Standard Oil Co. of New Jersey, the parent corporation, or the particular subsidiary through which it does business in the states affected to oust the trust and prevent it from hereafter doing business in those states.

Suits of this kind are pending in Texas, Minnesota, Missouri, Tennessee, Ohio and Mississippi. In addition to the ouster suits, penalties are

sought to be inflicted by some of the states. Texas is suing to collect a fine of \$5,000,000 and Mississippi to collect penalties amounting to \$480,000.

In the federal suits the total number of counts of all the indictments is 6,326. Were the company found to be guilty in every case and the maximum fine imposed, as was recently done by Judge Landis the total amount which the company would be called upon to pay would be \$126,520,000. This added to the \$29,240,000 fine inflicted a week ago, would swell the total to \$155,760,000. In respect of the penalties which may be inflicted as a result of the various suits brought by different states.

FORTY ACRES OF HOP YARD TRELLIS FALLS

Fine Marion County Crop Damaged by Collapse of New Fangled Apparatus.

Salem, Aug. 18.—J. A. Pooler, a hop grower living three miles east of the city on the Putnam road, recently had forty acres of hops on trellis wire to fall. At the time he regarded his loss as complete, but by the aid of a large force of men he raised the fallen vines and now expects to harvest a partial crop. The trellis wire has been in growing favor with hop men because it allows far cleaner cultivation, as teams are not so greatly hampered by running against poles, and also permits the sun to reach all hops evenly. One of its great disadvantages, however, is the fact that when one wire proves defective and breaks the weight of hops goes to the next wire, causing its downfall, until the entire field collapses. If not discovered and the wires tightened at once. Still another disadvantage, which concerns the pickers chiefly is that the height of the wires is regulated at picking time by two short wires with hooks which the pickers must carry with them as they move down the row, and as there is always considerable moving from one row to another there are frequently heated discussions as to the ownership of the hops.

The wires, even though stripped of their hops, are too heavy to be lifted by a woman's strength, and should there be no man in the party picking together, it becomes a source of great inconvenience to women and children to lift the wires and secure the hops for the next lowering of hops, which is the only wire handling done by the wire men.

A greater inconvenience, if possible, is felt by little children, who are not tall enough to reach the wire adjusted to the height of grown people, and many feeble and aged persons who would like to sit down and work, all of whom will not pick hops this season unless they can engage at yards where the plain wires are used and which can be lowered to suit the pickers.

THE OLD STORY IS REPEATED AT EUGENE

Ophus Mistakes Partner For Deer and Ends His Life With Rifle Ball.

Eugene, Aug. 17.—Ed. Olsen was shot and killed at 4 o'clock yesterday afternoon four miles from Belknap Springs by Ophus mistaking Olsen for a deer, and when his big Savage rifle sent its leaden missile into his companion, and he discovered his mistake, he was almost crazed with remorse.

W. B. Scott, the merchant at Leaburg, telephoned the information to the Guard this morning, giving fuller details this afternoon, which he ascertained from a letter written by George Croner, who had charge of the hotel at the springs.

Both Olsen and Ophus were in the employ of J. V. O'Leary, but had taken a day off from work to get a little vacation. It is presumed from the time the accident occurred that they had hunted most of the day unavailingly, and that Ophus was too eager for game to have taken sufficient care in shooting.

The body was left out all night in order to give the proper authorities all the chance necessary to satisfy themselves concerning the accident. W. T. Gordon, the coroner, however, will not go to the scene of the accident, having given authority to a justice of the peace to gather the evidence, and bring the witnesses to Eugene tomorrow, where the coroner's inquest will be held.

Nothing is known here today concerning either of the two men. It was at first reported that Olsen was a Eugene man, but later reports contradicted that, and inquiry failed to find any one that was acquainted with any person of either name.

HORNET STINGS ON TONGUE

Charles Thyrre Surprised at His Noonday Meal.

Troy, Ida., Aug. 14.—While eating his noonday lunch at his home, eight miles east of here, Charles Thyrre was stung on the tongue by a yellow jacket Monday afternoon. His tongue began to swell at once, and by the time he reached town it had killed his mouth till it was impossible for him to speak. The possible length of the tongue, which looked like a great water blister, and it was only after treatment had been applied and taken out the swelling that he could talk enough to tell the doctor what was the matter.

UTTER YARD HAS THE GOODS

Samples of Brick Brought in From Isthmus Inlet Yard Fill the Bill.

BEST PRODUCED ON BAY

Kiln of 75,000 Opened and Proprietors Find Quality Good—Will Enlarge Plant.

The question of successful brick making has been settled practically on Coos Bay by the Utter Brick company. It has for years been supposed that good brick clay did not exist in the vicinity, but last year Mr. J. V. Utter, formerly of Weiser, Idaho, had tests made of clays which he found on Isthmus Inlet, about eight miles south of Marshfield, and these proving satisfactory, the Utter Brick company was formed and a large kiln of about 75,000 brick was undertaken. The results have proved very satisfactory and today it was determined conclusively that the brick burned in this kiln was as good as the quality usually shipped in from Portland and better than any ever before made in this section.

This brick is hard, durable and has a smooth surface. The Coos building, on the corner of Broadway and A streets, is to be constructed of this material, if the experts conclude that it is fully up to the standard. Two of the bricks are at the Chamber of Commerce office on Main street, where they can be inspected by anyone desiring so to do, and Mr. Lyons, the secretary, will be more than pleased to exhibit this excellent and very necessary product of Coos Bay. The company is perfectly satisfied with its success thus far and it is stated by the officers that a large plant will be installed to supply the demand. Many practical men have examined the samples left at the Chamber of Commerce office and declare that they are better than any brick shipped in from Portland.

CARRIES OIL THROUGH RIFLED BORED PIPE

Southern Pacific Will Build Line 250 Miles in Length in California.

Chicago, August 18.—Contracts have been let by the Southern Pacific company for the building of an oil pipe line 250 miles long from its oil properties in Kern county, to a point near Port Costa on San Francisco Bay. A novel feature of the line will be the character of the pipe used. This pipe is rifled on the same principle as a gun barrel, the idea being that the swirling motion given to the oil will make pumping easier. Experiments have in fact demonstrated that the rifled pipe will carry a stream of 20,000 barrels of fuel oil every twenty-four hours, and make it possible to locate the pumping stations about 25 miles apart, a much greater distance than those heretofore used. The rifled pipe is the invention of two Southern Pacific engineers.

With the completion of this line it is possible that the use of oil burning locomotives will be further extended by the Southern Pacific, which now uses nothing else on its Sunset route. The elimination of smoke, dust and cinders, as well as the economies effected in the use of oil as compared to coal, are the advantages gained both from the viewpoint of the traveler and the railroad.

The building of the new California pipe line will enable the Southern Pacific to distribute oil very much cheaper than it can now be done by tank cars, and the project of bringing a large supply of fuel oil so close to San Francisco will have an important industrial influence in California, which as a manufacturing state has always been hampered by lack of cheap fuel.

LETTERS FLOODING THE CHAMBER OF COMMERCE

The Marshfield Chamber of Commerce advertising was started one week ago Sunday in several of the large eastern daily papers. On last Sunday, the Secretary, Mr. Walter Lyons, received 40 letters in reply to these advertisements. Mr. Lyons says that in case this sort of response remains steady, he will find about all he can attend to in answering the letters. The inquiries cover about the same field as all our real estate men are familiar with—that is, everything from the price of lumber to how to reach the country.

YOUNG WOMAN OF SOUTH INLET DEAD

Miss Laura Talbot, aged 18 years, daughter of our old pioneer, Matt Talbot, of South Inlet, died Saturday night, at 11 o'clock. The young lady was highly respected by all of her acquaintances. The funeral will take place from the home burial grounds.

DECISION PLEASES COOS BAY RAILWAY

Railroad Commission Dismisses Complaint of Shultz-Davis Company Against C. B. R. & E.

Salem, Or., Aug. 16.—After listening to the pleading of Senator John S. Coke, of Marshfield, on behalf of the Coos Bay, Roseburg & Eastern Railroad & Navigation company, and considering the showing made by the complainants, the Shultz-Davis company, submitted by brief, the Railroad Commission yesterday afternoon dismissed the complaint as to the discrimination in rates in favor of Portland and San Francisco, and against Marshfield and North Bend to Coquille and Myrtle Point, but ordered the company to put in the Western classification of rates, so far as the commodities involved in the hearing are concerned, and made the first-class rates the same as those now imposed.

This ruling does not affect the commodity tariff in effect at the present time, but it is recommended that the Western classification be made to apply generally except so far as the commodity rates will justify. Under the Western classification the rates for the other classes below that of the first are graduated as follows: Second class, 85 per cent of the first class; third class, 70 per cent; fourth class, 60 per cent; fifth class, 50 per cent; class A, 50 per cent; class B, 40 per cent; class C, 30 per cent; class D, 25 per cent, and class E, 20 per cent.

Since all of the commodities shipped over this line into the interior, with the exceptions of sugar, etc., as handled by wholesalers, which are of the second class, and the present rates on first-class goods are allowed to stand the reduction is a very slight one, averaging about 30 per cent on second-class shipments, and the railroad company is well pleased with the outcome.

FIND OLD NATCHES TRAIL

ELLENSBURG PROFESSOR SAY THEY FOUND IT.

Was First Blazed by Hudson Bay Company, and Has Been Lost.

North Yakima, Wash., Aug. 18.—After a tramp of 10 days through the mountains and over the old Natches trail, first traversed more than three-quarters of a century ago by traders for the Hudson Bay company, Professor J. T. Forrest and Professor A. P. Romine of the state normal school at Ellensburg yesterday. They are accompanied by Earl Forrest, the young son of Professor Forrest.

The object of the journey is to re-establish the old trail and to determine if possible who first blazed it. The party will continue from here to other parts of the state for the purpose of historical research.

Professor Forrest said on his arrival here that he is satisfied they have found the old trail about which there has been much dispute. He said they could follow the ax cuttings by which the pioneers of the state blazed their way to the Coast as early as 1836. They walked the entire distance, carrying their blankets and food, and sleeping in the open. The country, Professor Forrest said, is still largely a wilderness and they met but few people on their long tramp. Starting from Buckley, the party followed the Whitewater river as far as the Greenwater river, then down that stream to the head of the Natches, which they followed to North Yakima.

After the trail was first established by the traders in the service of the Hudson Bay company in 1836 several parties were sent over it. One of these was led in 1841 by Captain Wilkes, who later became famous by his capture of Mason and Sidel, the rebels who were taken from an English vessel during the civil war. Several other trips were made after that.

Professor Forrest and his party left yesterday for Wallula, where they will carry on some historical work, and will later proceed to Spokane in an effort to determine on which side of the Little Spokane river the old fort was located. In all, they expect to walk over 500 miles.

PLAN ON FOOT TO OPEN STREETS IN PLAT A

There is a plan on foot to open several streets in the territory between Plat B and North Bend. Among them are McPherson street, which is in Plat A, for four blocks; Oregon street, starting in Plat A and from thence to the water front at Porter Addition; Maryland street also in Plat A, for one or two blocks. The great building activity in Plat A and Porter requires better street facilities and the movement is in response to this demand.

BUY PEACHES NOW IF YOU WOULD SAVE MONEY

Those who would have a supply of peaches this season are warned hereby that the sooner they arrange for that supply the better, and likewise the cheaper. Mr. P. S. Dow has received a letter from California advising him that the present price is the lowest at which any peaches will find their way from California to Coos Bay during this year. Some peaches are being shipped in from Roseburg and there will be 100 boxes on the Plant. So, housewives, pay double the present price \$1.55 to \$1.40 per box.

PLAT B. HAS FIRE SCARE

Stable and Other Building Take Fire Several Times—Fanned by Wind.

FIGHTERS SAVE BUILDINGS

Several Nearly Suffocated.—City Water In Stable Saved All the Homes.

Major L. D. Kinney and other residents of Plat B had an exciting time Sunday afternoon in fighting fire. There were about fifteen people out to subdue the flames which for a time threatened to destroy every house and building on the plat. The flames communicated from the northward where brush had been burned in Plat A. Some parties had been clearing lots there and a smoldering fire was fanned by the heavy wind of Sunday and it started and spread southward, jumping Sherman avenue. On both northern end, there were large numbers of fallen trees which were dry as kindling wood. The flames found these trees and the brush that was fallen with them easy prey and the fire spread very rapidly. When it was discovered the buildings were in the path of the advancing fire help was immediately called out and the force had great difficulty in stopping its further spread.

The stable which was built last year for the Major's horses on State street caught fire several different times, and the small house owned by H. J. Isaacs also was in flames three times. Water was obtained in the barn which has connection with the mains of the Marshfield water company, and had it not been for this, the fire would have advanced without hindrance. No buildings were destroyed, yet had there been no city water at hand, the entire lot of structures on the plat would have been burned.

Several men who were fighting the flames were overcome with smoke. James Couro was among these, and he related to the Times reporter this fact; he was busy trying to aid in staying the fire, and had not noticed the smoke was affecting him to any extent. But he suddenly became aware that he must get away from the smoke. He was in the barn and managed to get out on the driveway, where he fell and was unable to help himself. He believes had he been a minute longer in the barn he would have been suffocated.

JAPANESE AFTER ALASKAN PRODUCT

Big Raid Planned By Mikado's Sealing Fleet—To Clean Up Pribylov Islands.

Seattle, Aug. 18.—A plan to make an organized raid upon the seal rookeries of the Pribylov islands, to loot not only the rookeries of the seal herd of St. Paul and St. George islands, but also the salt houses where the North American Trading and Transportation company, lessors of the Pribylov rookeries, have a large number of pelts salted awaiting shipment, has been discovered, with the result that the United States government has decided to dispatch the cruiser Buffalo to Bevie.

The news was brought here by the sealing schooner Vera, which has returned from a hunting cruise in the North Pacific. She reported that an arrangement had been reached by a number of Japanese sealing schooners, each of which carried besides the usual armament used in hunting, one or more machine guns, to unite in making a concerted raid on the islands, the guards of which are too few to resist such an invasion.

The Vera spoke the Japanese sealer Kinzel in northern waters and learned from her that she would take part in the raid. Sealers on board said that thirty-three schooners were to come to the Behring sea this winter and would make a dash on the islands, club the seals on the rookeries and loot the salt houses. A raid on Copper island was also contemplated.

S. P. MILLS FORCED TO WASTE MUCH TIMBER

Eugene, Or., Aug. 16.—The Southern Pacific sawmills at Marcola, on the McKenzie river, are wasting slawwood, and timber which could be cut up into lath and various kinds of lumber, to the amount of \$30,000, because as a corporation they cannot sell timber or lumber. While they have a great deal of demand for lumber and lumber the supply must fit these demands exactly, and whenever a piece of timber cannot be made into anything for which they have use it goes to the burner. One man a short time ago offered the company \$100 a day for its waste but it could not sell it to him. On that basis the Southern Pacific is losing \$30,000 a year at least on three sawmills.

ARAGO COMPLETES COOS BAY SURVEY

Bar Shows Twenty Feet at Low Tide—Torpedo Boat Preble Visits Harbor.

(Telegram.)

After putting in three months making a survey of Coos Bay, the United States steamer Arago, Captain Tyler, returned to Portland yesterday. For the next two weeks or so she will be employed in taking soundings at the bars between the mouth of the Willamette river and Astoria, beginning operations about Tuesday. Independent soundings of the same shoals will be made by Captain Groves, of the Port of Portland and the river pilots.

The survey at Coos was under the direction of William G. Carroll, Jr., United States engineer. The work was thorough, more so, it is claimed, than any previous soundings ever taken of that stretch of water. The result shows the water over the bar is 20 feet deep at low tide, and the shoalest place in the ship channel through the bay is 12 feet. The last previous survey revealed that there was only 19 feet of water on the bar, and naturally the shippers at Marshfield, North Bend and Empire City are congratulating themselves that the channel is in such splendid condition. An agitation is already being started among them for a certain amount of dredging to be done in the harbors at private expense.

On learning that there is 20 feet of water over the bar the government sent the torpedo boat destroyer Preble into Coos the other day. She is the first warship that ever went to Marshfield and North Bend. With ease she steamed around over the bay, visiting points of interest. At the next big celebration held down that way it is said the people of Coos will ask the government to send two or three of its big floating fighting machines there as a side attraction.

Including the bar, the line of survey extended over a distance of 13 miles. From Coos Head the channel makes a straight line about 5 degrees to the north of west to the ocean, and it is an easy and accessible entrance. From the head there is a good depth of water, about the same as on the outer entrance, until a point is reached opposite the government works, where it shoals to 14 feet in one place. However, mariners know this shoal, and can go around it on 19 feet of water. From the government works to Empire City there is 20 feet for the entire distance. A short distance below Empire the channel shoals to 15 and 18 feet for about half a mile.

Just before the Arago left, a red buoy, set in 10 1/2 feet of water on Lower Pony shoal, disappeared.

SICILY SEETHING WITH REVOLUTION

Disturbances At Palermo Are Now Assuming Most Alarming Proportions.

Rome, Aug. 18.—The agitation in Sicily in favor of the former minister, Nasti, now in prison, seems to be concentrating itself at Palermo. Twenty thousand people from Trapani, and a like number from Messina, have arrived there. During the disturbance the crowd "executed" the Italian flag.

An official of the town has passed a manifesto, in which the regrets of the inhabitants is expressed that a peaceful demonstration was repressed by violence. The communal councilors, at a private meeting, have discussed the advisability of reorganizing "en bloc."

The people are chasing police officials whenever the latter show themselves in the streets. The government has ordered the Mediterranean squadron to proceed to Sicilian waters. At the same time more troops are being dispatched.

The music teacher, Pinturo, who was shot by a police officer, has been buried. Fifty thousand persons attended the funeral, which was of imposing character. All the streets were hung with black. The street lamps were lit and veiled with crepe. All the shops were closed. On the shutters were notices setting forth that the town was in mourning. In honor of the victim of police fury.

The Italian senate is meeting as a high court of justice in the case of Signor Nasti. Each senator has received a complete copy of the documents and preliminary secret evidence which, in printed form, was posed a library of fifty volumes. These the senators will be expected to digest during the summer vacation in readiness for the actual public trial.

This trial will not begin until fall, and is calculated to cost the country about a quarter of a million sterling. Meanwhile Sicily is seething with revolt. Palermo continues in military occupation.

PAPER COMPLAINS.

No matter what may be said about the strike being broken by the telegraph companies, or the Associated Press, the newspapers know that it is not so. The Guard has been practically without telegraph service for two days, today being more barren than yesterday. The Associated Press manager at Portland tells us over the phone that he is making every effort to serve us, but is certainly meeting with little success. Eugene Guard.