

## ROCKEFELLER BUYS DUTCHMAN'S INN

Tavern in Shadow of His Country Home Costs the Oil King Thousands.

### STRUCTURE WILL BE RAZED

Rever Has for Years Been Thorn in the Side to Multi-Millionaire.

Obstinate Jake Stein Last to Capitulate.

**TARRYTOWN, N. Y., April 14.—**(Special)—John D. Rockefeller and his millions at last have won their long contest with Jake Stein, who for years has conducted the Anchor Inn, in North Tarrytown, right under the nose of Rockefeller's country home. The inn is to be razed, the roof of it torn off, and it was a costly victory for the oil king, as Stein insisted only for the sake of his wife and baby and his own health.

For years he has been the only one among all the 200 persons formerly owning little homes and farms here and around Pocantico Hills who has refused to give way before the longings of others in the village. He had held his own over many years against him, but this obstinate Moline, with his tiny lot, 10 by 100 feet, almost within a stone's throw of the new \$3,000,000 mansion, now nearly completed, balked all the Rockefellers' plans.

Night after night the village "came up" from all over Sleepy Hollow, Bedford, and the like, who planned tricks on which Jake was assembled in the Anchor Inn, and the oil magnate disliked these noisy celebrations. He stood it for about two years, and then, nearly eight years ago, sent one of his cleverest agents to out Moline. At first \$5000 was offered, then \$6000, \$8000, \$10,000, for the one-story wooden building and the few feet of ground where an occupant could be bought for a few hundred dollars. Poorly prepared to meet the obdurate innkeeper, the offered \$1000. But Jake did not even blink.

Just now Rockfeller's agent in this time, Moline will not flinch, nor will he say how much more than \$1000 has been offered. "I could sell to any you else dress thousand dollar schmepper down to You D," he explained.

### FLEET IN HOME WATERS

(Continued from First Page.)

memorable event wherever they touch a port or cross close enough to the shore to be seen by the cities and towns that skirt the coast.

#### Ships in Splendid Condition.

The splendid condition of the ships was manifest in every way. Outwardly they were the same sparkling, impressive white and buff units of a powerful fighting force that pointed their way out of Hampton Roads as a home-bound 300 miles away, with the President showing the way on his cruiser yacht, the Mayflower. Internally, the ships were in better condition than when they started, engines working with the smooth thrust and throw of perfect bearings and careful handling and bellows making steam with less consumption of coal because of the increased efficiency in the fire-rooms. The wash of the waves along the waterline displayed from two to three feet of red arm'd belts and showed but comparatively little sea growth, despite the long stay in temperate and tropical waters.

Rear-Admiral Charles M. Thomas, commanding, was upon the bridge of the Constitution as the first steamer to its anchorage. The absence of Rear-Admiral Evans, who is in at Pasa, Robles, is deeply regretted on all sides. Rear-Admiral Thomas, at the dinner tonight, referred to the master with much feeling.

#### First Sight of Fleet.

Fifteen minutes of smoke on the horizon gave the first hint of the approaching vessels this morning, although wireless messages had already told of their near presence. Eyes were strained to catch the first glimpse of the ships, and telescopes and opera glasses were at a premium.

The day opened black and threatening and it was not until after 10 o'clock that the sun burned its way through the lowering clouds. Once its rays had penetrated the mist, however, the sky quickly cleared and by the time the fleet came into view there was not a cloud to be seen.

The ships could be seen from the Coromado from the time they crossed the Mexican boundary line. They were headed then almost directly for the Coromado Islands. When about six miles from the anchor ground they swung sharply, and soon their identity was to be established. The alignment of the various divisions was well-nigh perfect, uniform intervals separating ship and division.

#### Signal to Anchor.

When about a mile and a half off shore a short boat signal flashed from the forward arm of the Connecticut. "Stand by to anchor," it was read, and in the space of a few seconds, answering signals from all ships were broken out from all of the ships.

The varicolored flags showed standards and colors brilliant in the sun and gave a gala appearance to the fleet. No idea of the marine artist could have added to the effect.

Speed comes hanging from yard-arms on the flagstaffs gradually descended and the flagships gradually descended. In front of the advancing ships grew fainter and fainter until only the sound of the bone waves against the cutwaters was left and the ships stood motionless. No commanding voice or ring of boatwhistle could be heard on shore, but simultaneously almost tambours were boomed.

#### oGrener Gives Welcome.

As soon as the Connecticut let go her anchors, Colonel Thomas Wilton, United States Army, and son of Governor Green, as Assistant Inspector General, put out from the shore and was received on board the flagship. He presented the compliments of the Governor and formally extended a welcome to California waters. Admiral Thomas graciously replied that he would be glad to receive the Governor and his staff at San Fran. At that hour the Governor, accompanied by the uniformed members of his staff, repaired aboard the flagship, taking a Government launch from the Coronado pier. Lieutenant-Governor Walter R. Porter also was a member of the party.

As the party went on board from the starboard gangway, the sides were manned and all the officers of the ship

were drawn up a salutation on the quarter-deck. The Governor was shown to the cabin, where Admiral Thomas received him. They returned immediately to the deck, and there, standing under the mast, the two officers, in view of the fact that the Governor made a brief address of welcome to California.

At the conclusion of the Governor's address Admiral Thomas called for three cheers for the Governor and the people of California. They were given with a smile. The Admiral himself heading.

An old song was piped over the sides of the coronado, and the Governor, who was en route to the shore, a salute of 17 guns was fired him his honor from the three-pounders on the after deck.

#### Admiral Returns Visit.

Major John E. Forward, of San Diego, William Clayton, director-general of the San Joaquin, Sacramento, and Oregon Waterways Commission, and George W. Morrison, who were present the Commission during the afternoon and received a cordial welcome from Admiral Thomas.

Attended by his personal staff, Admiral Thomas returned the Governor's visit at the Hotel del Coronado this evening.

The dinner to Flag and commanding officers was a gay, gay affair, and the entertainment was excellent. The Governor was among the guests.

San Diego tonight was brilliantly illuminated, the elaborate scheme of decoration which has been carried out including light displays of exceptional beauty.

Everyone is in full holiday spirit, a decorated holiday in the city, but today just not as well have been, as the streets were practically deserted during the afternoon, when everybody who could possibly get away went to the shore to see the ships. Later in the day several launches were sent out from shore with 1500 California citizens on board, and these were distributed among the enlisted men.

### TAMPERS WITH TALESMAN

#### UNITED RAILWAYS DETECTIVE ACCUSED IN COURT.

Citizens Called for Jury Duty in San Francisco Graft Trials Approached.

**SAN FRANCISCO, April 14.—**Last night a detective of the United Railways came to my house and asked me quite a number of questions about the prosecution," declared Chet B. Wagner, one of the ventriloquists summoned in the Ford case today, Judge Lawler's court. Assistant District Attorney John O'Gara pressed the German for further information concerning the attempt to tamper with him, but Wagner could give but a few more facts.

Five jurors were today selected yesterday to challenge and the jury panel was exhausted in the afternoon. A special drawing of 40 names was taken from the trial jury box, returning tomorrow afternoon at 1 o'clock.

At 11 o'clock, Superior Judge James Lawler directed that the five jurors already sworn be reassembled at the San Francis Hotel for the remainder of the trial.

#### Train Has Narrow Escape.

A heavily loaded Great Northern train from Great Falls to Butte narrowly escaped destruction by the flood which had been caused by the breaking of the dam at Hauser Lake.

All of the miners in this camp using electric power are interested in the company.

Jurors who have been accepted subject to temporary challenges are: Antonio Pedro, merchant; John J. Pratt, merchant; Max Louis, saloonkeeper; Henry T. Smith, real estate dealer; Hans Ramussen, retired hotel keeper; and others.

Four men are serving the jury box in the case of The People vs. Abraham Ruell, on trial before Judge Dooling. The last one of the 12 jurors was passed just before adjournment this afternoon, and tomorrow morning the prosecution and the defense will be given the opportunity to exercise peremptory challenges.

The 12 men in the jury box at present are: John Dow Mansfield, local railway freight agent; William J. Brady, manufacturer; Charles A. Bowman, merchant; Jacob Levy, merchant; Fred W. Williams, manufacturer.

#### BUTTE MINES NOT AFFEFFECTED

#### Secure Power From Other Sources to Run Machinery.

**BUTTE, Mont., April 14.—**Only slight inconvenience was occasioned this afternoon and tonight to the mines of Butte by the break in the dam of the Missouri River Power Company at Hauser Lake. All of the miners in this camp using electric power are interested in the company.

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#### SOUTH AFRICAN FARMS

Boer Farmers Break Ground and Then Trust in Providence.

Holland, in the Philadelphia Press, one of those who is regarded as a competent authority on South Africa, at one time among the great bankers of New York, is of the opinion that there was but one cause for apprehension due to the building up of so-called swollen fortunes. He spoke of the distribution of many of the great fortunes accumulated between 1880 and 1880. He called attention to the fortune of Moses Taylor, and as well to the fortune of the late John D. Rockefeller, who was the founder of the first bank organized under the National Banking law and afterward of the First National Bank created to serve as a fierce competitor of the first national, there having been friction, but now in close alliance with that institution.

All of the great fortunes, he opinion of this authority, accumulated in the United States and elsewhere through the exploiting of the natural resources of the country and the building up of railway systems are sure by the time of the third generation to be widely distributed. That distribution has now been in progress for some years with the fortune created by Commodore Vanderbilt and so greatly enlarged by his son, William H., and although the fortune of the present property interests more than half of that fortune is kept in the control of William K. Vanderbilt, yet the other half, to which the late Cornelius Vanderbilt fell heir, is already considerably distributed.

#### Trade of the Proud Widow.

Philadelphia Press. That famous editor and statesman, Charles Henry Smith, sold a veteran newspaper man, was a modest man. He believed in modesty—even in journalism. He thought it paid no better for a newspaper than for a man to be continually bragging about his success.

He once drew up a prospectus for him. There were several blantly boastful paragraphs in it, and Mr. Smith ran his pencil through them all.

"If I let this go," he said, "it would be pretty nearly as bad as the epithet that the grown widow used on her aged husband's tomb." This epigram said,

in memory of John James Green, aged 84, who departed this life bitterly regretting that he must leave forever the most beautiful and best of wives."

**CONGRESSMAN W. R. ELLES.**

His experience in Congress. Vote to keep him there.

The house was built of poles and thatch

## WALL OF WATER IS TURNED LOOSE

Great Dam in Missouri River Busts, Flooding Montana Towns.

### PEOPLE FLEE TO HILLS

Railroads and Wires Under Water and Train Narrowly Escapes Destruction—Dwellers Near Hawser Lake flee for Lives.

#### HELENA, Mont., April 14.—

In every town and village on the Missouri River, the residents are terror-stricken and are fleeing to the hills to escape the flood caused by the breaking of the 10-foot dam at Hauser Lake this afternoon. The town of Craig, in Lewis and Clark County, is miles north of Helena. It is now more than four hundred yards above the level of the river. The houses are rising up the hillside, and there is little hope of saving them.

A cattle disease, the African coast fever, very similar to Texas fever, had swept through the country in 1891, and the same year was completely wiped out. A patch of grass took hold, blossoming, and a grove of young orange and lemon trees was one of the principal features of the farm. We ploughed through a large field of maize "as the South African would say," and one of potatoes, where the vines were growing up the stems of the trees.

By this time we were thoroughly wet with the heavy dew. The big barn was shaking here, and what little machinery there was to be seen was left when it had been last used.

There is generally a ready market for almost all classes of produce, but especially in the northern part of South Africa an excellent railway service prohibits shipping to a large extent with the other colonies. Considering the excellent agricultural possibilities, there is a surprisingly large amount of foodstuffs imported into the country.

#### SWIFT WRITING BY WIRE

Telewriter Which Transmits Photography as It Leaves Your Pen.

#### RAILROAD UNDER WATER.

Train service on the Great Northern line, running from Helena to Great Falls has been suspended, and all Western Union wires are now under water, messages being received here by Havre, Mont., and Spokane. It is believed that the railroad tracks will be greatly damaged, and the service may not be restored for several days.

At 11:45 tonight Manager Taylor, of the Western Union, received a message from the operator at Craig, who is the only man in the deserted town, stating that the 25-foot railroad bridge at that point is 14 inches under water. At Wolf Creek, three miles from the river, the water is receding, and no great damage to property is expected there. Considerable damage will be done at Cascade, 26 miles north of Craig.

At midnight it is impossible to gain any safe estimate of the total damage which had been caused by the breaking of the dam. The Hauser Lake dam was completed last year at a cost of \$100,000, and the contractors and capitalists interested in the company.

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