

# THE LATE EDWARD HENRY HARRIMAN

Wizard of Railroads Whose Conceptions Were as Wide as the Continent, Whose Plans Comprehended Millions and Who Organized Systems. :: ::

Constructive Genius of the First Order, Who Was a Director and President of Many Corporations, Controlled Whatever He Touched. :: :: :: ::

By JAMES A. EDGERTON.

There have been few single figures in the world of finance the mere rumors of whose illness would radically affect so many stocks as did that of the late Edward Henry Harriman. On his recent return from Europe the great Stock Exchange in Wall street spent nearly one whole day in suspense. Buying and selling were at a standstill. Everything depended upon the health of the little man coming up the bay. If he should prove to be on the road to recovery, up would go Union Pacific, Central Pacific, New York Central and other securities under his control. If he was seen to be in a bad way, they would tumble. Until one or the other was definitely known there was nothing doing.

His arrival satisfied the brokers that the railroad king was far from a well man. After his retreat to Arden the rumor was noised about that he intended virtually to retire. On this mere breath his stocks were hammered down, down till Union Pacific fell off 6 or 7 points, Southern Pacific, New York Central and others sharing in the decline. It was a striking tribute to the man's power, a testimonial to the estimate put upon his financial mastery by Wall street. There was no sentiment in it. There never is in these bull and bear raids. They are as utterly merciless as an earthquake or a

and even this pittance he turned over to his father.

### Friend of Children.

Perhaps the only beings with whom Edward H. Harriman the man ever entirely unbent were children. In New York he was the head of a great boys' institution, a sort of combined gymnasium, club and debating society, for more than a quarter of a century. At Arden he was never so happy as when he had an automobile load of little ones and was spinning about the countryside. To them he was not the cold business machine known to the world. He was "Pop" Harriman, their comrade and friend. Perhaps he was so unreserved with the children because they did not ask him leading questions and try to take away his money. In the country he was as God made him. In business he was as Wall street made him. There is a difference here, one that will appear greater the more it is contemplated.

### Great Constructive Genius.

The best two things about Mr. Harriman were that he was constructive and had a national view of things. He was not alone a stock manipulator, but a builder. History must give him this credit. It is questionable if we have had any greater railroad builders than he. The manner in which he took the rundown and bankrupt Union Pacific, went over the ground and saw

was a bigger man than Gould and a better one. With all the abuse that has been heaped upon him he is entitled to that which his own deeds carved out. He was not as shrewd a man on the Stock Exchange as Gould, not as "foxy" perhaps, if you like the term, but he had infinitely bigger ideals and more audacity to plan and execute great undertakings. Gould was essentially a financier. Harriman was that and more, and it is the "more" that will redeem him. The romance of the Pacific railroads and steamship lines and of his other great railroad deals cannot be wiped off the slate. Whatever we may think of Harriman in Wall street or Harriman in politics or Harriman in insurance or Harriman in Chicago and Alton, his work on the Pacific empire, both this side and on the seas, will fire the imagination and compel respect. Good and evil mingle in all men. This is the good of Harriman. It is his greatest monument.

It was recently stated that Harriman controlled 18,000 miles of railway, or six times across the continent; that these lines employ 80,000 men; that, in addition, he directed 54,000 miles of steamship lines, making 72,000 miles of transportation in all; that one could go from New York to Hongkong without ever leaving the Harriman lines and that he could return by another route on Harriman lines nearly all the way.

To show something of the man's great activities, the mere corporations of which he was the head or with which he was officially connected may give a hint, although little more than a hint. He had been a member of the New York Stock Exchange since 1870. He was president of the Oregon Railroad and Navigation company, president of the Oregon Short Line, president of the Southern Pacific, president of the Texas and New Orleans Railroad company, president of the Southern Pacific Coast railway, president of the Oregon and California Railroad company, president of the Central Pacific Railroad company, president of the Louisiana and Western Railroad company, president of Morgan's Louisiana and Texas Railroad and Steamship company, president of the Pacific Mail Steamship company, president of the Railroad Securities company, president of the Southern Pacific Terminal company, president of the Portland and Asiatic Steamship company, president of the Union Pacific, chairman of the executive committee of the Wells Fargo company, director of the Illinois Central Railroad company, director of the Baltimore and Ohio Railroad company, director of the Erie Railroad company, director of the Colorado Fuel and Iron company, director of the Western Union Telegraph company, director of the National City Bank of New York, director of the Chicago and Alton Railroad company, director of the Pere Marquette Railroad company, director of the San Pedro, Los Angeles and Salt Lake Railroad company, director of the Susquehanna and Western Railroad company, director of the New York Central Railroad company and many more, to say nothing of the Equitable Assurance society, of which he was once a director, but from which he resigned during the Hughes investigation.

### Controlled Whatever He Touched.

After reading all that list one can wonder not only that he died so soon, but that he lived so long, for he it understood that Edward H. Harriman was no mere perfunctory director. Whatever he touched he controlled—either that or something broke. He was not a dummy. Nor could he have controlled all these properties, only a fraction of which he could have owned personally, unless his business associates reposed the greatest confidence in his integrity and ability. It was his power of organization, of construction, his intimate knowledge of the whole country as it related to railroad-ing, his daring methods and his success that won him their allegiance. He became far and away the greatest railroad power of his day and perhaps of any day that the country has yet known. There may be railroad kings in future that will control more mileage, but none up to his own time.

His latest dream of making the New York Central a part of his gigantic system was coming to fruition only when death snatched him away from it. Even as it was, the greatest of our railroads was listed as a Harriman property, and its stocks moved in sympathy with his group. To combine that old and rich system with his Pacific roads into one gigantic whole was the work of a financial titan. It was not a thing that a small man would even have dared to plan.

Another cherished dream of a more intimate nature was on the eve of accomplishment, but was never to be realized. For more than a score of years Mr. Harriman had owned an estate of 35,000 acres near Arden overlooking Tuxedo Park. Here, on the top of one of the Ramapo mountains, he was finishing a great castle that was to have been his home in old age. Here he went for the "after cure" when he returned from his vain health seeking in Europe, and here, amid the sound of hammers as workmen completed the last wing of the house, he breathed his last. It was a fitting music to toll out the life of one whose chief claim to men's regard is that he was a builder.

### Train Porter Out on Bail.

Neligh, Neb., Sept. 14.—Special to The News: After spending the Sabbath in the county jail, Fred Thompson, the porter of the Northwestern passenger, was released on a \$200 bond signed by J. C. Jenkins yesterday morning. The preliminary hearing was postponed until next Monday, when the case will be heard before Justice McAllister.

### Letter From Ed Dixon.

Spokane, Wash., Aug. 3.—Editor News: Something should be said through the columns of your good paper to correct what, I fear, has left a wrong impression with the public

in regard to the efficiency of the "Sacred Heart" hospital of this city.

In your paper of the 13th inst. (Friday) I was very much surprised to see in print a letter written to my brother. This letter was a personal affair and not intended for the public.

I would not do or say anything intentionally to hurt the feelings or injure the business of anyone. This letter was written during my first days here, while among strangers and in much misery, with some fever, and of course nothing tasted good, especially coffee. To me now it is above criticism, and sister tells me there is absolutely no difference. So, perhaps I was somewhat hasty in condemning it.

As for the hospital being overcrowded, it was told it was, so was sincere in my statement that such conditions existed.

Am now, as I have always during my stay here, having plenty to eat and have been quite comfortable. The sisters do everything to make one so.

Personally, I regret the whole affair very much.

Respectfully,  
Edwin L. Dixon.  
Sacred Heart hospital.

### QUARREL GROWS MORE BITTER.

Peary's Friends Are Put On the Defensive Over Eye Witness.

New York, Sept. 14.—Developments in the north pole controversy today contain arguments in favor of both Commander Peary and Dr. Cook.

The repeated charge that Peary made use of Cook's stores is denied by Herbert Bridgeman, secretary of the Peary Arctic club. On the other hand the supporters of the Brooklyn physician have been quick to seize on the intelligence that only one Eskimo stood by the naval officers' side when he placed the flag at the extreme top of the earth.

The backers of Commander Peary point out that while Allan Whitten, the boatswain of the Peary auxiliary steamer Erik in 1905 and 1908, declares that Peary's people took Dr. Cook's stores at Etah and Annotok, he admits he did not know whether or not their removal was by arrangement with Rudolph Francke, Dr. Cook's steward who had been left in charge of the supplies.

### Peary "Saved" Cook Stores.

Herbert L. Bridgeman's statement wired from Sydney, N. S., where he is awaiting the arrival of Peary on the Roosevelt, asserts that instead of appropriating his rival's stores, Peary only "saved" them after they had been abandoned by Francke. Mr. Bridgeman says Francke was picked up by Peary's men in North Bay between Cape York and Etah, while he was trying to return to civilization from the post where Cook had left him. Francke, says Mr. Bridgeman, said he was physically unfit to remain longer in the extreme north, and after Peary's surgeon had confirmed this statement Francke was given money by Peary to take him home.

The attitude of Cook's supporters here after hearing that Peary had only one Eskimo to confirm his statement regarding the thirty-six hours spent at the pole, is expressed by Frederick S. Dellenbaugh, an explorer and officer of the American Geographical society. Mr. Dellenbaugh is quoted as follows: "Two Eskimos as Good as One. "It would now seem that the preponderance of the Eskimo testimony is in favor of Dr. Cook. There evidently was no scientist present in either case to verify the observations. Perhaps two Eskimos are better than one (Dr. Cook says two Eskimos were with him at the pole), but I do know that it makes any great difference."

We suppose "Peach" is the accepted nickname for girls these days because their mothers bring them up in fear and trembling that a frost may get them.

At what age does the devil develop in a boy? We saw a four-year-old boy spitting on another boy's shoes this morning, because they had just been shined.

### Same Jones' Brother at Niobrara.

Niobrara, Neb., Sept. 14.—Special to The News: A large gang of laborers are excavating the chalk rock bluffs of the Northwestern railroad near this place. A brother of the famous evangelist, Sam Jones, is directing the work.

### Correspondents to Meet Peary.

Sydney, N. S., Sept. 14.—The government steamer Tyrian with the newspaper correspondents, left North Sydney to meet Commander Peary and the arctic ship Roosevelt somewhere off the east coast of Newfoundland.

Efforts will be made to get Commander Peary to board the Tyrian which is a much faster ship than the Roosevelt, and come to Sydney. Snouled Commander Peary decide to remain on the Roosevelt the newspaper men will interview the explorer and members of his party, after which they will hurry back to this port, where they will land several hours in advance of Commander Peary.

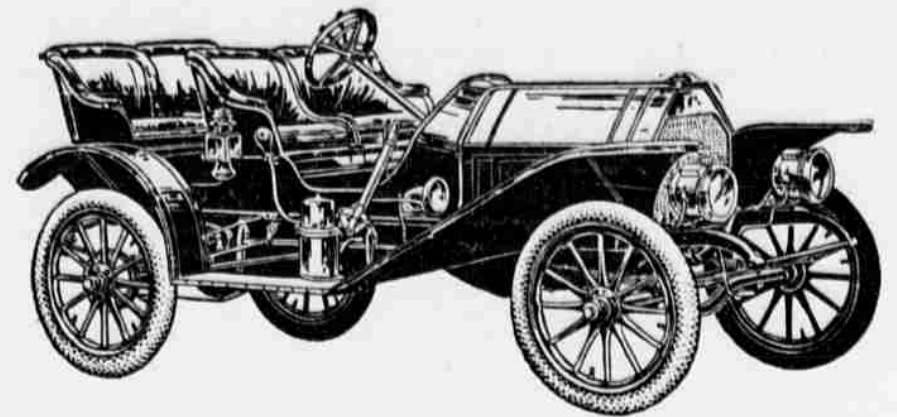
Mr. Bridgeman did not accompany the party.

### \$100 REWARD, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. CHENEY & Co., Toledo, Ohio.  
Sold by all Druggists, 75c.  
Take Hall's Family Pills for constipation.

# GRAND PRIZE Daily News Contest



Overland Four Cylinder, Thirty Horse Power \$1,350 Automobile. Purchased from A. Koyen, Local Agent and Henry Van Brunt, Distributor, Council Bluffs, Ia.

## Districts Are Divided As Follows

District No. 1 will include the City of Norfolk.  
District No. 2 will include the following counties: Pierce, Knox, Keya Paha and all territory in South Dakota.  
District No. 3 will include the following counties: Madison, Wayne, Boone, Platte, Stanton, Cuming, Dodge, Cedar, Dixon and Dakota.  
District No. 4 will include the following counties: Holt, Rock, Brown, Boyd, Cherry, Sheridan, Dawes and Antelope.

## Value Of Special Ballots

### THE DAILY NEWS BY CARRIER.

	NEW	OLD
Five Weeks .....	\$ .50	1,400
Ten Weeks .....	1.00	3,000
Fifteen Weeks .....	1.50	5,000
Six Months .....	2.60	11,000
One Year .....	5.20	25,000
Two Years .....	10.40	60,000

### THE DAILY NEWS BY MAIL.

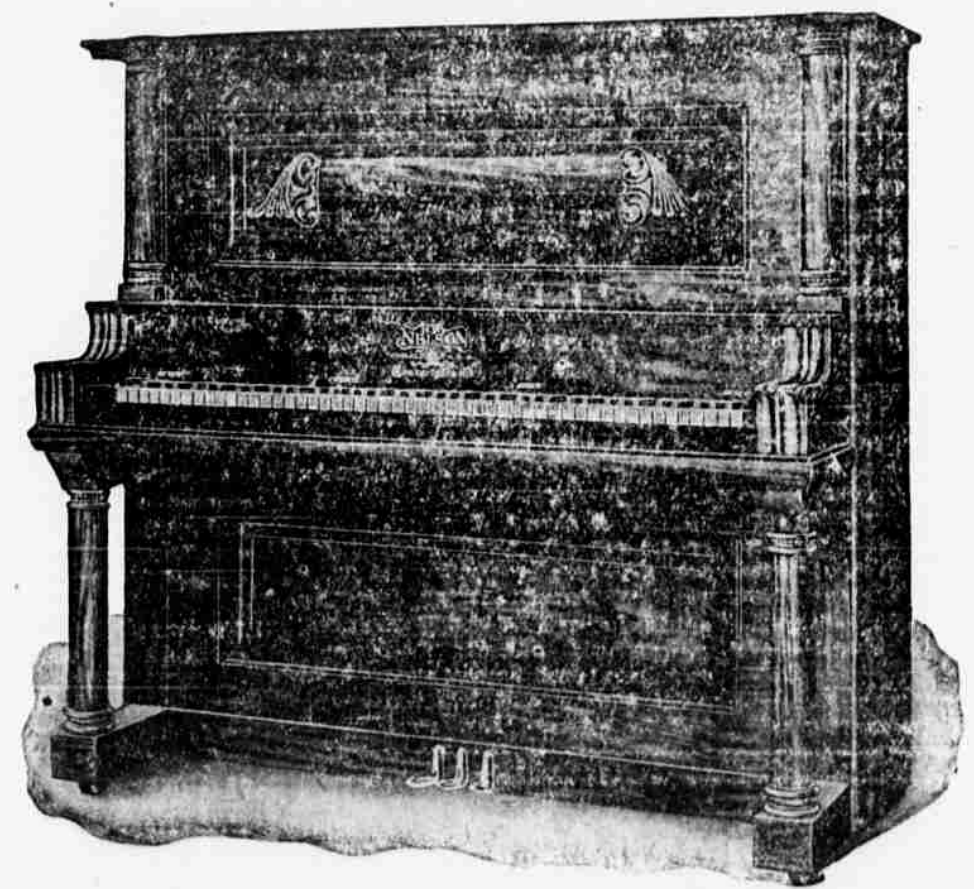
	NEW	OLD
Two Months .....	\$ .50	1,400
Four Months .....	1.00	3,000
Six Months .....	1.50	5,000
One Year .....	3.00	12,500
Two Years .....	6.00	35,000

### THE WEEKLY NEWS-JOURNAL BY MAIL.

	NEW	OLD
One Year .....	\$ 1.50	2,800
Two Years .....	3.00	5,600

All old subscribers of the Weekly News-Journal paying their arrearages, and changing to the DAILY, will be considered new subscribers and ballots issued accordingly.

## One \$350 Piano Is First Prize In Each District



One is the World Renowned H. P. Nelson Piano, and was purchased from H. R. Ward, Sole Local Distributor. The other three are the Celebrated Hammond Piano, and were purchased from C. S. Hayes' Piano House. All four are now on display. Call and see them.

### Four Watches

25 Year Case  
15 Jewels

Two from Scofield  
& Wetzel  
Local Jewelers



### Four Watches

25 Year Case  
15 J. wels

Two from Geo. H.  
Burton  
A Local Jeweler

Write, Phone or Call Upon the Contest Manager and He Will Prepare You for a Winning Campaign.



EDWARD H. HARRIMAN.

cyclone. There is not a heart beat in the whole high finance body, however many there may be in the individuals who compose it. And when the bears pounded down those Harriman securities in the days when their master lay ill at Arden they merely advertised that they had been afraid of the man and showed what they would do when the fear was even a little abated.

There are many popular misconceptions concerning Harriman. One is that he was a man with an abnormally large brain, which sapped the life from his undersized body. Harriman's head was not large. It was under rather than over the normal size. It was quite well proportioned to his small stature. His body gave the impression of slightness, it is true, but it was not emaciated, except in his last illness. It was wiry and quick as a steel spring. He was stooped, as are most men who think much. He was never a careful dresser and was quite commonplace in appearance. But the idea that his brain ate up his body is a mere flight of fancy. It might be said as truly of any man who is at the head of big things in this day of gigantic undertakings.

### Smartest Boy of His Class.

Another mistaken notion is that Mr. Harriman was born in New Jersey. He was born at Hempstead, Long Island, in the state of New York, Feb. 25, 1848. He was the fourth child of a poor Episcopalian minister whose salary sometimes amounted to as much as \$200 a year. It was after the future railroad king's advent that the family moved to Jersey, settling in a modest portion of Jersey City just off the Hackensack meadows. It was not a promising environment, but there were rich relations on both sides of the house. The lad went to Trinity school in New York, walking three miles each way. He had a reputation,

which still survives, of having been the worst boy and the smartest of his class. At the age of fourteen he quit school altogether and entered a broker's office. The first year he earned the magnificent salary of \$5 a week

the business there was for the line, coupled with the subsequent courage and energy he displayed in pouring hundreds of millions into straightening and improving the road, showed a constructive genius of the first order. Ruthless he might have been, yet the fact that he did things, and big things at that, must be told to his praise. The story of bridging Great Salt Lake and draining the Salton sea is not one that could be told of every man, not even of every railroad king. He touched most of the properties that came under his control only to build them up. Overcapitalized he probably did, although he called it capitalizing the future. Used Wall street methods, some of them of a doubtful kind—with this his enemies charged him. And Harriman had enemies, bitter and big ones, with Theodore Roosevelt, ex-president of the United States, at their head. It is perfectly true that in the world of men he had more foes that hated him than friends that loved him. Yet when this is said we cannot forget those east side boys in New York nor those shouting children at Arden. A man that loves a child and is loved by it in return cannot be all bad.

Harriman's national vision was shown in manifold ways. Though born near New York city and living in or about it all his life, he did not have the New York viewpoint. He saw America from the angle of the Pacific coast and of the central west, as well as of the east. He had enough imagination to forecast the future of the country, to count on it as a most important factor in all his business enterprises. He could see the desirability of buying steamship lines across the Pacific, of planning a railroad in Mexico. Few men realized the possibilities of the great empire building on the shores of the Pacific ocean with more clearness than Harriman. Though small in body and even in brain, he was not small in his grasp of things. He thought in terms of the continent, planned in millions, built with systems.

### His Greatest Monument.

Harriman has often been compared to Jay Gould. In my own opinion, he