

PEARY MAKING SLOW PROGRESS

Commander is Still at Battle Harbor and No Further Word Has Come from Him.

DR. COOK IS COMING HOME

He Will Sail for New York from Christiansand Saturday.

HONORARY DEGREE CONF

University of Copenhagen Makes plorer Doctor of Science.

FOREIGN COMMENT IS MIX

United States Coast and Geodetic Survey Office Offers to Check Up Notes of the Two Discoverers.

The two explorers upon whom the world's eye has been fixed during the last few days spent the day yesterday preparing for their advance to the United States. Cook, in Copenhagen, announced that he had definitely arranged to sail next Saturday on the Oscar II for New York City.

Dr. Cook appeared today at a high official function. The University of Copenhagen conferred upon him the degree of S. C. D. (doctor of science), thereby recognizing, it was pointed out by his friends, in an important official manner, his claim to the discovery of the pole.

Dr. Cook's plan to send a ship from Copenhagen to Greenland to bring back to civilization his two Eskimo companions on his exploration trip will not be carried out until next year.

Herbert L. Bridgman, Peary's chief backer, reached Sydney, C. B., today and Mrs. Peary, who will also meet the explorer at Sydney, sailed from Portland on her way north early today.

Foreign comment as expressed by the American press is generally favorable to Peary, while still highly wrought with mingled enthusiasm and doubt, is beginning to be tinged with flippancy and scorn.

Dr. Cook's coming home. COPENHAGEN, Sept. 8.—Dr. Frederik A. Cook will sail from Christiansand Saturday morning on board the Scandinavian-American liner, Oscar II, for New York, where it is due about September 20 or 21.

At the field club Mr. and Mrs. Harriman were visibly affected by the cognizance that had been taken of their wedding anniversary. The red rose, Mr. Harriman's favorite flower, and the flower that predominated in the decorations at their marriage, was in evidence.

Dr. George L. Miller, the "Father of Omaha" and a life-long friend and advocate of the Union Pacific, presided at the informal ceremonies of this dinner party.

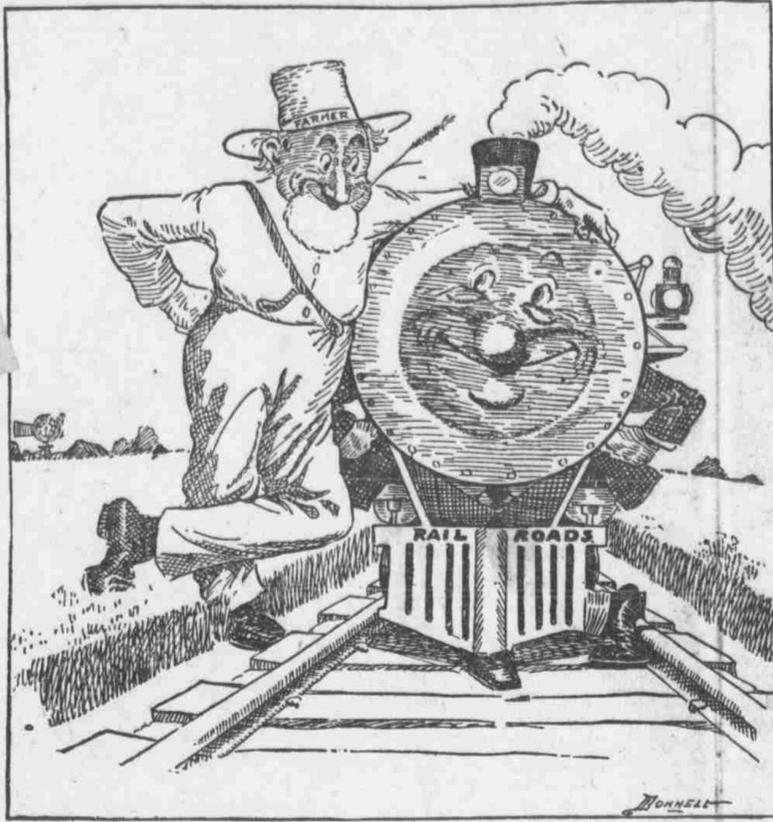
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"Natural Partners"—B. F. Yoakum



From the St. Louis Globe-Democrat.

IN OMAHA YEAR AGO TODAY

Mr. and Mrs. Harriman Celebrated Wedding Anniversary Here.

ENTERTAINED AT FIELD CLUB

He Invited Co-operation of Nebraska Men and Promised More Great Progress by the Union Pacific.

One year ago today Mr. Harriman, Mrs. Harriman and two of their children, were guests of Omaha and were entertained for three hours at the Field club. That day, September 10, 1908, was the anniversary of Mr. and Mrs. Harriman's marriage and the event was celebrated in a modest way at the club, much to the pleasure of the distinguished guests.

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HARRIMAN'S LIFE AT END

Financier and Railroad Builder Dies at Home, Surrounded by His Family.

DEATH EXPECTED SEVERAL DAYS

Surgeons Admit That End Was but Matter of Time.

WORD FLASHED TO NEW YORK

Watchers at Gate Receive First News from City.

MAGNATE EXPIRES AT 1:30 P. M.

No Announcement Made Until After Close of Exchange.

FUNERAL SUNDAY AFTERNOON

Body Will Be Laid to Rest in Little Cemetery Back of St. John's Church at Arden—Service to Be Private.

AR DEN, N. Y., Sept. 9.—Edward H. Harriman, the greatest organizer of railroads the world has ever known, met the only lasting defeat of his active life today at the hands of death.

The exact time of his death is known only in that limited circle of relatives and associates who had so effectively shielded Mr. Harriman from all outside annoyance during his last illness.

After a relapse on Sunday he soon sank, and after the noon hour today came a relapse which marked the approach of the end.

With the secrecy that has been maintained at the Harriman residence unbroken to the very end, news of Mr. Harriman's death was conveyed to New York before it came to Arden and the valley below.

Soon afterward the hundreds of workmen engaged on the uncompleted estate learned of their master's death, when a lad came out on the lawn and announced simply: "You men all quit work. Mr. Harriman is dead."

A hush fell over the group and the workmen, dropping their tools, trudged silently to the flat cars and descended on the private incline railway that bore them from the mountain top to their homes below.

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A shaft of blue stone, quarried from the steep sides of Tower Hill, marks the grave of the baby Edward and it is probable that a similar stone of modest size will be erected over the last resting place of his distinguished father.

No Operation Performed. Dr. Lyle, who has been Mr. Harriman's physician throughout this last illness has issued no statement concerning his illness or the cause of death, but the general understanding is that there was no operation.

Mrs. Simons discussed his death this evening with more freedom than any one else, but even she professed not to know the exact nature her brother's ailment. Her eyes were red with weeping and her voice broke with emotion as she said:

"You have heard the sad news. My dear brother passed away peacefully in the presence of all the members of our family."

End Comes at 1:30 P. M. "What time did Mr. Harriman die?" she was asked. "About 1:30 this afternoon," was the unexpected answer.

She said emphatically that there had been no operation, then became so overcome by her feelings that she begged to be excused and said she could not describe the scenes at the house during the last hours of her brother's life.

Then Mrs. Simons was wrong when she said 1:30? "Mr. Simons hesitated and then said: "Well, I was not there, you know when he died."

Former Judge R. S. Lovett, chief counsel for the Union Pacific and Southern Pacific railroads, the best known of the Harriman lines, did not reach Tower Hill in time for a last farewell of his chief. It was 5:35 this evening when he reached Arden and he declined to say anything whatever regarding the time, the cause or any other circumstances surrounding Mr. Harriman's death.

Active to the End. Earlier in the day, before the crisis was at hand, Mr. Harriman talked with Thomas B. Price, his personal secretary, in the New York office of the Union Pacific. This was one of the strongest evidences that the railroad titan's master mind was alert to the end, for it is believed that Mr. Price was summoned to enable the dying financier to give some instructions concerning his vast affairs.

Mr. Price arrived at 10:40 a. m., but returned to New York at 1:46. If Mr. Harriman's death occurred before he left the house, his words did not indicate it when he departed. "Mr. Harriman's condition," he said at the time, "was fairly encouraging." He added that there had been no change. He had been sent for, he said, to transact some business.

Although his family, and perhaps two or three associates, had known that Mr. Harriman might die at any time since his relapse last Sunday, the news of his death was comparatively unexpected in the vicinity of Arden. And in some respects there are indications that it was unexpected in New York so early. The best proof of this was that Judge Lovett, who has spent practically every night at the house since Sunday last, returned to New York this morning as usual, and was not on hand when the man whose mantle he may now wear—for he is spoken of by some as Mr. Harriman's successor—breathed his last.

Dr. Lyle issued a statement this morning saying that the patient's condition was unchanged. But before the afternoon was well underway he was dead.

Undertaker from Turner. In keeping with the simple arrangements for the funeral an undertaker from Turner, N. Y., the nearest railroad station to Arden, was pressed into service tonight to perform the last services that human hands will render to the dead before interment. One of the men who assisted the embalmers said that the body bore no sign of any recent operation.

The family's decision in selecting the little country graveyard on the hillside near here, far removed from the scene of Mr. Harriman's business triumphs, is the first evidence that they intend to maintain Arden as their home. The unfinished palace that covers Tower Hill and the great estate that surrounds it was one of Mr. Harriman's dearest hobbies. During the last days of his illness he took a great personal interest in the work, and, sitting in the sunshine, often conversed with the laborers at their work. And it is believed that the family carrying out his wishes will complete the work underway and that the name of Harriman will continue to be a synonym of bounty in this part of the Ramapo valley.

Employees Greatly Affected. All of the late railroad king's employees are deeply affected by his death, particularly Charles T. Ford, superintendent of the estate. William A. McClelland, superintendent of Mr. Harriman's dairy, was also greatly moved. He has been in Harriman's service for sixteen years and was one of his most trusted employes.

It had been in communication with the house all morning," he said, "and had no idea that Mr. Harriman was going to die. At noon I left my house at Arden and called up Mr. Harriman's house. They told me there was no change in his condition and I was unpeakenly shocked to get the sad news later in the afternoon."

McClelland said all the employes on the Harriman estate would mourn the loss of their employer, both as a loyal friend and a just master.

By a strange coincidence a wedding party set forth from the Harriman residence this afternoon while the master lay dead. George Murphy, chief engineer of the estate, was the bridegroom and the bride was Mary Spalding, a parlor maid. They alone of all the employes on the estate were not apprised of Mr. Harriman's death until after the ceremony had been performed. The wedding was held in St. Mary's Catholic church at Arden, and it was Mrs. Harriman's expressed wish that her husband's death should not interfere with the plans and the happiness of the servants. They drove forth from the estate in Mrs. Harriman's own wagonette and did not know that there was mourning on the estate until after they were man and wife.

STORY OF HIS BUSY CAREER. Pen Picture of Man Who Dominated the Railroad World. The story of E. H. Harriman is the story of the son of an impecunious Episcopalian minister who devoted his sixty odd years of life to the gathering of money and the control over money. When death came he stood in the center of a vast complex financial system, invincible in power and terrible in responsibility. Work and the intensity of his life killed him at last.

But the story is not altogether a sordid one and no spectator of his career can fail to honor him for the splendid achievements in railroad building that have been a part of his policy. He started out as a broker and remained one, but he was big enough to be broker and railroad builder at once and in the same operations.

Edwin Henry Harriman was the third son in the family of six, that was dependent upon the meagre finances of Rev. Orlando Harriman. He was born February 25, 1848, at Hempstead, Long Island. His brothers were Nelson, Orlando and William, and his sisters Lily and Annie. All of this family of six have been fortunate enough to reach comfortable circumstances early in life, although the father's salary when little Edwin Henry was 11 years old amounted to but \$200 a year as rector of St. John's in Hoboken.

His Education. He was educated in the district schools and in an academy for clergymen's boys, where he was practically a charity pupil. Nothing in his personality as a child gave hint or promise of a financier, unless it may have been his native stubbornness. His mother was proud in spite of poverty and taught her children a haughty, aristocratic manner which helped in making the great son's disregard of public opinion.

Before Edwin was of age the family inherited enough money for the father to retire. Not many years after that the future magnate entered Wall street as a broker.

He was not possessed of much capital, but he did possess a daring financial imagination, and he watched the working of Wall street during the next thirty years with an intensity that made him a master of matters among the manipulators and stock gamblers and high-handed makers of fortunes that fight for money in the "street." In 1870 he took a plunge in gold, it is said, when Gould, Fisk, Kimbber and others tried to corner the gold market, and the whole of his profits went into buying him a seat on the New York Stock exchange. He was trying for bigger game than the profits of the curbstone broker.

His First Marriage. He made a very substantial addition to his chances for happiness and fortune by marrying into the family of a Rochester capitalist. Miss Mary Averill was his bride and her father had made his money out of railroad speculation. In 1861 when his father died, Harriman was reckoned as a millionaire from his operations on the stock exchange. He was successfully learning his trade.

As he was learning his trade, however, he was unlearning the traits of a frank, attractive character and schooling himself to be the sphinx of the financial world. He had ceased to care for the associates with whom he had started out on the street. Everything had been absorbed into the master passion of money making. When he was not yet 40 years old this master passion took on a new phase and he became interested in railroads. His new desire showed itself in a fashion that exhibited the intensified quality that has counted most in his personality, the quality of directness. It was this quality of knowing without question or cavil just exactly what he wants and going after it without fear that was the most remarkable and remarkable thing about the man.

Rise in Railroad World. He was made a director of the Illinois Central in 1862, but he did nothing noticeable as a railroad man until 1865. January 21, 1865, the Union Pacific, debt ridden

(Continued on Fifth Page.)

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Are you looking for a room?

An easy way—not to wear out shoe leather—but to look through the list of rooms offered for rent on the want ad pages of The Bee. There you will find practically a complete directory of the desirable rooms with sufficient information to enable you to judge which will meet your requirements. Then, by inspecting these, you will be sure to find what you want.

Have you read the want ads yet today?

Mohler on Death of Harriman.

OMAHA, and the various states through which the Union Pacific operates, has lost in the death of Mr. Harriman, one of its very best friends. He was prodigal almost in the way of expenditures, in the improvement of the property and improved conditions for the public, and naturally his enormous expenditures have enhanced the value of everything surrounding it.

He was generous to a fault, exceedingly kind hearted, never resentful, no master to what extent provoked, and during my entire acquaintance with him I never heard him speak ill of any person.

PROFOUND SHOCK IN OMAHA

News Received With Great Sorrow. Particulars at Union Pacific. News of Mr. Harriman's death was a profound shock to every official and employe in Union Pacific headquarters, the

(Continued on Fifth Page.)

Railroad Lines Controlled by E. H. Harriman and Their Mileage:

Table listing railroad lines and their mileages: Union Pacific 5,916; Chicago & Northwestern 7,632; Southern Pacific 9,731; Baltimore & Ohio 4,446; Illinois Central 4,278; Delaware & Hudson 845; New York Central 12,282; Georgia Central 1,914; Atchafalpa 9,350; Wheeling & Lake Erie 2,333; St. Louis & San Fran 6,356; Total 84,319; St. Paul 8,687.

The stockholders in these systems number 80,000. The number of employes is in excess of 350,000.