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EDWARD H. HARRIMAN DEAD

Great Financier and World's Phenomenal Railroad Organizer Passes Away At His Princely Home At Arden, New York.

Arden, N. Y., Special.—Edward H. Harriman, the greatest organizer of railroads the world has ever known, met the only lasting defeat of his active life Thursday at the hands of death. Secluded in the magnificent home on Tower Hill, surrounded by members of his family, physicians and nurses, he succumbed to an intestinal disorder Thursday afternoon after a fight against disease which will rank for sheer grit with his remarkable struggles in the financial world.

The time was given to the world as 3:35 p. m., but Mrs. Mary Simons, sister of the dead man, said that the end had come at 1:30, more than two hours previous. Whether this apparent discrepancy has any bearing on the current belief that every effort was made to lessen the influence of the financier's death on the New York stock market is problematical. But it is significant that the time of his death as officially announced was just 35 minutes after the trading had ceased on the exchange.

Mr. Harriman died peacefully and almost to the end his brilliant mind retained its integrity. After a relapse on Sunday he sank steadily and soon after the noon hour Thursday there came a relapse which marked the approach of the end. His wife, two daughters, the Misses Mary and Carol, and his sons, who have been constantly with him.

No spiritual adviser was at hand. The swiftest automobile in the Harriman garage had been despatched for the Rev. Dr. J. Holmes McGuinness, an Episcopal rector of Arden parish, and Mr. Harriman's personal chaplain, but Dr. McGuinness was not at home. When found later, although rushed up the mountainside at break-neck speed he did not arrive until death had come to Arden house.

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.

Without pomp or ceremony E. H. Harriman was interred in the little country churchyard beside his oldest son, E. H. Harriman, Jr., at Arden, Sunday at 3 p. m. Rev. J. Holmes McGuinness, rector of St. John's church, conducted the ceremony in the Episcopal church. Short services at the Arden house were held at 2 o'clock preceding the burial.

The active pall-bearers were C. T. Ford, superintendent of the Harriman estate; I. W. Mandige, head carpenter of the Harriman estate; E. P. Schultz, master mason of the Arden house; William Robbins, superintendent of the Arden farms, and W. A. McClelland, superintendent of stores of the Harriman estate. These men were pall-bearers according to Mr. Harriman's wish.

Mr. Harriman was born February 25, 1848, and was therefore in his 62nd year.

Mr. Harriman, like many other men who startle the world, came up from poverty and started out with little education, but step by step, with an unflagging ambition, rose to be a factor to be reckoned with by the great financiers of the world.

At the time the Union Pacific stock was going begging and the road was the despair of many moneyed interests, whose brains and capital had failed to place it on a paying basis, Harriman, backed by Kuhn, Loeb & Co., and Standard Oil interests, un-

dertook the rehabilitation of the railroad. He secured a controlling interest, reorganized the management, and through his transcendent genius, converted the bankrupt company into one of the best dividend-paying roads in the country. In this and later, when he took hold of the Southern Pacific, Harriman's policy was one of lavish expenditure, which made the properties as near physically perfect as possible. The matter of dividends was allowed to wait upon their perfection. This policy has continued on all the Harriman lines, and to it has been added a close study of the territories adjacent to the property and which contributed, or could be made to contribute to their welfare.

Harriman's most spectacular performance and that which made his name familiar to all the reading public was in May, 1891, when he struggled with the Morgan and Hill interests for control of the Northern Pacific. On May 9 of that year the historic Northern Pacific corner resulted in the stock of the company going to \$1,000. At the "show down" Harriman produced \$78,000,000 in stocks. However, the Hill-Morgan people held the whip-hand through a by-law of the company which permitted the retirement of preferred stock at any time. Of his holdings \$41,000,000 was preferred, but Harriman secured a compromise and he and some of his associates were elected to the Northern Pacific directorate.

Harriman, it is said, 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.

Financiers in recent estimates of Harriman's personal wealth have varied all the way from \$50,000,000 to \$100,000,000. He was, of course, a large holder of securities of the various corporations with which he was identified, including in addition to the Union Pacific and Southern Pacific systems, over a score of smaller or tributary properties, not only in this country but in Mexico as well. Report credited him with large personal holdings in various railroad systems. His real estate holdings in this city were comparatively small. His home at Arden is said to represent an outlay of over \$2,000,000.

"My railroad methods," said Mr. Harriman once, "are to serve the public, and to give it good service at the lowest possible cost, with, if possible, no favoritism. It gets its money's worth from me. My method is to give the public the best equipment, the best time, the best track."

Shock to Progress of South.
Chattanooga, Tenn., Special.—Jas. U. Jackson, of Augusta, Ga., one of the business associates of the late Edward H. Harriman, and part owner of the Augusta street railway system, in speaking of the great financier's death said:

"I do not know what the policy of Mr. Harriman's successor will be, but I know that his death will be one of the greatest shocks to the progress of the South that could have been received. I am in a position to know that it was Mr. Harriman's intention to use his Illinois Central and Central of Georgia lines for the developing of the South's resources and to further the interests of the more progressive communities.

SUPPLEMENTAL REPORT

Both the North and the South Have Had a Season of Unparalleled Activity—Statement Showing the Production and Consumption by the Mills of the Southern States.

New Orleans, La., Special.—Supplementing his report on the cotton crop for 1908-'09, as issued on August 31, Secretary Hester, of the New Orleans Cotton Exchange, Tuesday made a detailed report of the crops of the different States as follows:

Alabama 1,428,000, against 1,171,000 last year.
Arkansas 1,052,000, against 787,000.
Florida 75,000, against 60,000.
Georgia 2,118,000, against 1,964,000.
Mississippi 1,673,000, against 1,496,000.
Louisiana 485,000, against 673,000.
North Carolina 747,000, against 689,000.
South Carolina 1,298,000, against 1,226,000.
Tennessee 426,000, against 335,000.
Texas 3,819,000, against 2,221,000.
Oklahoma 704,000, against 950,000.
Total crop 13,825,000, against 11,572,000 last year.

He puts the spindles in the South at 11,255,787, including old, idle, and not complete, against 10,661,308 last year, an increase of 594,479.

Referring to the consumption by American mills Mr. Hester says that North and South they have had a season of unparalleled activity. In no past year, he states, have they consumed so much cotton, and phenomenal as the extent of the business has been it has not reached the limit of their capacity.

The money value of the past commercial crop, he states, is in round figures \$683,794,000, showing that while the number of bales marketed was 2,243,000 bales more than last year, the increase in money received was but \$11,569,000, equivalent to \$5.11 per bale for the excess, and yet Mr. Hester contends that considering all the circumstances, if ever a crop was sold at a good round price, it was the one under review.

In the South Mr. Hester makes the consumption 366,596 more than last year, and 120,765 over the year before last. Twenty-one new mills are building in the Southern States, and including additions to old establishments, 10,000 new looms and 511,294 new spindles are under way.

The year's consumption has been divided as follows:

State.	Consumption.	Increase.
Alabama	251,871	46,261
Arkansas	6,038	2,190
Georgia	556,119	74,757
Kentucky	26,290	1,694
Louisiana	17,244	3,331
Mississippi	38,691	3,529
Missouri	14,826	6,449
North Carolina	759,295	130,414
South Carolina	700,352	75,806
Tennessee	69,211	9,154
Texas	42,456	8,675
Oklahoma	2,568	954
Virginia	77,921	3,382
Total	2,559,873	366,596

In conclusion, Mr. Hester says the facts concerning this remarkable year in cotton consumption speak for themselves, but it is safe to say that had they been estimated instead of plain unvarnished truths, even extremists would have been justified in classing them as exaggerations.

In the South he says: "We have brushed 2,600,000 bales closely during the past year and this close on the heels of the panic with 215 out of a total of 786 active mills from one to two months late in getting under headway. Most of the new not complete spindles will be in working order before the coming year's close, and with these on the basis of the 1904-'05 consumption per spindle the capacity of the Southern mills will be something like 2,800,000 to 2,900,000 bales."

Marshal Killed By Blow.
Jesup, Ga., Special.—Marshal G. B. Pope was killed Friday afternoon by a blow over his heart in a desperate struggle with Edward Tyre, Brantley Tyre and Jas. Tyre, prominent young white men whom he was attempting to arrest. It is not known which one of the Tyres inflicted the fatal blow. All were arrested as they attempted to escape and lodged in Wayne county jail.

Say Stories Agree.
New York, Special.—Scientists and explorers here comparing the latest dispatches regarding Commander Peary's achievement with the reports which Dr. Cook has sent out were very generally agreed that Peary's findings seem to confirm Dr. Cook's story in several significant particulars, thus far raise no points of disagreement. These scientists were more positive than ever that the controversy can be settled beyond reasonable doubt by an inquiry before a recognized scientific body.

MAN AGAINST MAN IN POLAR DISPUTE

Only Negro and Eskimos Accompany Peary.

WHITE MEN NOT ON THE TRIP

This Information Encourages the Supporters of Dr. Cook—Geographical Society Maintains the Attitude of "Keep Hands off" for Present.

The Washington, D. C., Herald, of Saturday says:

It is now merely the word of one white man against that of another. The great polar controversy has resolved itself into a question of the personal veracity, respectively of Dr. Frederick A. Cook and Commander Robert E. Peary.

According to the statements of each over his own signature, neither was accompanied by a member of his own race when he is alleged to have planted the Stars and Stripes at the north pole.

That Commander Peary had with him only his negro body servant, Matt Hensen, and a handful of Eskimos, when he made the last stage of his journey toward the pole, and that he had sent back the only remaining white member of the expedition when he reached latitude 87.5 was not known until the first installment of his detailed story of his trip was published on Saturday.

One of the principal arguments made by the Peary supporters against the acceptance of Dr. Cook's claims to the discovery of the pole was his own admission that he was unaccompanied by any white man, and that, aside from the records of his observations, the only corroborative evidence he could produce would be the testimony of the two Eskimos who were with him on his final dash.

Now it appears from Commander Peary's own story that he himself was in a like situation. Aside from the negro Hensen, who had been his "Man Friday," for the past twenty years, his sole companions were four Eskimos. There was no white man with him who can now take the witness stand and testify to the accuracy of his scientific observations above the latitude of 87 degrees and 8 minutes.

It is needless to say that this development has brought great encouragement to the camp of the Cook followers. They are expressing renewed confidence that when the data of the two men are presented to an unprejudiced jury of scientists, Dr. Cook's word will be accepted with equal credence to that of Commander Peary.

According to Peary's own story, when he started from Cape Columbia there were seven members of the party, seventeen Eskimos, and 123 dogs. The members of the expedition were: Peary, Goodsell, MacMillan, Borup, Marvin, Bartlett and Hensen. From time to time, as the explorers proceeded northward, Peary



Frederick A. Cook, MD.



Robert E. Peary.

sent different members of the expedition back, either in command of so-called supporting parties or for other reasons. Goodsell, Borup, Marvin and Bartlett each returned in charge of a quota of Eskimos, dogs and sleds. MacMillan was forced to return on account of a frost-bitten foot. Finally when 87.8 north latitude was reached, Peary's sole white companion was Capt. Bartlett, and he was sent back from this point with two Eskimos and the necessary equipment to supply him until Cape Columbia should be reached. From there on Peary had with him the faithful Hensen and four Eskimos.

In the opinion of the Cook supporters, the final records of Cook's observations are now just as worthy of credence as those of Peary. They contend that Dr. Cook's previous standing as an explorer renders his unsupported word of equal value to that of Peary. They do not regard the negro Hensen as a factor in the equation. His long employment by the explorer would put him in the class of prejudiced witnesses even if his lack of scientific knowledge did not bar him.

While none but the most radical Cook followers seek to discredit Peary, they point with some glee to the statements made by Peary's supporters after Cook's first announcement of his discovery, that no explorer could hope to convince the world of the truth of his story unless corroborated by the personal testimony of at least one other white man.

Court of Last Resort.
What will constitute the court of last resort in the controversy is still problematical. Various suggestions have been made, but it is likely that no definite movement will be set on foot in this direction until the return of the two explorers to this country. The Coast and Geodetic Survey's offer to act as arbiter will hardly be accepted by Dr. Cook, inasmuch as Peary was, in a sense, an employe of this institution, being on detached duty for it from the naval service during his trip.

Both men are lecturers before the National Geographic Society, of this city, and as the attitude of this body has been one of "hands off" since Peary made his charges against Cook, it is believed that the two explorers would be willing to submit their quarrel to the adjudication of an international board of scientists to be selected by the society. Already the Duke of Abruzzi, at one time the wearer of "farthest north" laurels, is being prominently mentioned as the possible head of the proposed court.

Crowds Cheer Him.
Committees from the Geographical Society and the faculty of the University of Copenhagen saw the explorer off. A director of the company owning the ship on which Dr. Cook travels made an address in which he thanked the explorer for the honor of leaving on a Danish ship. He said that Denmark believed in Dr. Cook absolutely. Dr. Cook replied feelingly.

In the course of a conversation before leaving Dr. Cook said that he was willing to place his records before the American Coast and Geodetic Survey, provided Commander Peary would do the same. He said there was no reason why he should be the first to apply for such an examination.

Curtiss Wins Big Prize.
Brescia, Italy, By Cable.—Glenn H. Curtiss, the American aviator, who won the international cup at Rheims, captured the grand prize in the aviation meet here Sunday. Curtiss made his flight for the grand prize Sunday, covering 50 kilometres (31.05 miles) or five times around the course in 49 minutes, 24 seconds. His share of the \$10,000 prize is \$6,000. Rougier, the French aviator, also competed, making a flight of 50 kilometres in 1 hour 10 minutes 18 seconds. He was awarded the second prize. Curtiss also won the prize for quick starting, his time being 8 1-5 seconds. Leblanc was second in this contest in 9 3-4 seconds.

Girl's Body Identified.
Detroit, Mich., Special.—Bloodless from the ruthless knife of a murderer and shrunk by several days' immersion in the waters of Ecorse creek, the dismembered body of Miss Maybelle Millman, 27 years of age of Ann Arbor, Mich., lies in the county morgue. A portion of the lower part of the trunk of the unfortunate girl is still missing. Miss Martha Hamming, of Detroit, a former schoolmate of the Millman girl, identified the body.

Through cars from Seattle to Panama is the report that comes from Consul-General Arnold Shanklin at Mexico. The proposed railway is one of the Harriman ideas and plans to run Pullman cars from Seattle all the way to Panama.

The award of the contracts for the two new American Dreadnaughts of 26,000 tons each, the battleships Wyoming and the Arkansas, will be made to William Cramp & Sons, Philadelphia, and the New York Shipbuilding Company, Camden, N. J.

WASHINGTON NOTES

An enormous quantity of French junk is to be sold by the United States to the highest bidder. The junk includes old locomotives, dump cars, tanks, boilers, girders, dredges, sheet iron, parts of old machinery, and the like which was left on the isthmus by the French before operations were begun by the Americans. Among this huge amount of debris are hundreds of pounds of copper and brass, of which a great quantity has been sent to the Philadelphia mint to be made into Canal medals.

Four torpedo boats, comprising the second division of the Atlantic torpedo flotilla, have left Hampton Roads, under orders from the navy department to proceed to St. Louis and accompany President Taft down the Mississippi river to New Orleans as a feature of his coming trans-continental tour. The vessels are the destroyer Maedonough and the torpedo boats Thornton, Tingley and Wilkes. On their way around to St. Louis they will make short stops at Charleston, Key West, New Orleans and other cities on the Mississippi. They are scheduled to arrive at St. Louis October 3.

As a preliminary step to a complete reorganization of the division of Far Eastern affairs in the State Department, official announcement of appointment in that division have been made as follows: Chief—Randolph S. Miller, Jr., Japanese secretary and interpreter of the embassy at Tokio. Assistant Chief—Edward P. Williams, Consul-General at Tientsin and formerly Chinese secretary of the legation at Peking. Assistant—Percival Heintzleman, Consul at Chungking, China.

A season's work in the establishment of a Government horse pasture near Front Royal, Va., by Capt. C. H. Conrad, Jr., of the Third Cavalry, has confirmed Quartermaster General Aleshire's belief that animals suitable for the military service could be obtained in that section. The prices are reasonable and, indeed, lower than those paid for animals in the West. They are of a fine stock and are expected to prove a valuable acquisition to the collection of animals at the army remount depot at Fort Reno.

Bolivia's serious dispute with Peru over the Acre arbitral award may be settled through the "kindly interest" of the United States within the next few weeks.

An order involving approximately a million dollars in reparation was issued by the Interstate Commerce Commission. It included claims in which is known as the Central Yellow Pine Association territory—Louisiana, Mississippi and Western Alabama—and involved a refunding of amounts paid by a large number of shippers of yellow pine lumber from the territory to points in other States of which an overcharge of two cents a hundred pounds was collected by various railroads.

Three thousand old soldiers attended the encampment of the Union Veteran Legion.

The President has approved the sentence of dismissal imposed by a general court martial appointed by him at Denver, Col., in the case of First Lieut. Clarence S. Nettles, U. S. A., retired. According to the War Department's announcement Lieutenant Nettles was convicted of neglecting to pay many private debts, making false statement to the department commander in regard thereto, and giving a worthless check.

The Washington Aero Club has decided to bid for the world's aviation contests to be held next year.

Citizens from Norfolk and Newport News presented Acting Secretary Winthrop with evidence that health conditions near Hampton Roads are not a menace to the men of the battleship fleet.

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SOUTHERN COLLEGE FOR WOMEN CONSUMED BY FIRE

Columbia, S. C., Special.—Fire at 2:30 o'clock Wednesday morning totally destroyed Columbia College, built by popular subscription from Methodists all over this State. The plant was valued at \$250,000, and was insured for \$75,000 with \$10,000 more on equipment. The property was bonded for \$60,000 and there were about \$20,000 more in floating debts.

THE ROOSEVELT TO BE IN HUDSON RIVER PARADE

New York, Special.—Commander Peary's ship, the Roosevelt, will be one of the features of the Hudson-Fulton naval parade on the opening day of the celebration. The following telegram was received here Friday night:

"Sydney, C. B., Sept. 10.
"Hudson-Fulton Celebration Committee:
"Peary Arctic Club applies for position for its steamer Roosevelt with the North Pole in recent naval parades."
"H. L. BRIDGMAN."

SHOCK TO PROGRESS OF SOUTH

Chattanooga, Tenn., Special.—Jas. U. Jackson, of Augusta, Ga., one of the business associates of the late Edward H. Harriman, and part owner of the Augusta street railway system, in speaking of the great financier's death said:

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