

# The Polk County News.

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NO. 19.

## EDWARD HENRY HARRIMAN DIES AT ARDEN, N. Y.

### Most Potential Factor in American Railways Gone.

### STARTED AS A BROKER'S CLERK

### It Was His Ambition to Control the Transportation System of the Country—Ability as a Builder, Not a Wrecker.

Arden, N. Y.—Edward H. Harriman died at his summer home on Tower Hill. The news was given out two hours later by Dr. William Gordon Lyle.

Pressed to state whether or not Mr. Harriman underwent an operation, Dr. Lyle replied:

"Mr. Harriman underwent no operation with the knife."

Later Robert L. Gerry, the dead financier's son-in-law, said:

"Nobody will ever know from what

who was to become the master mind in the railway world.

He entered Wall Street when in his teens and saved enough money so that he could purchase a seat on the Stock Exchange on August 13, 1871. He was what is known as a "32 man," executing orders for commission brokerage firms, but he watched the market. Indeed, it is said that he obtained the money to buy his seat on one of the turns of the market that were engineered in those days by Jay Gould and "Jim" Fisk.

Two years after he bought his seat he organized the private banking house of E. H. Harriman & Co., which later became known as Harriman & Co. A special partner in this firm was Nicholas Fish, a brother of Stuyvesant Fish, with whom he was to have many years later a bitter personal as well as railroad fight. His uncle, Oliver H. Harriman, a wealthy dry goods merchant, was on social terms with the Vanderbilts, and in that way the banking house obtained a part of the Vanderbilt business.

For the next few years there was nothing to distinguish the Harriman firm from a hundred others doing business in Wall Street. He had wealthy relatives in the city, but he asked no favors of them. Early in life he married Miss Mary Averell, of Ogdensburg, N. Y., whose family had made money in the building of

## PEARY SEEKS NORTH POLE WITH PARTY OF ESKIMOS

### Had Worked For This Triumph Thirty-two Years.

### STORY OF COLD AND HARDSHIP

### Explorer Starts For the Goal, Leaving Rest to Break Camp and Follow—All Lean as Razors With Muscles as Hard.

London.—The London Times prints Commander Robert E. Peary's story, taking up the narrative at the 88th parallel, where, having parted with his last supporting party, he was left to face the final stage of the journey to the pole himself with only a party of five Eskimos.

Peary says this was the moment for which he had worked thirty-two years.

He and his party were in the best condition for the task, and he adds that their equipment and supplies at this point were beyond his roughest expectations.

The Eskimos were all thoroughly experienced men, full of confidence in their leader, ready to obey him in everything and to risk every danger.

Two had been his personal companions to the furthest north three years ago and two others were in Clark's supporting party on that occasion.

The fifth was no less eager and willing than the others, being inspired by the hope of a reward which would enable him to win the consent of his fiancée's father to their marriage. The dogs, too, were all specially selected survivors of 133 which started from Cape Columbia, all of them powerful males in fine shape.

The sledges were also in excellent condition, while the supplies carried were ample for forty days or for ninety if circumstances should necessitate the sacrifice of dogs.

For this final march Peary determined to make every effort to accomplish five marches of fifteen miles each so as to reach the end of the fifth long enough before noon to al-

lign in ten hours and were half way to the 89th parallel.

Again there was a few hours' stop, and they went on again before midnight. The weather and going were even better. The surface, except as interrupted by infrequent ridges, was as level as the glacial fringe from Hecla to Columbia, and harder.

They marched something over ten hours, the dogs being often on the trot, and made twenty miles. Near the end of the march they rushed across a lead 100 yards wide, which buckled under the sledges and finally broke as the last sledge left it.

They stopped in sight of the 89th parallel, in a temperature of forty degrees below. Again a scant sleep, and they were on their way once more and across the 89th parallel. The bitter air was as keen as frozen steel.

A little longer sleep than the previous ones had to be taken here, as all were in need of it. Then on again.

Before Peary turned in he took an observation, which indicated the party's position as 89.25.

In twelve hours they had made forty miles.

After many more perils and when they were at the end of their endurance the pole was reached on April 6.

### Taft Glad Both Are Americans.

Beverly, Mass. — President Taft, during a speech on board the Mayflower, said:

"I think it is a great deal better, in view of the recent developments, that when there is a dispute as to who got to the pole, the two men who were contestants should be of the same nation. We are, I think, much more certain of reaching the truth under these circumstances than if both were backed up by a certain sort of national pride and a prejudice that might lead to error."

### Morgan to Finance Dr. Cook.

Chicago. — A Copenhagen cable says:

"It is said that J. Pierpont Morgan telegraphed to Dr. Cook offering him any sum he might need, but the explorer says he will pay for the expedition himself."

The expedition referred to is the one which Dr. Cook is planning to send to Greenland, under command of Commander Sverdrup, to bring back the two Eskimo witnesses, with whom Cook would like to confront Peary.

## WILL HOLD BOND ELECTION

### Iredell Pulling For the New Statesville Air Line.

Statesville, Special.—The county commissioners have ordered an election to be held in Bethany township, October 8th, to vote on the question of the township's issuing \$12,500 bonds for the Statesville Air Line Railroad. The Air Line Railroad will run through this township but for some reason at a former election in the township, at the time when other townships voted bonds for the road, the bonds were lost by a majority of two votes. Now that the railroad is a certainty, the people of Bethany are beginning to realize what it will mean to them and it is believed that the next election will result in a victory for the railroad. Everything now points toward the success of the road and as soon as the State convicts are available—probably within six or eight months—work will begin. Winston-Salem will be shown in a material way from whence the first railroad will enter Yadkin county.

### \$96,000 is too Little.

Asheville, Special.—The sale of the Elk Mountain Cotton Mills on September 3, for \$96,000, to C. A. Webb and company, representing some stockholders, was reported to the receivers that it be not confirmed, because the amount was insufficient to pay all the debts of the company in full.

The receivers have been authorized to negotiate the sale of this property either at a public or private sale. They feel that the property is a valuable one and that a much better price will shortly be secured, in fact they already have assurances that they will be able to obtain a price that will abundantly protect all creditors, and their chief concern now is to save something for the stockholders if possible.

### Engines and Shovels For Southbound Road.

Winston-Salem, Special.—Three large engines to pull steam shovels over the Winston-Salem Southbound railway roadbed, were taken to the Southside section of the city Wednesday. They will be operated on their own rails, section after section to be taken and relaid successively. The steam shovels are being moved to the ground also, taking their place along with other big material to be used at once in commencing the road from this point south. Rinehart & Dennis of Washington City, are the contractors in charge of the first work out from this point.

### Three Freight Cars Derailed at Rocky Mount.

Rocky Mount, Special.—For a major part of the afternoon Tuesday the tracks of the Rocky Mount & Northern railroad into this city were blocked on account of the derailment of three cars at the switch from the main line to the spur track to the Rocky Mount Mills. The cars were loaded with wood for the Rocky Mount Mills and the derailment caused considerable trouble before the cars could be finally gotten back on the track, which was at a late hour at night. No one was hurt by the derailment.

### Winston-Salem Woman Fined For Disciplining Servant.

Winston-Salem, Special.—Mrs. E. F. Charles was fined \$125 and the costs in the recorder's court Thursday for having discharged a pistol in the direction of a negro woman, wounding her once, but not seriously. The affair took place August 13. Mrs. Charles shot, she said, merely to frighten and discipline the woman, who had refused to stop upon Mrs. Charles' request while taking some clothes from the yard. Mrs. Charles had the woman given the best medical attention and regretted that she had been wounded. Notice of appeal was given.

### Men Are Recovering.

Marion, Special.—The men recently hurt when a hotel building which was being erected here collapsed, are recovering. Jack Cecil, the Davidson man who was badly injured, is getting well. The men, when taken out from the debris, looked as if they were mashed into pulp. The middle wall was too weak and caused the collapse when the iron girders were being placed into position.

### Shot Up a Mirror.

Raleigh, Special.—A reward of one hundred dollars has been offered by Governor Kitchin for the capture of the unknown party who recently attempted to kill Mr. S. R. Poyner, at Moyock, in Currituck county. On the twentieth of August while Mr. Poyner was in bed some one shot twice through the window. As luck would have it the party shooting mistook the reflection of Mr. Poyner in the mirror for Mr. Poyner, and so it was that though the shots demolished the mirror and damaged the bureau, that Mr. Poyner escaped unhurt.

## He Finally Won Out.

"Nettie," cried the enamored young man, "I love you and would go to the world's end for you."

"Oh, no, you wouldn't, James," retorted the sweet girl graduate. "The world, or the earth, as it is called, is round like a ball, therefore it has no end."

"Yes, I know," continued the young man, "but what I meant was that I'd do anything to please you. Ah, dearest, if you knew the aching void—"

"Now I am surprised, James," interrupted the s. g. g. "Nature abhors a vacuum, and there is no such thing as a void but admitting that there could be such a thing, how could the void you speak of be void if there was an ache in it?"

"Oh, well," replied the young man, "at least I've got the cash and property amounting to nearly \$100,000, and I want you to be my wife. So there!"

"James," replied the fair one without a moment's hesitation, "since you put it in that light, I haven't the heart to refuse you. Let the wedding bells ring without unnecessary delay."—From the Chicago News.

## Bible in 418 Tongues.

London, Sept. 5.—According to the 105th report of the British and Foreign Bible Society the Bible will soon be printed in every language and dialect known throughout the world. Complete Bibles, or portions of the Bible were issued last year in 418 different languages. During the year six new translations were added to the list. Besides these languages, there are complete Bibles or portions of the Scripture made in embossed type for the blind in thirty-one different languages.

The number of Bibles issued by the society last year was nearly 6,000,000. Of complete Bibles there were 884,195; New Testaments, 1,116,674, and portions of Scripture, 3,993,842, making a total of 5,994,711.

The colporteurs employed in the work of distribution have an adventurous life. Last year some of them were arrested as spies in Nicaragua, robbed in Burma, bitterly mocked by Social Democrats in Germany, driven out of villages in Peru by priests who burned their books, stoned in the Philippines and beaten by Moslems in Baluchistan. So. 38-'09.

## Snapshots of Thought.

By T. M. Sullivan.

The man who can sculpture a stumbling block into a stepping stone has done more than most sculptors ever accomplish.

The unaided eye can discern the beauty of virtue, but no microscope can discover the comeliness of vice.

## When Women Vote.

"What will happen when women vote?"

"I suppose, among other things, one won't be able to get a Democratic cook to work with a Republican housemaid."—Pittsburg Post.

Better on a sound boat than a leaky ship.—German.

## PRESSED HARD

### Coffee's Weight on Old Age.

When prominent men realize the injurious effects of coffee and the change in health that Postum can bring they are glad to lend their testimony for the benefit of others.

A superintendent of public schools in North Carolina says:

"My mother, since her early childhood, was an inveterate coffee drinker, and had been troubled with her heart for a number of years, and complained of that 'weak all over' feeling and sick stomach."

"Some time ago I was making an official visit to a distant part of the country and took dinner with one of the merchants of the place. I noticed a somewhat peculiar flavour of the coffee, and asked him concerning it. He replied that it was Postum."

"I was so pleased with it, that after the meal was over, I bought a package to carry home with me, and had wife prepare some for the next meal. The whole family liked it so well that we discontinued coffee and used Postum entirely."

"I had really been at times very anxious concerning my mother's condition, but we noticed that after using Postum for a short time she felt so much better than she did prior to its use, and had little trouble with her heart and no sick stomach, that the headaches were not so frequent, and her general condition much improved. This continued until she was as well and hearty as the rest of us."

"I know Postum has benefited myself and the other members of the family, but not so marked a degree as in the case of my mother, who was a victim of long standing."

Read "The Road to Wellville," in piggs.

"There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



EDWARD HENRY HARRIMAN.

Mr. Harriman died. It will be impossible to tell without an autopsy, and no autopsy will be held.

Edward Henry Harriman, for fifteen years the most potential factor in the management of American railroads, fought his way to the commanding position he held against obstacles which would not only have discouraged but would have worn out most men, and this after he was more than forty years old.

It was said of him, after he started on his way to the place he finally occupied in the business world, that he was the greatest financier among railroad men and the greatest railroad man among financiers. In the later years he was accorded the place of a great financier among financiers, and a great railroad man among railroad men, combining the qualities of the two more than any other person of his time.

He was called the incarnation of Wall Street, but he had an imagination which gave him a view of railroad trains carrying their loads of wealth across a continent, and he bought, rebuilt and equipped those railroads so that they were ready for the business when it came. He was a builder and never a wrecker of railroads, and it was his boast that he had never been connected with a system that ever defaulted in payment. Until after he was more than forty years old there was nothing to indicate that Mr. Harriman was to occupy the place he won among the giants of the business world. He had been in Wall Street since he was a boy, and had the reputation of being a shrewd trader, but he had never shown his wonderful ability as a builder of railroads and his ambition to control the great transportation systems of this country.

Mr. Harriman was born in Hempstead, L. I., February 25, 1848, and his father was Orlando Harriman, Jr., an Episcopal clergyman. There were six children in the family, and his early life was one of poverty, with oftentimes not enough money to supply the wants of all the family. His father moved to Jersey City, and young Harriman received his education in the public schools there and in an Episcopal school, which he could attend on account of the sons of ministers receiving a reduced rate for tuition.

His mother came from one of the old families of New Jersey, and from her he inherited many of the traits and that strong personality which distinguished him among the great men of his day. In the early sixties Mrs. Harriman inherited enough money to settle the bread and butter problem of the family for all time.

Both the father and mother were born and bred aristocrats and had what is oftentimes the bane of the poor—pride of birth. They knew few people and cared to know no more, and the children were taught to follow the social line closely. To the outside world the Harrimans were cold, reserved and haughty, and democracy was never taught the boy

the Rome, Watertown and Ogdensburg Railroad, and her share of the estate strengthened his hands for the battles that were to come.

In 1883 the Harriman house was wealthy enough to own 15,000 shares of Illinois Central stock, and Mr. Harriman was elected a director. Stuyvesant Fish had been on the board since 1877, and the men became warm business and social friends. The first large amount of money Mr. Harriman made was through the sale to the Illinois Central of the Yazoo Valley and Mississippi Valley Railroad, which he engineered.

Wall Street began to take notice of Mr. Harriman in the years that followed. He became vice-president of the Illinois Central, and the right hand man of Mr. Fish, financing the deals which rounded out the Illinois Central system into 5370 miles, trebling its capitalization and more than trebling its earnings.

Mr. Fish and Mr. Harriman forestalled the Louisville and Nashville, the most formidable rival of the Illinois Central, by purchasing an independent line between Memphis and New Orleans, giving the only direct highway between those cities.

Mr. Harriman was a small man, slight in build, narrow chested and looking anything but the part of a great railroad builder. He had a head out of proportion to his body, and his most striking feature was his eyes. They looked through one, and snapped when he gave his orders.

E. H. Harriman's personal fortune has been variously estimated at from \$50,000,000 to \$80,000,000, though the former figure is one which appears to be most in consonance with such facts as are known regarding Mr. Harriman's security holdings.

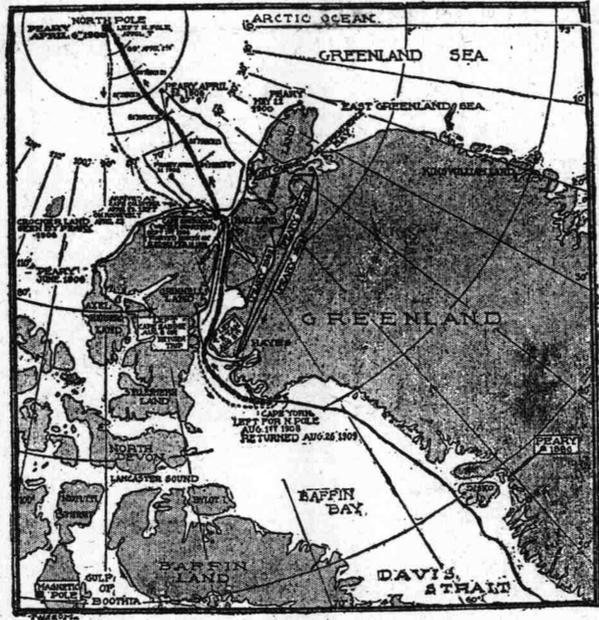
At Mr. Harriman's bedside when he died were Mrs. Harriman, Mr. and Mrs. Robert L. Gerry, W. Averell Harriman, the Misses Mary and Carol Harriman, Roland Harriman, Orlando H. Harriman, the railroad man's brother; Mrs. Cornelia N. Simons, his sister; Dr. Lyle and two nurses.

## HARRIMAN HAD CANCER.

### Professor Struempell, of Vienna, Thus Diagnosed His Ailment.

Vienna, Austria.—Professor Adolf Struempell, the Viennese specialist whom the late E. H. Harriman came to Europe to consult, now admits that when he saw Mr. Harriman in July he diagnosed his complaint as cancer.

Professor Struempell, while at Breslau, sent the following signed statement to the Associated Press: "I diagnosed Mr. Harriman's complaint as carcinoma of the stomach at the end of July. I could not, of course, communicate this diagnosis to private inquirers, but I informed Mr. Harriman's American physicians of it, and that the conditions did not indicate that an operation was hopeless. I hastened Mr. Harriman's departure homeward."



MAP SHOWING PEARY'S ROUTE TO THE POLE.

low him to make a latitude observation immediately.

He believed he could do this if weather and leads permitted, but had two alternatives in reserve in case he failed to make the proposed distance.

The first of these was to force a last march, but rest until he could resume the trail; the second was to make a forced march, using light sledges and double teams of dogs, accompanied by only two members of the party, while the remainder stayed in camp in the background.

All possibilities that would upset these plans were the increasing prevalence of open leads and non-negotiable water and the realization that one twenty-four hours' gale would spell certain disorganization and place all in peril.

After midnight, refreshed by a few hours' good sleep, Peary struck the trail, leaving the others to break camp and follow.

Climbing the ridge in the rear of his igloo he drew in another notch of his belt, the third since he set out. Every one of the party, man and dog, was slim as razors and muscles as hard as possible. The morning broke fine, the wind of the previous two days having subsided, while the going proved the best they had yet struck.

Now they found it easy to recognize the large old floes, which were hard and clear and surrounded by ridges. Sometimes they passed over floes and through crevices and sometimes up high brinks.

Continuing the narrative says: A good pace was set for about ten hours. Twenty-five miles took Peary well beyond the 88th parallel.

A few hours' sleep and they were on the trail again. As the going was now practically horizontal, they were unhampered and could travel as long as they pleased. They made twenty

## DESTRUCTIVE FLOOD IN MEXICO.

### Men, Cattle and Mills Swept Away by Overflowing River.

Mexico City.—A terrible flood has visited the Jamiltepec district in the State of Oaxaca. Sugar plantations and mills have been destroyed, hundreds of head of cattle have been killed and scores of farm laborers have lost their lives in the waters.

The scene of this inundation is in the southern part of the republic, many miles from Monterey and Tamauilpas. The Atoyac River overflowed its banks and swept miles of a rich country with devastating force. The Jamiltepec district is one of the richest on the Pacific Coast, and it is said that 100,000 persons will suffer from this most recent flood, owing to the great area of land laid waste. The initial overflow of the Atoyac River was caused by a cloudburst.

## UMPIRE CHIDED BY SHERMAN.

### Vice-President Thought Owens Had Erred in a Decision.

Kansas City, Mo.—Becoming excited over what he believed to be a bad decision at first base in the game between the Kansas City and Minneapolis teams of the American Association here, Vice-President James S. Sherman, who attended the game, called Umpire Clarence Owens to his box after the inning was over and protested against the decision.

"Mr. Owens," the Vice-President is quoted as saying, "I believe your decision at first base on that man was umpiring seems to have been good being called safe it might have won the game for the home club. Your umpiring seems to have been good outside of that, but I believe that decision was wrong."