

HARRIMAN IS DEAD

Victor in Financial Battles Loses to Grim Reaper.

MIND REMAINED CLEAR TO LAST

Secrecy Preserved Until Stock Market Closed—Time Misstated—Whole Family Present.

Arden, Sept. 10.—Edward H. Harriman, the greatest organizer of railroads the world has ever known, met the only lasting defeat of his active life at the hands of death. Secluded in his magnificent home on Tower Hill, he succumbed to an intestinal disorder yesterday after a fight against disease that will rank for sheer grit with his remarkable struggles in the financial world.

The exact time of his death is known only in that limited circle of relatives and associates who had shielded Mr. Harriman from all outside annoyance during his last illness. The time was given out as 3:35 p. m., but Mrs. Mary Simonds, sister of the dead man, said last night that Mr. Harriman died at 1:30 p. m. 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 trading had ceased on the New York exchange.

Mr. Harriman died peacefully and to the end his brilliant mind retained its clearness. After a relapse on Sunday he sank slowly and soon after noon yesterday there came a relapse that marked the approach of the end. His wife, two daughters and two sons, who have been constantly with him, assembled at the bedside and a carriage was hastily dispatched for Mrs. Simonds, whose home is three miles from the Tower Hill home. Mrs. Simonds entered the great silent home in time to be present at her brother's death. She joined the wife and children, who, with Dr. W. G. Lyle, of New York, and Orlando Harriman, a brother, and the nurses, formed a group at the bedside.

Mr. Harriman will be placed at rest in the family plot at the little graveyard behind St. John's Episcopal church at Arden. He will rest beside his eldest son, Edward H. Harriman, Jr., who died 22 years ago, soon after the family first came to Arden. The services will be held at 3:30 o'clock Sunday afternoon, and, it is understood, will be strictly private.

Edward Henry Harriman will go down in history as one of the most spectacular financial geniuses, most daring stock speculators and greatest railroad magnates of his time. He was born at Hempstead, L. I., February 25, 1848, the son of Rev. Orlando Harriman, Jr., rector of an Episcopal church in that town, founded in 1702. The early life of the future man of millions was one of great poverty. His father was a cultured but poor man, his mother came from an old aristocratic, but equally impecunious family of New Brunswick, N. J.

Edward H. Harriman received his early education at the district school and supplemented it by a two years' course in a boys' school under church auspices, where the sons of clergymen paid practically nothing for their education.

Edward Henry Harriman began his career as clerk in a broker's office on Wall street. He showed no unusual ability and for many years gave no promise of his later brilliant development. Socially he was well liked and those who knew him at that time described him as a sociable young man, always full of fun. He was noted, however, for a mind of his own. What he wanted he generally obtained, but his desires and ambitions were, at that time, at least, neither very sweeping nor particularly important.

How he obtained his start and the funds which enabled him to buy a seat on the New York stock exchange, have never been clearly explained. The most widely accepted explanation, however was to the effect that during the famous "gold corner" engineered by Gould, Flak, Kimber and others, Edward H. Harriman plunged with all his own money and some borrowed from

Squaw's Claims Settled.

San Francisco, Sept. 10.—Heirs named in the will of John R. Hite, a millionaire mining man of Mariposa, Cal., have effected a settlement with his Indian widow, it was announced today, and within a week more than \$6,000,000 will be distributed. Hite was a pioneer in the California gold fields and married an Indian woman, from whom he afterwards separated, making an allowance for her maintenance. She was not provided for in his will and the contest followed at his death. The suit was compromised for \$100,000.

his brother Orlando, and cleared enough to buy himself, in August, 1870, a seat on the New York stock exchange.

Young Harriman married early in life and married very well. His wife was Miss Mary Averell, of Rochester, N. Y., whose father was a capitalist and a successful railroad man.

For a number of years the broker firm of E. H. Harriman & Co. did a thriving business on Wall street, speculating with its own funds and executing commissions for the Vanderbilts and other wealthy capitalist clients. It was not until 1883 that E. H. Harriman came actively into the railroad field. At that time he had become known as a capitalist, one of the few who had gathered together a great fortune in the ten trouble years between 1870 and 1880. He was credited with having in his strong box a fair list of stocks he had picked up at extremely low prices during the various panics.

Along in 1883 he was elected a director of the Illinois Central railroad. Whether Mr. Harriman entered the railroad field in accordance with an already matured plan of his or whether his accidental acquaintance with railroad matters suggested to him the enormous possibilities of acquiring the control of large railroad systems, is not definitely known. At all events, Mr. Harriman's entry into the directorate of the Illinois Central railroad marked the beginning of his career as a manipulator of railroad stocks and reorganizer of railroad systems which, in the course of 10 or 15 years made him one of the greatest railroad kings ever known in the United States and placed him in control of more than 54,000 miles of water transportation lines and of railroad lines of an estimated length of 27,000 miles.

The railroads included in the Harriman system were of sufficient mileage to reach more than two and one-half times around the globe. They comprised the following: Union Pacific, Southern Pacific, Oregon Short Line, Oregon Railroad & Navigation company, Illinois Central, Georgia Central, Baltimore & Ohio, Delaware & Hudson, Erie, New York Central, Pere Marquette, San Pedro, Los Angeles & Salt Lake, St. Joseph & Grand Island, St. Paul & Northwestern. Harriman was in addition the head of four steamship companies, one of which operates steamers across the Pacific. He was also in the directorate of the Wells Fargo Express company, the Western Union Telegraph company, the Colorado Fuel & Iron, The Guarantee Trust, and the Equitable companies of New York, the National City bank, and 31 other corporations.

GENERAL CORBIN DEAD.

Noted Army Man Passes Away After Long Illness.

New York, Sept. 9.—Lieutenant General Henry C. Corbin died in Roosevelt hospital in this city yesterday after an operation for a renal disorder. General Corbin would have been 67 years old in a few days. Mrs. Corbin and ex-Governor Myron T. Herrick were at his bedside when death occurred. He had been ill for two years.

Accompanied by Mrs. Corbin and his daughter, Mrs. Parsons, of Ardsley, N. Y., he went to Carlisle for treatment on June 12 last. The waters there appeared to have improved his condition after two weeks' stay, and he returned to England, where his former trouble recurred and he went to Paris to consult physicians. The trouble developed more seriously while in Paris, and he determined to return to America. J. G. Schmidlapp, of Cincinnati, met him in Paris and with Mrs. Corbin they sailed for New York on the steamer Rotterdam, which arrived here Sunday. The general was taken to the Hotel Martinique in this city, and Dr. Frank Erdwurm was summoned. The physicians advised that General Corbin be removed to the Roosevelt hospital, and he was taken there on Monday. The operation was performed Tuesday morning by Dr. Laucus Hotchkiss.

Englishmen See the Joke.

London, Sept. 9.—The morning papers apparently consider that the Polar controversy has passed the stage where serious comment will prove any useful purpose. All statements from either side tending to throw light on the disputed points are printed in full, but most of the papers either refrain from making editorial comment or confine themselves to a few semi-humorous remarks. The Daily News points out the complete unreliability of evidence from Eskimos, who are likely to say anything calculated to please.

Otter Hunting is Stopped.

Victoria, B. C., Sept. 10.—Word has been received by the Victoria Sealing company that the sealing schooner Thomas F. Bayard, which has been on Behring sea hunting for sea otter, has been ordered from the hunting grounds by a United States revenue cutter. As hunting for sea otter is not prohibited, protest will be made to Ottawa with a view to having representations made to Washington.

Wellman Gives Up Dash.

Christiansburg, Sept. 9.—A special dispatch from Tromsø says that Walter Wellman has instructed his agent to arrange for the return of all the explorer's property from Virgo bay.

OREGON STATE ITEMS OF INTEREST

FARM SELLS FOR \$106,500.

Ashland Tract, Cultivated Since 1853, Brings Fancy Price.

Ashland—One of the biggest real estate deals in the history of this section was the sale of the E. K. Anderson farm, five miles northeast of Ashland, one of the oldest and choicest farms in the Rogue river valley to G. A. Morse for \$106,500. Mr. Morse is recently from Louisiana, and he has extensive investments in this section.

The farm disposed of consists of 305 acres, the sale price being \$350 an acre. Of the tract sold 43 acres are in apple and peach trees from two to seven years old. Fifty acres are in alfalfa, the remainder being devoted to general farming. All of it is choice fruit land favorably located, and the entire tract will eventually be turned into fruit acreage.

Mr. Anderson has farmed this particular tract of land since 1853, and upon it grew the first wheat ever milled in this part of the state. Some years ago he purchased home property in Ashland and has only lived on the farm a portion of the time, a son, G. N. Anderson, having charge of the place.

APPLES AT TOP PRICE.

Hood River Union Closes \$150,000 Deal With Eastern Buyers.

Hood River—Joseph Steinhardt, of the commission firm of Steinhardt & Kelly, the New York firm that bought the output of the Hood River Apple-growers' union last year, has set the apple buying ball rolling by again purchasing the entire crop handled by the union at a gross figure that will total over \$150,000.

According to Mr. Steinhardt and the officers of the union, the announcement of the sale will cause a quick scramble for box fruit in other Northwest sections, as they have been waiting for the signal from Hood River in order to get a line on prices.

The sale includes the purchase of 60,000 to 70,000 boxes of fancy fruit, or about 125 cars, and it is claimed that it will be the biggest deal made this year by one firm. The fruit is to be especially packed for Steinhardt and Kelly and will be labeled with a new label just adopted by the union and an effort will be made to send one large shipment in a solid train of refrigerator cars to New York.

Would Hurry Allotments.

Klamath Falls—Complaint is made of unnecessary delay in allotments of the Klamath Indian reservation. The matter is in the hands of Rev. H. F. White, who began the task two years ago. At that time it was announced that it would require not more than six months to do the work. When the Indians have received their lands there will be left over about 200,000 acres of fertile farming land, stock range and timbered tracts. If these lands are opened for settlement it will mean an enormous influx of people into the Klamath country and will greatly increase the resources of this section.

Milton Growers Ship Apples.

Milton—W. E. Gibson, of the Sibson Fruit company, of Chicago, is in Milton shipping about 100 carloads of prunes bought from the Milton Fruit-growers' union. The price being paid is \$32 per ton. Last year the crop was sold for \$15 per ton. A large force of packers has been employed in the sheds for two weeks and a larger force of pickers has been engaged in gathering the fruit. The orchards owned by C. L. Stewart, C. W. Ray and John M. Brown, near Crockett, are good illustrations of the prune industry here.

Drill for Oil Near Roseburg.

Roseburg—The Dillard Development company has received a drilling outfit to be used in drilling for oil near Looking Glass, about 12 miles west of this city. Indications of oil have been known in this vicinity for a long time. Although the machine is capable of going down 2,000 feet, it is expected oil will be reached at less than that depth.

Crop Prospects Good.

Klamath Falls—Recent rain throughout the entire Klamath country have put the fall range in good condition and stock is doing well. The moisture did some damage to the hay crop on the ground, but the loss is slight. Grain was not injured, but harvesting will be a few days late on account of the rains. The grain yield will be exceptionally good.

Gold Beach Mines Active.

Gold Beach—Considerable activity is being manifested here in the copper mines. An English syndicate has recently purchased the Shasta Costa properties, paying \$12,000 for them. The syndicate has also bonded the Deans-Crook holdings for \$20,000. The hills are alive with prospectors.

STARTS PHEASANT INDUSTRY.

Lebanon Fancier Succeeds in an Unusual Undertaking.

Lebanon—R. F. Simpson, residing here, is preparing to ship a carload of ringneck pheasants to the game warden of Idaho, the birds to be used for breeding purposes. Simpson is said to be the only man in America who could fill such a large order for the much prized game bird.

Mr. Simpson embarked in this industry last year. A person unacquainted with the increase of this feathered family would say that he had met with fairly good success for an amateur, but the gentleman declares he has learned some tricks which will materially aid him in the future.

To commence with, Mr. Simpson had 212 hens and five roosters. At this time he has over 200 young ones, ranging in size from three days old to half grown birds of this season's rearing, and the hens are still laying.

White bantam hens are used for hatching purposes, they having been found to be more careful and painstaking with the young than the other of the feathered tribe by Mr. Simpson.

Experience has taught that hens of larger breed are apt to become restless and move about on the nest more than the bantam, thus causing the death of many of the young immediately after leaving the shell.

Mr. Simpson is raising two kinds of pheasants—the ringneck and the golden, the latter being from the northern part of China.

Prune Packers at Work.

Eugene—The Eugene Fruit Growers' association has begun packing fresh prunes for shipment. The association expects to ship a carload of prunes to the East every other day for two weeks or more. Contracts have been made for over six carloads. The crop in the vicinity of Eugene this year, while light, is of excellent quality and will bring the highest price in the Eastern markets. Besides the prunes to be shipped by the Fruit Growers' association, there will be several carloads sent out by the Allen Fruit company, which operates an evaporator and cannery here.

Planing Mill for Pendleton.

Pendleton—Pendleton is to have a new industry in the shape of a planing mill. Ben Hill, manager of the Pendleton Lumber company, has made an announcement to that effect. The company will put about \$20,000 in equipment and expects to install the plant as soon as a suitable location can be found. The mill when in operation will employ about 30 men and will do both retail and wholesale business.

PORTLAND MARKETS.

Butter—City creamery, extras, 34c; fancy outside creamery, 30c@34c; store, 21c@22c. Butter fat prices average 1 1/2c per pound under regular butter prices.

Eggs—Oregon ranch, candled, 30c@31c per dozen.

Poultry—Hens, 15c@15 1/2c; springs, 16c@16 1/2c; roosters, 9c@10c; ducks, young, 14 1/2c; geese, young, 10c; turkeys, 20c; squabs, 1.75c@2 per dozen.

Pork—Fancy, 10c@10 1/2c per pound.

Veal—Extra, 10c@10 1/2c per pound.

Wheat—Bluestem, 94c; club, 84c; red Russian, 82 1/2c; valley, 89c; life, 84c; Turkey red, 84c; 40-fold, 86 1/2c.

Barley—Feed, \$26.50 per ton; brewing, \$27.50.

Hay—Timothy, Willamette valley, \$13@15 per ton; Eastern Oregon, \$16.50@17.50; alfalfa, \$14; clover, \$14; cheat, \$13@14.50; grain hay, \$15@16.

Grain Bags—6 1/2c each.

Fruits—Apples, \$1@2.25 per box; pears, \$1.25@1.50; peaches, 50c@1.10 per crate; cantaloupes, \$1@2.50; plums, 25c@75c per box; watermelons, 1c@1 1/2c per pound; grapes, 75c@1.25.

Potatoes—\$1 per sack; sweet potatoes, 2 1/2c per pound.

Onions—\$1.25 per sack.

Vegetables—Beans, 4c@5c per pound; cabbage, 1c@1 1/2c; cauliflower, 75c@1.25 per dozen; celery, 50c@1; corn, 15c@20c; cucumbers, 10c@25c; onions, 12 1/2c@15c; parsley, 35c; peas, 7c per pound; peppers, 5c@10c; pumpkins, 1 1/2c@1 3/4c; radishes, 15c per dozen; squash, 5c per pound; tomatoes, 40c@60c per box.

Hops—1909 contracts, 21c per pound; 1908 crop, 15c@15 1/2c; 1907 crop, 11c@11 1/2c; 1906 crop, 8c.

Wool—Eastern Oregon, 16c@23c per pound; valley, 23c@25c; mohair, choice, 24c@25c.

Cattle—Steers, top, \$4.50; fair to good, \$4@4.25; common, \$3.75@4; cows, top, \$3.40@3.65; fair to good, \$3@3.25; common to medium, \$2.50@2.75; calves, top, \$5@5.50; heavy, \$3.50@4; bulls and stags, \$2.75@3.25; common, \$2@2.50.

Sheep—Top wethers, \$4; fair to good, \$3.50@3.75; ewes, 1/2c less on all grades; yearlings, best, \$4; fair to good, \$3.50@3.75; spring lambs, \$5@5.25.

Hogs—Best, \$8.25@8.75; fair to good, \$7.75@8; stockers, \$6@7; China fats, \$7.50@8.

FARMERS TO KEEP RECORDS.

Census Director Durand's Appeal for Accurate Farm Data.

Washington, Sept. 11.—It will be suggested by U. S. Census Director Durand to the farmers all over the country that the work of securing accurate returns at the coming census of agriculture will be greatly facilitated if the farmers will keep or provide some sort of written record of their farm operations during the year, 1909. This effort to secure the farmers' personal co-operation is but one of a number of ways and means chosen by Director Durand in the effort to secure an accurate, expeditious and economical census concerning population, agriculture, manufactures, mines and quarries, which are the subjects of inquiry defined in the census law.

Notwithstanding the value of the population returns for the political purpose of reapportioning representation in the congress of the United States and of the statistical information derived from an analysis of the population details, the census of agriculture, of all the subjects in the census law, is regarded as of the greatest importance.

In 1900 the census found 5,739,657 farms, an increase of 1,175,016 over the total for 1890. The 1890 figures were 555,734 higher than the number of farms counted in the 1880 census. Taking the increase between 1890 and 1900 and adding that number to the total reported for 1900, an estimated or approximate number of farms existing at the time of the thirteenth census may be ascertained; the process of calculation being that called "arithmetical progression," the method chosen by the majority of statisticians and also used by the census bureau.

Therefore the 1910 total should reach 5,914,673, or roughly, about 6,000,000 farms, which is the number estimated by Chief Statistician Powers. There were 10,433,188 males and females over 10 years of age June 1, 1900, engaged in agricultural pursuits. Prof. Powers believes the 1910 census will swell that number to the extent of several millions.

In order that the farmers may begin at once, Director Durand indicates as follows, what operations are to be recorded, although the schedule is still in incomplete shape:

"Each person in charge of a farm will be asked to state the acreage and value of his farm; that is, the acreage and value of the land kept and cultivated by him; also the area of land in his farm covered with woodland; and finally, that which is utilized for specified farm purposes.

"Each farmer will be asked to give the acreage, quantity produced and value of each crop, including grains, hay, vegetables, fruits, cotton, tobacco, etc., raised on the farm in the season of 1909.

"Each farmer will be asked to report the number and value of all domestic animals, poultry, and swarms of bees on the farm April 15, 1910; also the number and value of young animals, such as calves, colts, lambs, pigs; and of young fowls, such as chickens, turkeys, ducks, etc., raised on the farm in 1909. He will be further asked to state the number and kind of animals sold during 1909 and the receipts for such sales, the number purchased and the amount paid therefor; and also the number slaughtered for food and the value of such animals.

"The law requires a report of the number of cows kept for dairy purposes in 1909, and the total estimated amount of milk produced on the farm; also the amount of butter and cheese sold and the amount received from such sale. The census will seek to ascertain the quantity and value of all eggs, honey and wax produced on the farm in 1909.

"Of the expenditures of the farm, the census schedule will call for a statement of the amount paid farm labor; the amount paid for feed for live stock; and the amount expended for fertilizers in 1910.

The information reported on the agricultural schedule will not be used as a basis of taxation or communicated to any assessor.

Director Durand wants the farmers to keep books this year so that guesswork and recollections will be eliminated as far as possible.

Carried \$20,000 Supplies.

Gloucester, Mass., Sept. 11.—The schooner John R. Bradley, on which Dr. Frederick A. Cook made his trip to the Arctic, carried more than \$20,000 worth of supplies, including pemican and wood brought from the West and especially suitable for sledges. This statement was made today by Benjamin A. Smith, who outfitted the vessel. Mr. Smith said that Captain Bartlett remarked that it looked like a long trip to the Arctic. He recalled also that great secrecy was maintained during the outfitting.

Mining Congress to Meet.

Goldfield, Nev., Sept. 11.—The United States, Canada and Mexico will be represented by about 2,000 delegates to the American Mining congress, which will hold its 12th annual session in this city September 27 to October 2. Twenty-five political subdivisions of this country, including Alaska, will have representation.

PEARY SUCCESSFUL

Flashes News of Discovery of Most Northern Point.

AMERICAN FLAG NAILED TO POLE

Brief Message Announces Success After Lifetime of Effort—No Trace of Cook.

New York, Sept. 7.—Peary has reached the North Pole. It has been doubly discovered. From the bleak coast of Labrador Commander Peary yesterday flashed the news that he had attained his goal in the Far North, while at the same moment in Denmark Dr. Frederick A. Cook was being dined and lionized by royalty for the same achievement.

Yankee grit has conquered the frozen North and there has been created a coincidence such as the world will never see again.

Two Americans have planted the flag of their country in the land of ice, which man has sought to penetrate for four centuries; and each, ignorant of the other's conquest, has sent within a period of five days, a laconic message of success.

A dispatch from St. Johns, N. F., says that Peary found no trace of Dr. Cook. This news reached here last night through Captain Robert Bartlett, of the Roosevelt, Peary's ship.

While Peary does not expressly repudiate Dr. Cook's contention in so many words, his statement may have an important bearing upon determining the extent of Dr. Cook's explorations.

The Roosevelt was in good condition and the crew all right, Captain Bartlett wired, and he reported that the schooner Jeannie, carrying supplies for the expedition, had met them off the coast of Greenland.

RAILROADS IN WAR.

New Schedules Being Arranged for Pacific Coast Lines.

Chicago, Sept. 7.—When the Hill lines announced five days ago that they would top ten hours off the fastest time between Chicago and the North Pacific coast points they inaugurated a speed war that has now spread over the entire transcontinental railway map. In the Southwest territory, the fight is on for the mail contracts, but to get these, the roads must put on faster and better trains. The Santa Fe proposes to cut ten hours off its time between Kansas City and Los Angeles and its rivals are scurrying in every direction and ordering their experts to "string" new schedules, get equipment in the topmost condition and be ready to meet the time of the Santa Fe.

The fight started when the Hill lines apparently sought to forestall the St. Paul road, which, with its Puget sound extension, will soon be in a position to make trouble in regard to rates and mail contracts.

Both of these moves took the competitors of the Burlington by surprise and caused no end of scurrying and consultation.

CANADA WANTS OWN NAVY.

Three Shipbuilders Consider Locating Yards in Dominion.

Ottawa, Ont., Sept. 7.—Canada is extremely anxious to possess a war fleet of its own and efforts are being put forth to induce British shipbuilders to locate plants on Canadian soil. It is said three world famous shipbuilders are now considering proposals to locate branch yards in the Dominion and have been assured that the Canadian government will grant every concession in the way of tariff or in any other line possible.

While the Canadian ministers at the London conference on naval defense have kept the government here advised on the different steps of the negotiations, an official account of what has been agreed upon has not yet been received.

Americans Are in Flood.

Monterey, Mex., Sept. 7.—General Trevino, commanding the military zone, received a dispatch tonight from Tampico, stating that Soto La Marina and the surrounding country, in which are many American oil men, had been overwhelmed by a tidal wave. The dispatch states that the inhabitants of Soto La Marina had taken refuge in the hills and were destitute. The town of Tula, in the state of Tamaulipas, was swept by another flood Sunday, houses being carried away and rich plantations destroyed.

Wireless Across Ocean.

Paris, Sept. 7.—Wireless messages from New York are now received or intercepted almost daily by the military station on the Eiffel tower. Occasionally radio telegrams have also been received from Canada, which it is believed form a record in wireless.