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HARRIMAN VERY SICK MAN

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wheeled the railroad king outside of the sick room.

Today several reporters cornered Dr. Lyle, who made a flying trip to Arden, and asked him some questions.

He refused to say anything regarding his patient.

Despite the denials of the physicians, the employees of the Harriman estate firmly believe that the magnate is suffering from malignant cancer, and that an operation is soon to be performed.

The Harriman estate covers the entire mountain, and is 14 miles square. Its altitude is 4600 feet. There are only two possible entrances to the castle. One is by the automobile road, and the other is by the railroad, which was built to carry heavy materials to the place.

The steepness of the mountain and the heavy underbrush makes it practically impossible for anyone to get into the residence except by one of these routes. Few mountaineers ever attempt to climb to the top of its summit.

Armed guards are stationed at the entrance to the inclined railroad, and they permit no one to enter unless they are known to the financier. Men with Winchester, too, are guarding the automobile road, and no one but friends, physicians and business associates are allowed to follow the pass to the castle.

In addition to this guards are stationed at regular intervals throughout the estate. Dr. Lyle is not taking any chances of his patient being disturbed.

Harriman is furious at the reports that have been sent out regarding his illness. Today he instructed the Erie operator not to send out any more press matter concerning his illness or any member of his family. The telephone operators at Turners also have been instructed not to connect outsiders with the Harriman castle. And they are carrying out these instructions to the very letter.

Dr. H. F. Bigger, John D. Rockefeller's personal physician, declared today that it was his belief that E. H. Harriman was suffering from cancer of the stomach. He says that the treatment advised by the European specialists is such as would be administered to anyone suffering from the disease.

If such is the case, Bigger declares that the only thing to do is to operate on Harriman, and to operate quickly.

"There are three things that cause cancer," said Bigger today. "They are rapid eating, constant worry, and the lack of proper exercise. In the case of a man like Harriman, who is constantly busy, a cancer would most probably assume a malignant form before it would be discovered. The instructions of the European specialists leads me to believe that the financier is suffering from this dread disease."

"The diet of blismuth and rice, laid down by the specialists, compels me to believe that cancer is what they are expecting. Blismuth increases fluoridation in organs."

"Two results may follow the coming operation on Harriman."

"The cancer may be so located that by altering the junction of the stomach bowel, the life of the patient may be prolonged. It is even possible to eliminate the stomach bowel."

"But if the cancer is not so located, and it is found to be impossible to operate, it will be absolutely impossible to relieve him, and death a question of but a few weeks."

Shortly after noon today two loads of chemically pure oxygen were unloaded at Arden, E. H. Harriman's country seat, from a special train and placed in one of Harriman's automobiles. The chauffeur drove full speed to the house with his load.

Shortly before the oxygen arrived two men carrying medical cases and apparently physicians left the train here. When asked their mission one of them replied: "Don't bother us." With that they jumped into an automobile and hurried toward the incline-railway leading to the mansion on the hill.

Newspaper men today got Lyle on the telephone. When the physician learned who was calling him he became vexed and shouted through the transmitter: "Quit this. If you want any information about Harriman you must get it from the New York office at 120 Broadway."

Although close watch has been kept on the magnate's house all day he has not been seen outside.

The impression is gaining belief that Lyle has ordered that an operation be performed immediately on Harriman and that the oxygen has been sent here in case he should fail to rally. Every inclination points to

an operation of some kind but an official statement is unobtainable.

Five automobiles are being held at Arden station. These are believed to be for the use of New York specialists, with whom Lyle conferred last night and who are now supposed to be en route to Arden.

THE NOME STEAMER

(Continued from Page 1)

steamers Humboldt and Rupert City were near the scene of the wreck and are believed to have rescued some of the passengers on board the lost vessel.

The Ohio carried about 125 passengers and a crew of about 50 men. The latest report says about 50 lives were lost.

Seattle, Aug. 27.—The Seattle Star has received a wireless message stating that Purser Stevens and Wireless operator George Eccles lost their lives in an effort to save passengers from the wrecked Ohio. Four others are reported dead, names unknown. M. J. Heney is safe. The latest reports are that the total number of those lost is six, though many are still missing.

The wreck was caused by the Ohio striking a rock. She was in command of Captain John Johnson, one of the best known navigators of the north Pacific coast. The Ohio has been sailing out of Seattle for a number of years, being one of the first vessels to reach Nome. On two occasions she narrowly escaped being wrecked in the ice floes in Bering sea on initial trips to Nome. She was one of the best vessels in the Nome traffic and always carried full passenger lists. The last trip was made to points in southeastern Alaska. She carried a number of mine operators and laborers or railroad work on the Guggenheim roads in Alaska, their objective point being Cordova.

Ketchikan, near which point the ship went down, is about midway on the trip from Seattle to Cordova. The news of the wreck was sent to Ketchikan by wireless from the steamer Humboldt. The steamer Rupert City which is also equipped with United wireless, was in the vicinity and it is believed that all the survivors of the wreck are aboard these two steamers.

The Ohio, which then bore another name, was the vessel in which Gen. U. S. Grant made his famous round-the-world tour. She has an interesting history, having been made famous by both Jack London and Rex Beach in their tales of Alaskan life.

Seattle, Wash., Aug. 27.—George Eccles, the wireless operator, who died in the Ohio wreck, was one of the most popular and efficient men in the employ of the United Wireless Company. He went aboard the Ohio April 1, and was to have been transferred the previous trip in to Cordova, Alaska, to handle the wireless for the Alaska Commercial Company. He was just congratulating himself that he was at last done with the sea. However, other arrangements were made, and Eccles went out on the Ohio last Tuesday.

Eccles had been in the employ of the United Wireless for over a year, formerly having been on the steamer Portland; in charge of the station at Katalla, and before being transferred to the Ohio was the operator at the Hotel Perry.

Officials of the United Wireless, in speaking of Eccles, said this afternoon that he was one of the most popular fellows in their employ. The officials of the Alaska Steamship Company have many resolutions on record given by passengers who traveled on the Ohio praising the work of Eccles, and especially mentioning his polite and courteous manner.

While ashore Eccles made his home at the Palace Hotel, on First avenue. He was about 39 years of age.

The Ohio was a steel twin screw vessel of 3488 tons, and was built at Cramps' shipyard in Philadelphia in 1873. The Alaska Steamship Company bought her from the White Star line in July 1908. She was 343 feet long and 24.9 feet beam. The vessel would accommodate 175 first-class passengers and 490 steerage, and her speed was 13 knots. Immediately after her purchase she was put on the Valdez and Nome run, for which purpose the company bought her. She was valued at \$250,000.

Captain John Johnson, who was master of the ship, has been on the Nome run, in charge of other boats, for ten years, but this is the first accident in which he has figured. He is about 50 years old, and he has brought two vessels around the horn.

The following list of first-class passengers on board the Ohio was given out by the steamship company. The company did not have a record of the addresses of the passengers:

R. M. Yates, A. M. Anderson, J. A. Buckley, O. P. Rumsey, Hattie Nich-

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