

The Citizen.

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NO. 72

DEMOCRATS MEET

Saratoga Conference to Revivify Party Opens.

SHEPARD ELECTED CHAIRMAN.

Alton B. Parker and D-Cady Herrick, Addressing 400 Conservatives, Urge Reforms in Present Government.

Saratoga, N. Y., Sept. 9.—Conservative Democrats, numbering about 400, from all over the state are attending the great party conference which opened here today. They hope to agree upon some plan by which their party may be rehabilitated and come again to the power and importance it held prior to its demoralization by Bryanism.

Thomas M. Osborne, chairman of the executive committee, called the conference to order, and Edward M. Shepard was elected as permanent chairman. Addresses were delivered by former Judge Alton B. Parker and D-Cady Herrick, both urging certain reforms in the conduct of the party.

In opening the conference Mr. Osborne said its object was to forward the true interests of the Democratic party and that the only way to accomplish that result was to have a full, free and frank discussion of conditions, eliminate those which had caused disaster in the past and enlarge upon those which show signs of bringing good to the greatest number.

Before taking his seat as chairman Mr. Shepard urged the necessity of partisanship, touched upon the coming mayoralty election in New York, made a strong objection to the practice of two political parties "trading," spoke for independent voting, roasted some of the work of the last congress and came out strongly for direct primary nominations and the election of United States senators by the people.

There have been various hints and rumors concerning the underlying motives for the conference. It has been said that one of the main objects is to eliminate from activity the present chairman of the Democratic state committee, W. J. Connors of Buffalo.

The party, so the conservative Democrats thought, was already suffering at the hands of its so called leaders, and one of the very objects of the conference is to bring about what some of the former leaders believe would be a wholesome change.

But whatever may be some of the incidental results of the conference, it is thoroughly agreed that it shall be for harmony. It is the desire of the rehabilitated Democrats to set such a high standard of political ethics that out of the rejuvenation of the party all causes for criticism in the last ten or twelve years shall completely disappear.

ROBERTSON WINS TROPHY.

Makes 318 Miles in 5 Hours 52 Minutes in Auto Race.

Lowell, Mass., Sept. 9.—With the same daring coolness and judgment which have marked his exploits on other motor tracks George H. Robertson of New York drove his Simplex car 318 miles to victory over the Merrimack valley circuit and left trailing behind or out of commission sixteen other aspirants for the Lowell trophy in the second national stock chassis race.

Robertson maintained a speed in the 5 hours 52 minutes 1 2/5 seconds of 54.2 miles an hour, which was eight-tenths better than the average made by Lewis Strang, the winner of last year's race.

More than twenty minutes after Robertson had flown over the finish line Al Peole, driving the Italian Isotta-Fraschini, flashed under the wire in second place, having jumped into that position on the last lap. E. H. Parker in a Fiat, another Italian car, captured third money, and Robert Burman in a Buick came in fourth. Charles Basl in a Renault finished fifth.

WRIGHT FLIES IN BERLIN.

Takes German Army Captain as a Passenger in His Aeroplane.

Berlin, Sept. 9.—Orville Wright made two successful flights over the Templehof parade ground, on the outskirts of Berlin. Going aloft alone, he did twenty-four miles in thirty-six minutes.

On his second flight he carried Captain von Hildebrand of the German army as a passenger and flew for seven minutes.

A distinguished company witnessed Mr. Wright's flights, and fully 200,000 people were on the parade ground. Mr. Wright was enthusiastically cheered when he landed.

GENERAL CORBIN'S DEATH.

His Body Taken to Chevy Chase for Burial in Arlington.

New York, Sept. 9.—Lieutenant General Henry C. Corbin, United States army, retired, died in Roosevelt hospital after an operation.

General Corbin's body has been taken to his home at Highwood, Chevy Chase, near Washington, and funeral arrangements will be made there. Burial will be in Arlington cemetery.

General Corbin would have been sixty-seven years old next Wednesday. He was born on a farm in Clermont



GENERAL HENRY C. CORBIN.

county, O., and there he lived until the civil war broke out. General Corbin was made a first lieutenant in May, 1862, resigning that commission six months later to accept the appointment of major in the Fourteenth United States volunteer colored infantry. He rose rapidly and was breveted major and lieutenant colonel and brigadier general of volunteers for meritorious service.

On Aug. 20, 1865, he entered the regular service. He was made a lieutenant colonel in 1889, colonel in 1890 and adjutant general, with the rank of brigadier general, in February, 1898.

While adjutant general of the army General Corbin was one of the most familiar figures in Washington.

MANY AVIATORS FAIL.

Glenn H. Curtiss Upholds His Record at Brescia Meet.

Brescia, Italy, Sept. 9.—The aviation meeting, in which many noted aviators will take part, opened under conditions that were not altogether auspicious. Many thousands of spectators gathered around the field, but they were forced to bear a number of disappointments, as with the exception of short flights by Glenn H. Curtiss, the American aviator, and Bleriot the attempts of the other aviators to fly were failures.

Several accidents occurred. Bleriot collided with a tree, the propeller of his machine being broken. He himself was not hurt. Anzani also broke the propeller of his machine in a test flight, and Lieutenant Calderara later came to grief in a Wright machine, which was damaged. It was intended originally that Lefebvre, who was killed at Juvisy, should be the pilot of this machine. Lieutenant Calderara took his place. Scarcely had he started when the aeroplane tilted so violently that in the effort to bring it on an even keel the rudder was smashed.

\$108,000 TO MRS. F. J. GOULD.

She Waives Dower Right in Former Husband's Real Estate.

New York, Sept. 9.—Helen Kelly Gould, who procured a final decree of divorce from Frank J. Gould on Aug. 25, has signed an agreement relinquishing her dower right in his real estate holdings, and Mr. Gould has filed the agreement in the hall of records here.

The document shows that Mrs. Gould received \$108,000 for waiving her dower right in these holdings.

American Broker Pleads Guilty.

London, Sept. 9.—James Campbell, a New York mining broker, pleaded guilty at the Old Bailey police court to the charge of having obtained \$10,000 under false pretenses by a sale of worthless stock.

BLACK BASS FOR ROOSEVELT.

Former President Requests Supply For British East Africa.

Washington, Sept. 9.—Former President Roosevelt has requested that the United States government send a supply of black bass to British East Africa to be deposited in Lake Nalyasha.

Mr. Roosevelt's request was made in a personal letter to Commissioner George M. Bowers of the bureau of fisheries, and it will be complied with if possible.

Weather Probabilities.
Showers; light variable winds.

THE LATE EDWARD HENRY HARRIMAN

Wizard of Railroads Whose Conceptions Were as Wide as the Continent, Whose Plans Comprehended Millions and Who Organized Systems. :: ::

TURNERS, N. Y., Sept. 9.—Edward H. Harriman is dead. The end came at 1:30 o'clock this afternoon.

By JAMES A. EDGERTON.

THERE have been few single figures in the world of finance the mere rumors of whose illness would radically affect so many stocks as did that of the late Edward Henry Harriman. On his recent return from Europe the great Stock Exchange in Wall street spent nearly one whole day in suspense. Buying and selling were at a standstill. Everything depended upon the health of the little man coming up the bay. If he should prove to be on the road to recovery, up would go Union Pacific, Central Pacific, New York Central and other securities under his control. If he were seen to be in a bad way, they would tumble. Until one or the other was definitely known there was nothing doing.

His arrival satisfied the brokers that the railroad king was far from a well man. After his retreat to Arden the rumor was noised about that he intended virtually to retire. On this mere breath his stocks were hammered down, down till Union Pacific fell off 6 or 7 points, Southern Pacific, New York Central and others sharing in the decline. It was a striking tribute to the man's power, a testimonial to the estimate put upon his financial mastery by Wall street. There was no sentiment in it. There never is in these bull and bear raids. They are as utterly merciless as an earthquake or a

Constructive Genius of the First Order, Who Was a Director and President of Many Corporations, Controlled Whatever He Touched. :: :: :: ::

He was born at Hempstead, Long Island, in the state of New York, Feb. 25, 1848. He was the fourth child of a poor Episcopalian minister whose salary sometimes amounted to as much as \$200 a year. It was after the future railroad king's advent that the family moved to Jersey City in a modest portion of Jersey City just off the Hackensack meadows. It was not a promising environment, but there were rich relations on both sides of the house. The lad went to Trinity school in New York, walking three miles each way. He had a reputation, which still survives, of having been the worst boy and the smartest of his class. At the age of fourteen he quit school altogether and entered a broker's office. The first year he earned the magnificent salary of \$5 a week, and even this pittance he turned over to his father.

Friend of Children.

Perhaps the only beings with whom Edward H. Harriman the man ever entirely unbent were children. In New York he was the head of a great boys' institution, a sort of combined gymnasium, club and debating society, for more than a quarter of a century. At Arden he was never so happy as when he had an automobile load of little ones and was spinning about the countryside. To them he was not the cold business machine known to the world. He was "Pop" Harriman, their comrade and friend. Perhaps he was so unreserved with the children because they did not ask him leading questions and try to take away his

der his control only to build them up. Overcapitalized he probably did, although he called it capitalizing the future. Used Wall street methods, some of them of a doubtful kind—with this his enemies charged him. And Harriman had enemies, bitter and big ones, with Theodore Roosevelt, ex-president of the United States, at their head. It is perfectly true that in the world of men he had more foes that hated him than friends that loved him. Yet when this is said we cannot forget these east side boys in New York nor these shouting children at Arden. A man that loves a child and is loved by it in return cannot be all bad.

Harriman's national vision was shown in manifold ways. Though born near New York city and living in or about it all his life, he did not have the New York viewpoint. He saw America from the angle of the Pacific coast and of the central west, as well as of the east. He had enough imagination to forecast the future of the country, to count on it as a most important factor in all his business enterprises. He could see the desirability of buying steamship lines across the Pacific, of planning a railroad in Mexico. Few men realized the possibilities of the great empire building on the shores of the Pacific ocean with more clearness than Harriman. Though small in body and even in brain, he was not small in his grasp of things. He thought in terms of the continent, planned in millions, built with systems.

His Greatest Monument.

Harriman has often been compared to Jay Gould. In my own opinion, he was a bigger man than Gould and a better one. With all the abuse that has been heaped upon him he is entitled to that which his own deeds carved out. He was not as shrewd as a man on the Stock Exchange as Gould, not as "foxy" perhaps, if you like the term, but he had infinitely bigger ideals and more audacity to plan and execute great undertakings. Gould was essentially a financier. Harriman was that and more, and it is the "more" that will redeem him. The romance of the Pacific railroads and steamship lines and of his other great railroad deals cannot be wiped off the slate. Whatever we may think of Harriman in Wall street or Harriman in politics or Harriman in insurance or Harriman in Chicago and Alton, his work on the Pacific empire, both this side and on the seas, will fire the imagination and compel respect. Good and evil mingle in all men. This is the evil of Harriman. It is his greatest monument.

It was recently stated that Harriman 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.

To show something of the man's great activities, the mere corporations of which he was the head or with which he was officially connected may give a hint, although little more than a hint. He had been a member of the New York Stock Exchange since 1870. He was president of the Oregon Railroad and Navigation company, president of the Oregon Short Line, president of the Southern Pacific, president of the Texas and New Orleans Railroad company, president of the Southern Pacific Coast railway, president of the Oregon and California Railroad company, president of the Central Pacific Railroad company, president of the Louisiana and Western Railroad company, president of Morgan's Louisiana and Texas Railroad and Steamship company, president of the Pacific Mail Steamship company, president of the Railroad Securities company, president of the Southern Pacific Terminal company, president of the Portland and Asiatic Steamship company, president of the Union Pacific, chairman of the executive committee of the Wells Fargo company, director of the Illinois Central Railroad company, director of the Baltimore and Ohio Railroad company, director of the Erie Railroad company, director of the Colorado Fuel and Iron company, director of the Western Union Telegraph company, director of the National City Bank of New York, director of the Chicago and Alton Railroad company, director of the Pere Marquette Railroad company, director of the San Pedro, Los Angeles and Salt Lake Railroad company, director of the Susquehanna and Western Railroad company, director of the New York Central Railroad company and many more, to say nothing of the Equitable Assurance society, of which he was once a director, but from which he resigned during the Hughes investigation.

Controlled Whatever He Touched. After reading all that list one can wonder not only that he died so soon, but that he lived so long, for he understood that Edward H. Harriman was no mere perfunctory director. Whatever he touched he controlled—either that or something broke. He was not a dummy. Nor could he have controlled all these properties, only a

fraction of them personally. He could have owned his business associates repose in his integrity and ability. It was his power of organization, of construction, his intimate knowledge of the whole country as it related to railroading, his daring methods and his success that won him their allegiance. He became far and away the greatest railroad power of his day and perhaps of any day that the country has yet known. There may be railroad kings in future that will control more mileage, but none up to his own time.

His latest dream of making the New York Central a part of his gigantic system was coming to fruition only when death snatched him away from it. Even as it was, the greatest of our railroads was listed as a Harriman property, and its stocks moved in sympathy with his group. To combine that old and rich system with his Pacific roads into one gigantic whole was the work of a financial titan. It was not a thing that a small man would even have dared to plan.

Another cherished dream of a more intimate nature was on the eve of accomplishment, but was never to be realized. For more than a score of years Mr. Harriman had owned an estate of 25,000 acres near Arden overlooking Tuxedo Park. Here, on the top of one of the Ramapo mountains, he was finishing a great castle that was to have been his home in old age. Here he went for the "after cure" when he returned from his vain health seeking in Europe, and here, amid the sound of hammers as workmen completed the last wing of the house, he breathed his last. It was a fitting music to toll out the life of one whose chief claim to men's regard is that he was a bulldoze.

HUGHES AT ONEIDA FAIR.

Governor Says Representatives Without Collars on Necks Are Needed.

Rome, N. Y., Sept. 9.—Ten thousand people crowded around the speakers' stand at the Oneida county fair here to listen to an address by Governor Hughes, who said:

"We want representatives at Albany without collars about their necks. The days have gone by of open election corruption. When we have founded a country based on manhood suffrage what an awful thing it is to pollute that fountain at its source, the ballot box. No man who will do it ought to be able to hold up his head in an honest community. We must look to the nominating machinery as much as to the election machinery.

"The people do not intend to let any coterie nor clique take away the rights which belong to the many. A great movement is here. It cannot be stopped, because it is in accord with the spirit of a free country. The greatest security we can have is the intelligent play of public opinion.

"People are discussing things, and you can trust public opinion better than you can trust some man who sniffs at the idea that people can manage public affairs.

"A few who make a business of political activity run things. That is not American. We should let the enrolled voters control the primaries. The convention, as a rule, is not representative. Sometimes it may be, but generally it is not. The way to get representative legislature is to make the nominations come directly from the party voters. Political leaders should stand before the people, resting upon the suffrages of the people. It is best to recognize party organization, but at the same time it should be held strictly accountable to the members of the party.

"Why should plurality vote at the primaries be more feared than at the election?"

HARRIMAN KEPT ALIVE.

Oxygen Continuously Used to Sustain Vitality—He Has High Fever.

Arden, N. Y., Sept. 9.—Edward H. Harriman is being kept alive by the frequent administration of oxygen. He is extremely weak. He has a high fever, which is being relieved by ice packs and alcohol baths.

It is learned on excellent authority that Mr. Harriman has been in bed since Friday, too weak to be moved.

He is under the constant care of a corps of physicians and nurses, and, although Dr. Lyle has said he is "better," the conclusion is that the official "improvement" may be freely construed as a change from a crisis to a state of grave danger. Mr. Harriman's condition is still extremely critical.

An obstinate report from Wall street that Mr. Harriman was operated on for a cancerous growth was denied by his superintendent, Mr. Ford.

"There is not a word of truth in it," he said. "I have been about the place all day and every day, and if there had been an operation I am sure I should have known it. If I were put under oath I should say that I do not believe that an operation has been performed."

Mr. Ford admitted that other physicians were at the house besides Dr. Lyle. He did not know who they were. He had not seen Mr. Harriman since last Friday.



EDWARD H. HARRIMAN.

eyelone. There is not a heart beat in the whole high finance body, however many there may be in the individuals who compose it. And when the bears pounded down those Harriman securities in the days when their master lay ill at Arden they merely advised that they had been afraid of the man and showed what they would do when the fear was even a little abated.

There are many popular misconceptions concerning Harriman. One is that he was a man with an abnormally large brain, which sapped the life from his undersized body. Harriman's head was not large. It was under rather than over the normal size. It was quite well proportioned to his small stature. His body gave the impression of slightness, it is true, but it was not emaciated, except in his last illness. It was wiry and quick as a steel spring. He was stooped, as are most men who think much. He was never a careful dresser and was quite commonplace in appearance. But the idea that his brain ate up his body is a mere flight of fancy. It might be said as truly of any man who is at the head of big things in this day of gigantic undertakings.

money. In the country he was as God made him. In business he was as Wall street made him. There is a difference here, one that will appear greater the more it is contemplated.

Great Constructive Genius.

The best two things about Mr. Harriman were that he was constructive and had a national view of things. He was not alone a stock manipulator,

but a builder. History must give him this credit. It is questionable if we have had any greater railroad builder than he. The manner in which he took the rundown and bankrupt Union Pacific, went over the ground and saw the business there was for the line, coupled with the subsequent courage and energy he displayed in pouring hundreds of millions into straightening and improving the road, showed a constructive genius of the first order. Ruthless he might have been, yet the fact that he did things, and big things at that, must be told in his praise.

The story of bridging Great Salt Lake and draining the Salton sea is not one that could be told of every man, not even of every railroad king. He touched most of the properties that came un-