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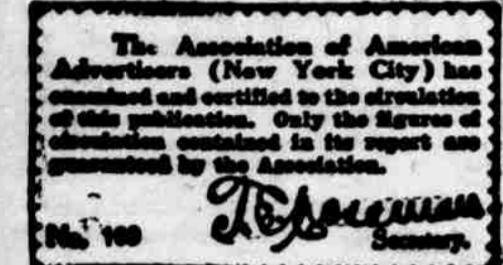
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HARRIMAN.

The death of Harriman is not in any way wholly unexpected. This does not remove the influence of his actual passing, though a great part of it has been discounted in financial circles, like the political effect on business at the time of a presidential election. It bears a little different phase than if in robust health he had met with some accident and had left loose ends in his vast empire of railroads. Now there will be a few days of newspaper talk—some months of magazine articles—and then all that is permanent of Harriman will be the foundations for the operations of new ventures by the same group of capital which he represented when he is merely a name.

Already, as a sign of the way things invariably go, his successor is being talked of with even more interest by the men who are affected by his death, than Harriman dead.

Harriman represents the type of empire builder which has been since the beginning of things. Whether it be Alexander the Great or Napoleon, the master minds of the Roman church or the leaders of Tammany Hall; it is organization, and what almost inevitably follows a belief that the end is more important than the means.

Beside the vast fertility of his brain in mapping out new campaigns and the great resources of the man in organization—there remains one quality without which he could have done nothing—that is the confidence which he inspired in other great men which allowed him a free rein in the working out of his schemes.

The question is heard on every side—what has Harriman done for the country? If he has done harm, is it lasting? If he has done good, is it permanent? For the public has no definite idea as to the man it almost blindly respects as a genius.

No man can escape doing much good in this world, whether he intends to or not. Harriman has done much to develop the western and southwestern portions of the country by organizing new arteries of trade. He is responsible for a hastening of the settling of the West. He has developed great fields in the world of trade. These are the things that Harriman has most to his credit. His most remarkable feat has been in the building up of the credit of the Union Pacific and borrowing thereon great sums with which to pursue the building of his railroad empire. And it is this which will remain for the foundation on which his successor will build. This will remain when the story of his tilt with Roosevelt and his coup in the acquiring of the Illinois Central are forgotten incidents.

HENRY HUDSON.

Henry Hudson's Celebration is on. When there is so much discussion of the exploits of Peary and Cook it seems almost an intrusion to bring forward the name of the other arctic explorer who operated before the Royal Geographical Society began to give out letters to be appended to the names of the wanderers in unknown parts. When Hudson did the world the service of making the Gay White Way possible, he was engaged in the highly comic opera task of looking for the sea of Verrazano—as mythical as the land of Prestet John. It had however the entirely utilitarian motive of seeking a new trade route to India which would be shorter. He was a great traffic man and he would have done well in that capacity today.

As all the other editorial writers are speculating on what Henry Hudson would do if he were on the beaching of the world, we will only suggest that being a bunch of a sea dog

THE BUMBAUGH AIR SHIP.

All doubt of the success of the Fall Festival is removed. The action of the Executive Committee in securing Bumbaugh and his very successful dirigible balloon for the Richmond Fall Festival scarcely needs comment. Bumbaugh has been operating at the State Fair in Indianapolis, attracting great attention. Beside this, he has a more than national reputation among aeronauts. He will be remembered as Carl Fisher's pilot in the various great balloon races which have been held in recent years. But while all the balloon races have been of great general interest, his present dirigible balloon, built along the lines of the Zeppelin dirigible, which has been throwing England into spasms of terror and newspaper controversy, is a great step in advance. It is true that it is a lighter-than-air machine, but it is controlled and directed by steering gear and propelled by fans. The leading technical journals are now occupied with the discussion of the two new types of airships—the Zeppelin dirigible and the Wright aeroplane. Each have their advantages and their uses. While the Wright aeroplane is a very wonderful machine and presents a higher type in a technical way by overcoming the heavier-than-air problem, still the Zeppelin type has its obvious advantage up to this time in being the most practical and most useful. It seems fair to suppose that for a great many years to come the dirigible airship will hold its place as the most useful method of going long distances at a higher altitude than the aeroplane does.

It should be easy to see then that the Fall Festival committee has shown great enterprise in securing this Bumbaugh dirigible. To mention the fact that it will cost over \$1,200 to bring Bumbaugh here is, however, only to be regarded typical of the whole Fall Festival. It places the event in even a higher class than last year's Fall Festival.

As a drawing card the airship will be a better one than even the soldiers which were the most attractive single feature of the entertainment of last year.

When it is considered that the Bumbaugh dirigible is the greatest feature of the Indiana State Fair, it becomes apparent that the Fall Festival is traveling in pretty good company. It is by this very method of taking the best from all the fairs, expositions, celebrations and the like, and assembling them in the component parts of the Fall Festival for the purpose of cultivating new friendships and showing the appreciation of Richmond that the Fall Festival stands out as pre-eminently unique and successful. It is the more successful in that it can truthfully advertise this year as it did last that every feature is free.

and a good sport he would not be hanging out his own celebration if he could escape, but would would hunt up some musical show on a roof garden and look off up the river which bears his name when his eyes were not otherwise occupied. It is not to be thought for a moment that he would be taking sides in the Cook-Peary controversy in the Arctic Club.

Former Pastor of St. Paul's Episcopal Church Was 86 Years of Age.

THE BURIAL WILL BE HERE

Telegrams announcing the death of the Rev. J. H. Wakefield at San Jose, Calif., former pastor of the St. Paul's Episcopal church in this city, were received last evening by S. E. Swayne and the Rev. D. C. Huntington.

The Rev. Dr. Wakefield was 86 years of age and has been ill for some time. Only for the past few weeks however did his illness take a serious turn and no hope has been entertained for his recovery from that time. Dr. Wakefield was rector of the St. Paul's Episcopal church in Richmond for twenty-eight years. At the time of his rectorate here, he was one of the most prominent and well known Episcopal clergymen in Indiana.

The funeral will take place in San Jose next Monday and the body will be brought to Richmond in about three weeks for interment. Dr. Wakefield is survived by a daughter, Miss Hannah and a son, George who were with him at the time of his death.

AN ITCHING PALM.

No Cure for It—Other Forms of Itching Preferable.

There is no cure for an itching palm—the money kind. Even poslaim, the new skin discovery, cannot help it. But when it comes to eczema, the most annoying of itching skin troubles, poslaim will stop the itching at once and cure the worst cases in a few days. So with hives, rash, scabies, split toes, piles, and scaly scalp, all of which are different forms of eczema, accompanied by severe itching and caused by imperfect digestion and careless diet.

Poslaim comes in two-dollar jars, but fifty cents' worth will answer in curing any of the diseases mentioned. It can be had of any druggist. W. H. Sudhoff makes of specialty of it.

That results are immediate will be amply demonstrated overnight by the use of the experimental sample which the Emergency Laboratories, 32 West Twenty-fifth Street, New York City, will send free by mail, in plain wrapper, to any one who will write for it.

"If he lives he will some day be known from one end of the country to the other."

"Why do you say that?"

"He can make more kinds of a fool of himself, always with an air of sub-
lime egotism, than any other man I ever knew."—Chicago Post.

NOW MAGAZINE WRITER.

\$33 PACIFIC COAST
Via the Chicago, Union Pacific and North Western Line from Chicago daily, September 15 to October 15. Correspondingly low rates are in effect from your town.

These low rate tickets are available for passage on personally conducted excursions in Pullman Tourist Sleepers, Chicago to the coast without change.

The train service includes no less than four splendidly equipped transcontinental trains daily from Chicago connecting with all lines from the East.

Write for particulars to S. A. Hutchinson, Manager Tour Department, 212 Clark St., Chicago, Ill.

Sept. 5-10-15 Oct-18

MASONIC CALL

Friday, Sept. 18, 1909. Masonic Chapter No. 4, B. M. Lodge, meeting.

Bob Evans since his retirement from the navy has devoted much of his time to writing, at which he has been successful as at fighting.

Harriman's Life at a Glance

Born February 25, 1848. One of six children of a country clergyman, whose salary was \$200 a year.

After two years spent in a church school, poverty cut short his education.

At the age of fourteen he became an errand boy in a Wall Street broker's office.

Four years later he was appointed a clerk, sharing in the firm's profits.

At twenty-two he bought a seat on the New York Stock Exchange with money he made in speculation.

At forty he became vice-president of the Illinois Central.

At fifty he undertook the reorganization of the Union Pacific.

Before his death he realized his dream of an ocean-to-ocean railroad system under his absolute control.

Edward Henry Harriman, perhaps the greatest figure in American railroading and finance since the days of Jay Gould, was born February 25, 1848, in Hempstead, L. I. He was one of six children and his father was a country clergyman, with a salary of \$200 a year.

The poverty of his father cut short his school days and at the age of fourteen, after some home teaching and two years in a church school, he became an errand boy in a Wall street office.

That was the business beginning of the man who died at the age of sixty, master of nearly 70,000 miles of American railroads.

The boy's rise was rapid. He watched the play of the stock market and the reeling ticker tape with those big, all-seeking eyes, and never an opportunity got past him. At the age of eighteen he was a clerk in the broker's office, with a share in the profits. He speculated boldly with his savings, and when he was twenty-two years old he bought a seat on the New York Stock Exchange and became one of its youngest, if not the youngest, member.

Optimism Unshakable.

His spirit was ever militant, his plans expansive, his optimism unshakable. Combined with absolute confidence in himself he held to the conviction of the great industrial future of the United States, and he trained his growth along this line. He determined that what was good for the United States should be good for Harriman.

He was a wiry young man, with small body, big head, eyes that caught and held an adversary, never wavering, a genius at figures, with a mind that grasped and sorted facts so quickly that it seemed almost wizardry. Even as a youngster on the Stock Exchange there was never a moment when he could be regarded as a cipher. Boldness was the keynote of his attacks, but never recklessness. He was quiet, unobtrusive.

Where thought or action sufficed he used no words. His undertone of brevity was concise, emphatic, compelling. When a schoolboy, according to report, young Harriman could fight with his fists as well as with his head, and his generalship made him the leader. The cruder method of fighting he threw aside when the game of battle was the world's millions, and he was quiet, unobtrusive.

Aid From His Uncle.

He had one wealthy relative, an uncle, Oliver H. Harriman. His uncle, after the bent of the boy's genius had been clearly established, gave him help. Young Harriman had a way of ingratiating himself with the old Knickerbocker families, and he soon had many of them among his customers. It was not all work and no play in those days, however, and Harriman's pastime was driving fast horses.

At that time old Commodore Vanderbilt, the greatest railroad genius of his time, was living and driving his own fast teams along the Boston road and other thoroughfares. The youngster who, one day, was to own control of the old Commodore's New York Central, and many other roads beside, had many a brush with him and took delight in leaving his team behind.

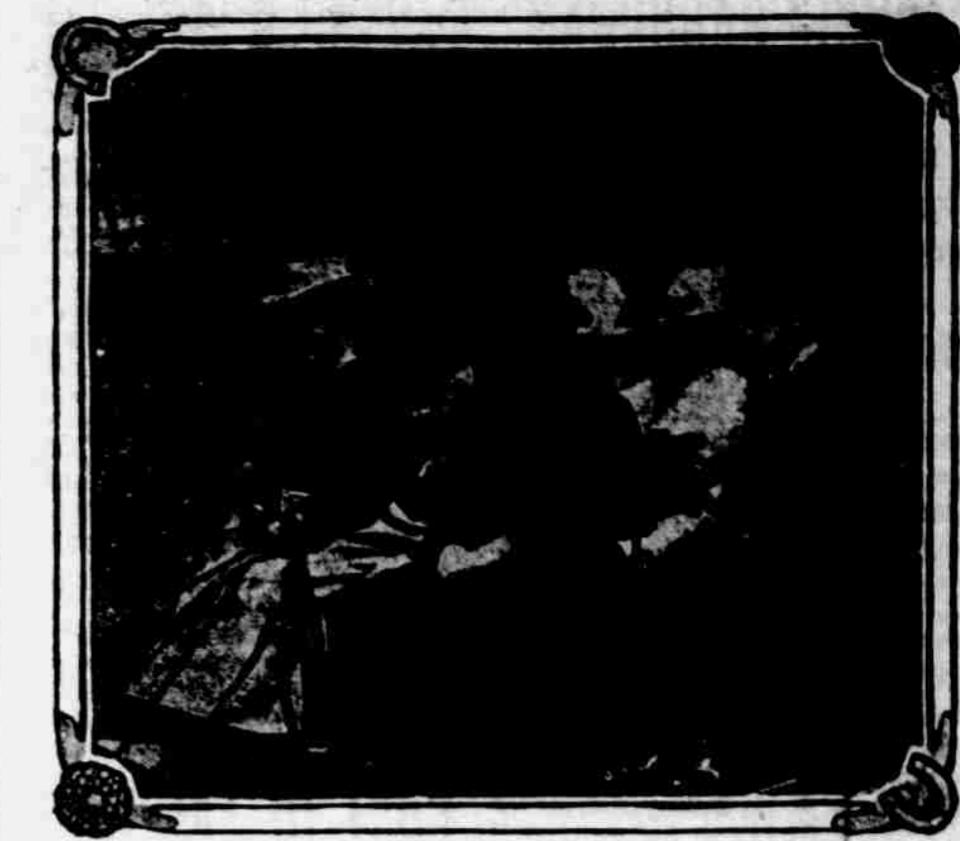
Reins in His Own Hands.

When he was thirty-six years old Harriman got his first chance at railroading. He was made a director in the Illinois Central and became owner of a little railroad on Lake Ontario, called the Sodus Bay. It was barely an appendix of a railroad and made no money. Harriman whetted his genius on this line. He reorganized it and ran it so well that the Pennsylvania Railroad found it more useful than its rivals and in a short time it had become a factor in Western transportation and was paying dividends.

By the time he had been a director in the Illinois Central for four years Harriman owned sufficient stock to bring about the election of Stuyvesant Fish as President and himself as Vice-President. Twenty years later he was to tear from that same office of President, the man whom his power had placed there, but at that time he and Fish were friends and allies. He sold out his brokerage business and began to talk of intellectual pleasures. This consisted, however, of developing the railroads of the United States, and he kept up this intellectual pleasure unflinchingly for twenty years, starving his body, feeding his wonderful mind and changing the railroad map of America with each recurring year.

Stuyvesant Fish went abroad soon after Harriman brought about his election, and the little vice-president took the reins in his hands. Here was opportunity to show at his door and he threw

Miss Harriman a Horsewoman



EDWARD H. HARRIMAN AND HIS DAUGHTER CORNELIA.

Edward H. Harriman is not the only Harriman of note. His daughter, Miss Cornelie, has won an enviable distinction in the eastern social set, particularly among those who make a hobby of outdoor recreations. Miss Harriman is a very skillful horsewoman and is seen frequently driving her four-in-hand over the splendid boulevards and highways in the vicinity of New York.

evitable collision, in which the master mind survived.

Other officials of merged companies resigned or were deposed, "because they wouldn't be office boys," and Harriman kept serenely on.

At his death he was in control of Union Pacific, Southern Pacific, Illinois Central, New York Central, Atchison, St. Paul, Northwestern, Baltimore and Ohio, Delaware and Hudson, Georgia Central and Erie, with many other roads building and planned.

Hand in Politics.

With such vast interests at stake, it was a natural corollary that Harriman should tamper with politics. He took an important part in the Roosevelt Presidential campaign, and out of this grew his bitter and acrimonious controversy with the man whom he had helped to elect. His Secretary, Alexander Miller, was with him for twelve years. Some of the oldest employees of the roads he controlled were there when he died, and others are there still. And the men believed in him and worked for him as hard as he worked himself.

Harriman believed in the development of boys, and at East Tenth street overlooking Stuyvesant Square, he built and equipped a splendid boys' clubhouse, in which he always took great interest. He gave liberally to many charities and was interested in work of all kinds among the poor. He also was interested in science, particularly in geographic exploration. He equipped the famous Harriman Alaskan expedition of 1898, at a cost of more than \$100,000, sending forty-seven noted scientists and explorers to that country.

Sidney Webster Letter.

Harriman, in his letter to Sidney Webster, charged that President Roosevelt knew of the contributions handed to him by his campaign manager, Mr. Cortelyou, by Treasurer Bliss, of the campaign committee, and knew where they came from. He said that at the solicitation of the president, he had raised a fund of \$200,000 to be applied to New York state, and had succeeded with that money in turning 50,000 votes for the president. In reply to this President Roosevelt applied his favorable epithet to Harriman and declared that he was "an undesirable citizen as Debs, or Moyer, or Haywood."

When he was congratulated on his sixtieth birthday, Harriman said: "As I grow older I am beginning to think more about my fellow men."

Perhaps this was an admission.

Nervous Collapse

"I have traveled for thirty years continually. I lost a great deal of sleep, which together with constant worry left me in such a nervous state that finally, after having two collapses of nervous prostration, I was obliged to give up traveling altogether. I doctored continually but with no relief. Dr. Miles' Nervine came to my rescue—I cannot describe the suffering which this Nervine saved me. Whenever I am particularly nervous a few doses relieve me." A. G. C. LIBBY, Wells, Me.

There are many nervous wrecks. There is nervous prostration of the stomach, of the bowels, and other organs. The brain, the kidneys, the liver, the nerve centers are all exhausted. There is but one thing to do—build up the nervous system by the use of Dr. Miles' Restorative Nervine. Its strengthening influence upon the nervous system restores normal action to the organs, and when they all work in harmony, health is assured. Get a bottle from your druggist. Take it all according to directions, and if it does not benefit he will return your money.

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