DESERET EVENING NEWS FRIDAY NOVEMBER 2 1906

GREATEST IN THE BAILWAY WORLD

He is E. H. Harriman Who is Regarded as an Enigma.

HAS BAFFLING PERSONALITY.

Some Interesting Statements Concerned ing His Methods and Manipulations -Most Mysterious Figure

Harriman, the enigma of the railway world at once the most important and most mysterious figure among the transportation magnates of the agewhat influences direct his baffling yet ever victorious movements? What motives lie at the springs of his vast amhitions? Is he a Napoleonic dreamer, who seeks to conquer the whole American empire of traffic simply to make himself the dominant figure, or is he merely a money amassing machine? Does he seek at all the welfare of his country and his fellow citizens, or is he bent wholly on self-aggrandizement? are questions asked by a writer in the

This problem, these questions and oth-ers of a like import, fill many minds to-day, when E. H. Harriman, a man whose name was almost unknown 10 whose name was almost unknown 10 years ago, more and more appears as the central and dominant figure in the vastest and most important sphere of modern business-indeed, you would not hazard much by going further and de-ciaring the railway the most important sphere in all modern human affairs. Trace all other businesses, all concerns of distingtion all problems of war and of civilization, all problems of war and of peace far enough, and you come to the railway. And, of course, it is a communiplace to state that nowhere has the railroad reached the same high stage in its evolution as in America. It is, however, not a commonplace, bui a startling and attention-arresting fact, to declare that E. H. Harriman is today the protagonist of the might-iest drama of civilization, the struggle of society as a whole to obtain from the railway system the best and most effectual service it can render. Demof civilization, all problems of war and

the railway system the best and most effectual service it can render. Dem-agogues and self-seeking politicians, making use of public unrest and un-certainty, clamor for government own-ership of the rail; that is to say, to de-liver the management of this most es-gential element of modern life into the hands of the professional officeholder and politician. To the writer who pre-pared this article the executive officers of a number of the leading surety bond corporations lately declared that, com-paries, public employees were decidedly pared with the officials of private com-panies, public employes were decidedly unsafe risks; which fact furnishes a significant commentary upon the agita-tion to deliver public service corpora-tions hand and foot into the hands of the politicians and spolismen. Yet the clamor for public ownership drums steadily amid the dissonant volces ris-tion on every side with suggestions for

he alone among the great group of transportation lords, would have sys-tems not alone tapping eastern and western freight and passenger traffic, but also southern and northern, and the commerce of the orient through hig steamship line to Yokohama. The Union Pacific extension to Seattle is already accomplished. There is under foot a Southern Pacific project in Mex-leo calling for the expenditure of \$40,-000,000. And with the building and operation of the Panama canal, which the Pacific Mail Steamship company would reach, E. H. Harriman's grasp the Pacific Mail Steamship company would reach, E. H. Harriman's grasp upon the transportation of the repub-lie would be a close one, and would extend to the orient as well.

POLITICAL ATTACK.

It is pointed out by well informed men that so gigantic en amgema-tion of raliroads would inevitably in-vite direct political attack. It would bring into the control of E. H. Harrivice direct pointical attack. It would bring into the control of E. H. Harri-man and his associates—with Harri-man the controlling hand—the 'great-est railroads in the country, and the concrets avidence of such limited con-trol, say financial critics, would be bound to increase the prejudices al-ready existing against limited owner-ship of traffic facilities, which have been expressed in many ways recently; by the new rate bill, for instance, and Bryan's federal ownership proposition. The public fear of railway centraliza-tion would receive impetus, say these critigs. All agree, however, that E. H. Harriman will not be deterred from advancing along his own lines by fears of meeting with battle. He is a fighter. What else is Harriman? In an effort to discover, if possible, some of the personal, executive and

In an effort to discover, if possible, some of the personal, executive and possible future characteristics of this perplexing and ambitious figure loom-ing, so largely against the financial horizon of today, a Times man sought among those who have studied or who personally know E. H. Harriman, for some light to throw upon the enig-mag and mysteries surrounding this and mysteries surrounding this

public man. In one of the offices at No. 120 Broadway, the central camp of this general of finance, there hangs a large group picture of prominent financiers, taken on a trip of inspection of the proper-ties on the line of the Puercitas Terties on the line of the Puercitas Ter-minal Cananea Consolidated Copper company raitroad. There are more than a dozen men in the picture, among them such shining lights in the money world as William G. Recke-feller, James Stillman, Epes Ran-dolph and others. And among them is E. H. Harriman. When the photo-grapher opened the shutter of his cam-em he caught Mr. Harriman in the act of shaking hands with a native Mex-ican policeman.

Ican policeman. It is an interesting conjunction. Mr. Harriman is at once the smallest and most insignificant-looking man, phy-cically, in the group. The Mexican po-liceman almost towers above his slight, slouching, iil-dressed figure. And yet the little man with the thick mustache and the soft felt hat is the most important in that group. And he who always holds the destinies of unnumbered thousands of persons through his chieftainship in the rail-way oligarchy, he who controls hundway oligarchy, he who controls hund-reds of millions of dollars, holds in a reds of millions of dollars, holds in a friendly fashion, smilling the while, the hand of the obscure Mexican po-lleeman! E, H. Harriman was never seen in a more human position, a more human moment, than in this meeting of the extremes—almost—of human figures. It is as if a feudal king were embracing a peasant. And instances of Mr. Harriman's frank humanity, or democraticness, are few indeed.

THE BAFFLING HARRIMAN.

Keen students of men have studied the baffling Harriman personality, to admit in bewilderment that they could The basis possible utilization of this servent while the needs of society has created a positive opinion regarding the dissonant volces risted, and which in many respects has assumed the semblance of a Frankenstein-the railway.
WISE LEGISLATION.
Wise legislation is what is needed, agree the conservative and thinking tritles of the situation, but what shall constitute wise legislation? That is the problem, a pressing one; and around the career and the unique personality of Harriman you see all the isigns of the storm center of the vex.
For, consider: Here is a man whom the transman whom here the see a man who would not stamp himself as remarkable by

who say that fate worked with him, that the unexampled prosperity of the country at large has caused the Har-riman prosperity. Yet the fact re-mains that he built up the properties. In the time he has been in command he has accomplished what it took other gentuses of the railroad arduous lifetimes to do. Now he has worked his ends, and he will not rest. He is not a builder of railroads, an pioneer of new regions, as were such pioneers as Huntington, Stanford, Hill, Crocker, or others of that stamp. He has taken the work of others and reared the lofty structure of the Har-riman fortunes upon it. He is a man

reared the lofty structure of the Har-riman fortunes upon it. He is a man of Wall street, a genius of the ticker, a client of fortune. He is not a pro-consul; he is not a builder. By the chance of things the main scene of his activities has been in the west, and Mr. Harriman is peculiarly an eastern product. He was educated in the east, entered Wall street with east-ern money and all his ideas of the east, and he was soon in collision with the me of the west, grappling with Collis P. Huntington from the very start in a fight that only ended with the death of the Pacific coast magnate. FOUGHT THEM ALL.

FOUGHT THEM ALL. FOUGHT THEM ALL. Mr. Harriman's history is a elory of such fights. He fought with Mor-gan, with Hill, with the Goulds, with Stuyvesant Fish, with everybody, al-most. He seems never able to be am-iable, or smooth, or conclitatory. Even when he designed an action, say, of di-rect benefit to his shareholders his way of doing ft makes trouble. He came to loggerheads with his share-holders but recently in the matter of the increase of the dividends of Union and Southern Pacific. A group of aninority stockholders, avking for au accounting from Harriman of affairs, have been told by his lawyer that "Mr. Harriman moves in a higher world, where stockholders may not hope to enter."

Interesting, indeed, would it be to

Interesting, indeed, would it be to know if Mr. Harriman shares the view of his lawyer; if to him, too, it appears that he dwells in a world apart from ordinary mon-a world where he dreams his mighty dream of railway conquest, where already he seems to be through and acclaimed as king of the railway, and if he hopes to translate this dream into the real world! Then we should know if a sense of destroy urges him on his course of destroy urges him on his course or if he be merely impelled along it by circumstances and the in-stinct to make money.

From the beginning Mr. Harriman has been at once a most economical railroad executive and a highly spec-tacular and daring manipulator of the money market. He strained all his energies to increase the earning capa-city of the roads under his direction; city of the roads under his direction; spent no money, or very litle, in the building of absolutely new lines, but reached out on all sides to gain stand-ing in or control of, already existing lines that lay within the regions he desired to tap. His every step has been marked by public outcry, by legal complications, and his alleged political affiliations, his connection with dubious stock market transac-tions and his Equitable Life assurance manipulations have caused many mormanipulations have caused many mor-alists to thunder against the name and fame of E. H. Harriman.

GOOD HE HAS DONE.

GOOD HE HAS DONE. It is plain, however, that definite good can be traced to him, His work has opened up a new highway from the central west to the Pacific. He has increased the prosperity of the west, of San Francisco, of Utah, of Omah, and the intermediate regions. Those stockholders who stuck by him are richly rewarded, and the future glitters with the promise of gold. His railways have been lifted from poverty to wealth and efficiency. Some say that all this is E. H. Harriman's work, and his alone: others say that he merely had the good fortune to be at the head of affairs while general national prosperity swept him and his national prosperity swept him and his properties along on its irresistible

tide. It is rumored in Wall street that Mr. Harriman has used the profits of Union Pacific to buy the St. Paul. Now we hear that he will surely acquire the Baltimore & Ohio. Yet there is in the railway field no such situation as that which Mr. Harriman found when he entered it. There is no big road in a state of weakness to be built up as he built up the Union Pacific. His peculiar faculty for upbuilding poor tide peculiar faculty for upbuilding poor properties into rich ones lacks an op-What, then, will he do? Retire? Buy mansions and fill them with works of art? Live the life of gentlemanly ease other railway mag-nates have sought?

not well acquainted with Miss Hale— have not seen her for two years, never had a letter from her, never said more than eight words to her. The story is a wilful misrepresentation, and probably was started by some one who is trying to injure her standing in the theatrical profession."

CHAUFFEURS ON STRIKE.

Gallantly Attack an Electric Cab in Which a Woman Was Riding.

Which a woman was kindig. New York, Nov, 1.—There is no settlement in sight of the trouble be-tween the New York Transportation company and its striking chauffeurs, and practically all the company's auto-mobiles are still field up. Strike sympathizers this afternoon surrounded an electric vehicle in which was Miss Bessie Euchanan, a writer, of Pittsburg. Beileving the cab was empty, the strikers hurled stones at it. Miss Buchanan scream. ed for assistance. Among those who were in the

ed for assistance. Among those who were in the crowd was Araold Daly, the actor. He pushed his way through the crowd and begged the men throwing stones to desist, as there was a woman in the cab. They at once assumed an a pole-getic air and avowed they had thought the cab was empty. They scattered when a policeman appeared.

HEAD OF COLORED MASONS DIES.

San Diego, Cal., Nov. 1.—Richmond C. Marshuli, grand master of the colored Masonic order, jurisdiction of California, died at his home in Coro-nado last night.

REP. ROCKWOOD HOAR DEAD.

He Was the Son of the Late Senator the trus - in A Hoar.

Worcester, Mass. Nov. 1.—Repre-scutative Rockwood Hoar of the Third Massachusetts district, son of the late Senator George F. Hoar, died tonight at his residence in this city, after an illness of five weeks.

Congressman Hoar, since Sept. 26, had been unable to take part in the

The congressman was first thought to be suffering from neuralgia, but alarming symptoms soon developed, and a few days ago an operation was performed, but in spite of this the pa-tient continued to fail.

WRECK ON UNION PACIFIC.

Two Passenger Trains Collide, Engine

Demolished, No Passengers Injured.

Cheyenne, Wyo., Nov. 1.—Two pas-senger trains on the Union Pacific railroad. eastbound Overland Flyer No. 2 and the westbound Pacific Ex-pross No. 7, collided head on at Ridge, west of Medicine Bow, early this morning, and the engines were demol-ished, but no passengers were injured. Engineer Pack Costin of No. 7 jumped after applying the air and broke his shoulder.

The accident was caused by the failure of the Ridge operator, who had fallen asleep, to signal No. 2, which was late.

GOT HIGH EXPOSIVES.

Russian Revolutionists Work a Very Successful Ruse.

Successful raise. St. Petersburg, Nov, 1.—A successful and daring ruse to become possessed of high explosives and gunpowder was carried through Wednesday. Six revo-lutionists disguised as a sergeant and five privates drove up to the govern-ment powder store at Okhta and pre-sented a formal order for 575 pounds of pyroxylin and 150 pounds of smokeless powder. The material was delivered. At the time this happened the powder stores were guarded by a regiment of infantry.

infantry.

RAILROAD ACCIDENTS.

Statistics Show Fever Killed for Quar-

ter Ending Sept. 20.

Washington, Nov. 1.—The accident bulletin issued by the interstate com-merce commission for the three months ended June 30, 1906, shows the total number of casualties to passengers and

months. The total number of colli-rions and deraliments was 3,103, of which 175 collisions and 153 deraliments affected passenger trains. The damage to cars, engines and roadway by these accidents amounts to \$2,373,924. The number of employes killed in coupling and uncoupling cars and en-gines was 63, being 16 less than the number reported in the previous quar-ter.

For the year ended June 30, there was

For the year ended June 30, there was an increase of 546 in the total number of employes killed and 10,008 in the number injured, while there is a de-crease of 119 in the number of passen-gers killed and an increase of 1,146 in the number injured. In coupling accl-dents there is an increase of 63 in the killed and of 393 in the number in-jured as compared with the preceding year. year.

PUBLIC DEBT STATEMENT.

PUBLIC DEBT STATEMENT. Washington, Nov. 1.—The monthly statment of the public debt shows that at the close of business Oct. 31, 1905, the total debt, less cash in the trea-ury, amounted to \$952,171,354, which is a decreased for the month of \$2.074,529. The debt is recapitaulated as follows: Interest bearing debt, \$925,159,570. Debt on which interest has ceased since maturity, \$1,122,205. Debt bearing no interest, \$399,189,719. Total, \$1,325,472,194. This amount, however, does not in-clude \$1,103,897,869 in certificates and treasury notes outstanding which are offset by an equal amount of cash on hand which is held for their redemp-ilon. The cash in the treasury is class-ified as follows: Gold reserve \$150,000,000. Trust funds, \$1,103,897,869. General fund, \$174,029,968. In national bank depositories, \$145,-375,346. In treasury of Philippine islands,

| W. 1st N. | |
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| ***** | DENVER & RIOGRANDE RAILROAD |
| ž | CURRENT TIME TABLE. In Effect June 3, 1306. |
| y. good art of | LEAVE SALT LAKE CITY. No. 10-For Heber, Provo and Marysvale 500 am. No. 102-For Park City 515 am. No. 6-For Denyer and East 520 am. No. 11-For Ogden and Local Points 1025 am. |
| 5 | No. 5-For Ogden and West. 1058 am. No. 1-For Ogden and West. 1058 am. No. 2-For Denver and East. 136 pm. No. 8-For Provo and Eureka. 500 pm. No. 112-For Bingham. 810 a.B. |
| 9. į | No. 13-For Ogden and Local Points 600 pm No. 4-For Denver and East. 870 pm No. 3-For Ogden and West. 1110 pz ARRIVE SALT LAKE CITY. |
| | No. 6-From Ogden and the West 3:40 an Points 9:50 a.m. 9:50 a.m. No. 7-From Eureka and Provo 10:00 a.m. No. 5-From Denver and East 10:22 a.m. |
| y. 🚦 | No. 1-From Denver and East. 1:35 pm. No. 14-From Ogden and the West |
| good | No. 113-From Bingham |
| art of | No. 3-From Denver and East |
| 2 | stop at intermediate points. I. A. BENTON, Gen. Agt. Pass. Dept. |



things---it will be a great day in this store---here is just a pa the Bargain news:

The Lagoon Road"

Salt Lakes & Ogden Railway. Simon Bamberger, President and Gen. eral Manager. Time Table in effect Sept. 4, 106; Leave Salt Lake-5: 50 and 5:00 & m: 1:00, 4:30 and 6:30 p. m. Leave Layton for Salt Lake-7:00 and 10:15 a. m.; 7:45, 6:00 and 7:55 p. Every day except Bunday Spl. train for Stock Yards. Lv. Salt Lake 7:30 a. and 4:40 p. m. Returning leave Yards at 8:00 a. m. and 5:00 p. m.



5:15 a.m.

Sept. 25, ARRIVE. No. 4-From Orden, Chicago, Omaha, St. Louis, Kanasas City and Denver No. 5-From Orden, Portland, Butte and San Francisco. Dediate Pontes Monther Pontes No. 12-From Orden, Cache Val-ley, Malad, Park City and In-termediate Points. Orden and Other Points. So. 2-From Orden, Cache Val-ley, Malad, Park City and In-termediate Points. Orden and Other Points. So. 2-From Orden, Cache Val-Louis, Kansas City, Omaha, Denver and San Francisco. No. 10-From Orden, Cache Val-ley, Butte, Portland, and San Francisco. DEPART 8:30 a.m. 9:30 a.m.

. 11:45 a.m. 4:25 p.m

6:15 p.m.

In treasury of Philippine islands, \$4,780,063.



Washington, Nov. 1.—The monthly coinage statement shows that the coin-age executed at the mints of the Unit-ed States during October, 1996, amount-ed to \$9,172,317, as follows: Gold. \$5,900,000; silver, \$3,176,077; minor coins \$96,240. You can save your tuition by making one suit at Keister's, 333 W. 1st N.

COINAGE FOR OCTOBER.



campaign for his re-election to Con-gress. At the time of his renomina-tion, when it was thought that his illness was of a temporary character, his written letter of acceptance was presented to the district convention.

ing problem. Ing problem. For, consider: Here is a man whom the best informed commercial experts agree has at his command such vast tesuorces as the following: In cash in the treasury of the Union Pacific, \$100,000,000; in Union Pacific preferred, \$100,000,000; in Northwestern preferred, \$100,000,000; in Southern Pacific pre-ferred, \$60,000,000. Here is a man who is almost absolutely the director, the lictator, of these enormous sinews of is almost absolutely the director, the pictator, of these enormous sinews of financial operations. Here is a man whose affiliations with the Chicago & Northwestern are such that no resolu-tion at all opposed to his interests can pass its board of directors. It is also common knowledge that at any time he can close his hand and grasp the Tillingis Central. Illinois Central.

It is widely believed in Wall street It is widely believed in Wall street that Harriman is now in accord with the Vanderbilt interests in the New York Central. He is a director, and an active one, of the Baltimore & Ohio, the Eric, the Delaware & Hud-son, and many other railways that have nothing to do with the Union Pacific. And, latest of all moves on the part of E. H. Harriman, is that toward the acquisition of the holdthe part of E. H. Harriman, is that toward the acquisition of the hold-ings in Baltimore & Ohio stock of the Pennsylvania railroad. It seems gen-erally agreed in the street that al-though Harriman may not as yet be in actual possession of the 40,000 though Harriman may not as yet be in actual possession of the 40,000 shares of Baltimore & Ohio held by Kuhn, Loeb & Co., as the head of the Baltimore & Ohio syndicate, it will be found when the lid is lifted from the mystery pot where the proceedings are now a-stewing that Union Pacific-E. H. Harriman-will emerge from the smoke holding the control of the Bal-timore & Ohio. And have you stopped to consider what this would mean? What the combination means? Well, it would mean that the Harriman inter-ests would own a great transcontinen-tal line, with terminals on the Atlan-tie and Pacific coasts, with subsidiary lines such as the Southern Pacific, the the and Pacific coasts, with subsidiary lines such as the Southern Pacific, the Pacific Mail Steamship company, half of the Chicago & Alton, the control, when needed, of the Illinois Central, an authoritative voice in the St. Paul, with ultimate ownership of these great and prosperous properties. It would mean that E. H. Harriman would be well on the road toward absolute dominance of the American railwaw ituation. It would mean that ne. and

WOULD YOU EAT CORN HUSKS

to get at the corn? Of course you would not. Then why should you take the greasy oil of the cod's liver to get the valuable medicinal elements con-tained therein!

tained therein! The oil or grease has no medicinal virtue, but it is the medicinal elements enveloped in the oil which represents all the tonic and curative properties of cod fiver oil. In Vinol you get all of the medicinal curative elements of cod liver oil actu-ally taken from fresh cods livers, but no oil The oil is theown away for the

no oil. The oil is thrown away for the same reason you throw away the corn husks

Druchl of Druchl & Franken Mr. Druent of Druent & Franken rays: "Knowing the wonderful med-icinal, curative and body-building prop-erties of Vinol, I wish every person in Salt Lake City who is overworked, run-down, debilitated, every old person, ev-cry weak woman, every sufferer with chronic coids, bronchitis or incipient consumption would try Vinol on our of-fer to return money if it fails to bene-fit," Druchi & Frankon, druggists; also Smith Drug Co.

fit." Druchi & Franken, druggister, also Smith Drug Co. Note—While we are sole agents for Vinoi in Salt Lake City, it is now for sale at the leading drug store in nearly every fown and city in the country. Look for the Vinoi agency in your

not stamp himself as remarkable by appearance in any chance grouping of appearance in any chance grouping of his fellow men. His gestures are few, his fellow men. His gestures are few, and devoid of meaning, his voice re-veals nothing by tones. There is no dignity; there is no "presence;" there is no outward showing of inward qual-ity. His eyes attract your notice, at times; for he has a trick of staring at you from beneath drawn brows in a disconcerting, because puzzling, fash-fon. He is enigmatic. Not that he meaks in tiddles have a disconcerting, because puzzling, fash-ion. He is enigmatic. Not that he speaks in riddles, however. He is, on the contrary, direct and sticks close to his subject, but it must be his own subject; he pays little attention to the one you may introduce. He is persistency itself. So agree all who know him well. One man who, nerbans, knows him as well as any

all who know him well. One man who, perhaps, knows him as well as any man in Wall street, said on this point: "Mr. Harriman is inscrutable. He is so thoroughly perplexing that one is almost forced to admit. afer having seen and talked with Mr. Harriman, that one knows him a little less than one thought one did before the inter-view. An attempt did perper at the view. An attempt to guess at his motives or thoughts through his words Web. An interference, or show of motives or thoughts through his words is dangerous. Persistency is a domin-ant trait. He will start out to develop a certain idea. You cannot get him away from that, although you lead him off on a score of tangents. He is presently back, hammering at his main theme. He thrusts home his ideas by iteration, and it is not at all hard to understand the 'wearing down process' by which he has so often won his victories. "He is also impatient at any attempt at dictation, interference, or show of opposition, and he will have absolutely nothing to say to any personal query. "Whose business is that? He will de-mand: or, That question I shall not

Whose business is that" he will de-mand: or, "That question I shall not answer!' and the matter ends right there. He makes no effort to hide the fact that attempts to make him talk on his own career, or matters of his own personality, are distasteful to him. Nor will he, as a usual thing, take any interest in any abstract ques-tions tending to put him on record, say, on matters of general interest.

REPORTERS BORE HIM.

REPORTERS HORE HIM. He seems at times to go out of his way to offend those who show any personal interest in him. The news-paper reporter bores him, and he frankly shows the fact. He has few friends, and they say little about him. One of them, however, says that Mr. Harriman possesses the most remark-able gift of foresight possessed by any money magnate of today. And in Wall streat there are many stories to he heard of Mr. Harriman's daring. self confidence, persistence, and actiself confidence, persistence, and acu-men in money and railroad matters.

"On the other hand his enemi and they are many, are not afraid to talk-say that the principal ingreditalk—say that the principal ingredi-ents of the Harriman genius are dar-ing, good luck, and a plentiful sup-ply of 'ways that are dark." His friends say that his flying trip to San Francisco was directed by an unmix-ed desire to help the sufferers and re-pair loss. But if you listen to Mr. Harriman talk of the trip you cannot but come to the conclusion that the trip was a business venture, or little more. He is a mystery." That Mr. Harriman must go on ac-tively working in the railway world none who know him will deubt. When, a little more than nine years ago, his name appeared for the first time on the list of directors of the Union Pa-cific, it was unimportant, mingled

the list of directors of the Union Pa-cific, it was unimportant, mingled with the names of such giants as James Stillman, Roswell Miller, pres-ident of the St. Paul, and George J. Gould, president of the Missouri Pa-cific. Yet the next year Mr. Harri-man was effected chairman of, the executive committee. He has remain-ed in command. He now overshadows all others. He has led the railway properties intrusted to him to a high plane of prosperity. There are those

Emphatically those who know him answer, "No!" He is a worker. He answer, "No!" He is a worker. He could not rest. He must go on-led by his dream of dominance, or, perhaps, just for the sake of the game. A few months ago he made this

prophecy: "We are entering an era of compe-titive railroad building, just as we have passed through an era of compe-

have passed through an era of compe-titive buying." He has conquered in the era of com-petitive buying. Will be conquer in the era of competitive building? How great is the anagnitude of his ambi-tion? How wide reach his plans? Dominant figure that he is today, does he meditate an overwhelming ascen-dency? He gives no outward sign. The Harriman soul files no signals. All these questions are on the knees of the gods, and E. H. Harriman re-mains—the enigma of the railway world. world.

TEACHING FARMERS TO MARE DENATURED ALCOHOL

Washington, Nov. 1.-The department of agriculture through Dr. H. F. Wil-ley, has undertaken to educate the farmers regarding the manufacture of denatured alcohol. Two bulletins were issued today, devalued to a description

farmers regarding the manufacture of denatured alcohol. Two bulletins were issued today devoted to a description of the sources from which industrial or denatured alcohol muy be obtained, the method of manufacture, and some uses to which it may be put. From Dr. Wiley's discussion of the subject, the conclusion is reached that the manufacture of alcohol on a small scale is not likely to prove profitable. Because of the regulations under which the farmer would be required to con-duct his still if he engaged in the manufacture, it is evident that he must be content with producing the raw ma-terials and that he cannot look for-ward to becoming a practical distiller. "Under the present conditions it is not probable that industrial alcohol can be offered on the market at much less than 40 cents a gailon of 95 per cent strength," the bulletin says. Dr. Wiley expresses the belief, how-ever, that by paying attention to un-usual sources of raw material and with improved methods of manufacturing and denaturing, this price will be dim-inished.

inished.

LOOKS LIKE MURDER.

Charred Body of Man Found in His Burned Swelling.

Binghamton, Nov. 1.—Attracted by the flames of his burning home, the neighbors of James Toby. Jr. found his charred body in the ruins about 3 o'clock this morning. Frank Miner was arrested this after-

Frank Miner was arrested this after-noon, charged with having murdered Toby. In the rear of Miner's house were found unburned parts of Toby's clothing, in which is a bullet hole. Several months ago Toby and his wife separated, and Miner's name was connected with the trouble.

GEO. ADE WILL NOT WED.

Chicago, Nov. L.-George Ade to-day denied that he is engaged to be married to Miss Helen Hale, the actress, and issued the following state-ment upon the subject: "The story in the morning papors to the effect that I am engaged is misleading. I am not engaged. I am