

BAD WRECK ON SAN PEDRO ROAD

No. 1, West Bound Overland Train to Los Angeles
Plunges Into the Local Morning Passenger
Train Five Miles North of Tintic Junction at
6:50 This Morning—Both Engines and Sev-
eral Cars Go Down the Bank—Both Engine
Crews and Baggage Men Badly Hurt.

(Special to the "News")

BULLETIN.—En route to Salt Lake from the scene of the wreck on the main line of the Salt Lake route, two of those seriously injured are reported to have died. Confirmation of this report was sought, but no one could be obtained. The rumor identified the dead men as Dennis Hannifin, a passenger on the Eureka local, whose leg was badly crushed and who sustained painful and serious internal injuries, and Pat McKinney of Anaconda, an employee of the Tintic smelter, who sustained many serious injuries, the most dangerous being about his head.

BULLETIN.—Chief Clerk Spetigue, in the superintendent's office of the Salt Lake route in this city, declares at 2:30 p. m. that his office has received no report confirming the rumor that Hannifin and McKinney died on the relief train. He states that it is his belief that the rumor is unfounded.

BULLETIN.—Although not officially given out, rumor is placing the responsibility for this morning's wreck on Conductor McCarty of the through train, though officials would not confirm the report and it is only a statement of opinions expressed by several persons who had been to the scene of the wreck and who had investigated the circumstances. The basis of their judgment is the fact that, as they claim, the register at the junction of the old track over which the Tintic train passes was not consulted by the conductor of the through train this morning, as is required by orders of the company. The purpose of consulting this register is to inform conductors whether or not the local train has passed the junction. Had the local train been on time this morning, it is declared the wreck could not have happened, for it would have left the main line and would have been on the branch before the wreck happened. The trains met on a curve rounding a knoll and because of intervening embankments neither crew could observe the approach of either train.

It is estimated that it will require at least 10 hours to clear the track.

The Salt Lake relief and wreck train will arrive in Salt Lake between 3 p. m. and 4 p. m. today.

Eureka, Sept. 9.—At least eight persons were seriously injured, but of whom will probably die, and a score or more were injured more or less in a wreck on the Salt Lake Route this morning about five miles north of Tintic Junction on the main line of the railroad. In a cut and on a curve the No. 1 westbound overland train to Los Angeles ran head-on into the local train of Eureka. The engines and several cars were thrown from the tracks and the engineer and fireman on the through train are injured so badly that they are not expected to live.

The injured were brought to Eureka where they are being given medical attention until the arrival of a special train from Salt Lake to take the injured to the hospital. A special train was sent out of here with a number of physicians aboard to care for those at the wreck.

THE SERIOUSLY INJURED.

J. W. Leavitt, engineer, on limited, 48 north Ninth West street, Salt Lake City, left hip crushed and leg badly mangled. Probable internal injuries. Condition serious.

F. C. Sullivan, fireman on limited, 15 Tuttle court, Salt Lake City, left leg broken in two places, right foot smashed and badly scalded on about head and body. Condition serious.

Pat McKinney, Anaconda, Montana, employed at the Tintic smelter, left leg smashed and mangled; injured in head and back. Condition serious.

Dennis Hannifin, passenger on Eureka local, right leg crushed and internal injuries. Condition serious.

LESS SERIOUSLY INJURED.

Joseph Price, 119 North West Temple, Salt Lake, sprained back, hemorrhage indicating slight internal injuries.

W. J. Maxton, traveling to Las Vegas with wife, head cut and face bruised.

Mrs. Eva Adams, back cut and sprained; traveler from Bexter, N. Y.

Judge Emerson, Watertown, N. Y., bruised about head and body.

Fred Merrill, Beaver City, Utah, slightly bruised.

Mrs. Ida H. Merrill, wife of Fred Merrill, slightly bruised.

Chris. Keene, San Diego, slightly injured about upper body.

Among the passengers on the train who were not injured were State Engineer Caleb Tanner and Prof. R. R. Lyman of the University of Utah.

Ed. Henderson, porter on through train, 1318 Central avenue, Los Angeles, scalded and probable internal injuries.

M. H. Bloom, manager Leader store, Eureka, injuries to back and head.

A. T. Orton, Sandy, employed at Silver City, ankle sprained and suffering from shock.

Robert Kinder, brakeman on local train, Lehi, back injured.

Ben N. Bingham, miner, Los Angeles, both legs broken.

That both trains were not totally demolished borders on the miraculous. The wreck occurred in a deep cut and on a curve.

Neither train could see the other until it was almost too late for anything to be done.

Train No. 1, out of Salt Lake City, was loaded with 14 passenger cars. Although this train is one of the through trains to Los Angeles and therefore carries heavier loads it moves slower and to that and that alone, the passengers owe their lives.

The train out of Eureka is the morning train which was recently put on there. Only a few passengers were aboard and at that point it generally runs slow.

Without warning the trains came head to head on the curve at about 6:50 o'clock this morning. The crew on the Eureka train saw the approach of the passenger just in time to jump and they escaped injury. They had just shut off the steam and applied the air brakes when the other train was upon them.

The crew climbed out of the cab of the engine just in time to miss being caught in the wreck. Not so with Engineer Leavitt and Fireman Sullivan. Both stuck to their posts and went over with the engine.

The impact of the trains colliding threw both engines off the track and turned them completely over. At the same time the baggage cars on both trains were thrown over and the smoker on one of the trains was also turned over on its side. Nearly every car on the through train was thrown off the track.

DOCTOR ON BOARD.

The hero of the occasion was Dr. W. E. Aughinbaugh, 524 west 141 street, New York city, who was a passenger on the through train to Los Angeles. The wreck happened at a time in the morning when most of the passengers were getting ready for their morning meal.

When the trains struck, there was a great deal of excitement among the passengers. Through the excited crowd Dr. Aughinbaugh made his way to the front of the train where the most seriously injured were found.

Being the only physician on the train he took complete charge of

SILENCE AT ARDEN FINALLY BROKEN

Dr. Lyle Changes His Policy and
Voluntarily Tells of Harri-
man's Condition.

MAY ISSUE DAILY BULLETINS.

Doubtless Prompted to Present Course
By Rumors About Great
Financier's Death.

Arden, N. Y., Sept. 8.—Dr. W. G. Lyle
issued the following bulletin concern-
ing the condition of E. H. Harriman
at 9:15 a. m. today:

"Condition unchanged."

"W. G. LYLE."

Dr. Lyle's bulletin indicated a dis-
position of the household on Tower
hill to abandon the policy of silence
heretofore maintained and he will is-
sue daily bulletins concerning Mr. Harri-
man's condition. The old rumors of
the last 48 hours in which the master
of Arden has been reported dead half a
dozen times, it is believed, have con-
vinced those about him that official in-
formation can alone prevent the cir-
culation of such rumors by irresponsible
persons for the purpose of influencing
the financial markets.

Dr. Lyle's bulletin is significant in
that it is the first statement volun-
teered by him since his patient returned
from Europe. Hitherto he has broken
his silence only upon urgent request
and only when it was pointed out that
further refusal to speak would encour-
age alarming inferences. He sent his
report to the newspapermen at the tele-
graphic headquarters here shortly
after 9 o'clock.

The note was brought down the hill
by one of the Harriman chauffeurs in
an automobile.

CONDITION IS CRITICAL.

Dr. Lyle's statement leaves the situa-
tion here one of anxious waiting, for
it is the general belief that the financier's
condition is critical.

Two young employees of Arden house
were married today. They were Thomas
Murphy, an engineer, and a pretty girl
named Mrs. Harriman. Both have worked for
the Harriman family for several years.
When Mr. Harriman's condition took
a critical turn last Sunday, it was sug-
gested that the wedding be postponed.
The young woman told Mrs. Harriman
that she and Tom felt that out of re-
spect to Mr. Harriman, they should not
be married at this time, but the mil-
lionaire's wife, it is said, told them
that Mr. Harriman would not wish to
hasten his illness, interfere with their
happiness. They were married by Pa-
ther McAvan in the little Catholic
chapel at Arden. Mr. Harriman's wed-
ding gift was a check for \$100.

A telephone call at 11:45 to Dr. Harri-
man home brought a positive denial to
the Wall Street report of Mr. Harri-
man's death. This could not be stated
too strongly on Dr. Lyle's authority, it
was said at the house. A bulletin on
Mr. Harriman's condition may be given
out later this afternoon.

CONDITION UNCHANGED.

New York, Sept. 8.—Judge Lovett,
who arrived at the Harriman offices
from Arden today, said there was
nothing to add to the statement of Dr.
Lyle that Mr. Harriman's condition
was unchanged.

the work and directed the others as to the care of the patients while
he bandaged their wounds.

USED BONE FOR TOURNIQUET.

Pat McKinney was believed to be the most seriously injured of
any. A huge gash was cut in his leg four or five inches above the
knee and the blood was spurting out several feet from his body when
the physician arrived. Seizing some towels Dr. Aughinbaugh, tried to
staunch the flow of blood. He then made a tourniquet and bound it
tightly about the leg. There was not a stick or a splinter to be found
on the prairie at that place and after a hurried search, the physician
broke off a rib from a steer's carcass and used it to draw the tourniquet
tight. If McKinney recovers it will due to the steer's rib and the
presence of mind of the physician.

FREIGHT DEPOT A HOSPITAL.

The eight persons who were most seriously injured were cared for
by the physician who is said to have worked heroically in his efforts
to alleviate the pain of the suffering men. As soon as he had bandaged
the wounds he directed the railroad people to put the injured on the
train and they were brought to Eureka.

As soon as the injured were brought to Eureka early this morning
the freight room at the Salt Lake Route depot was turned into a hos-
pital. Dr. L. B. Laker, Dr. F. B. Lay and Dr. A. E. Howell
were called and were soon making a more thorough examination of
the wounded, which Dr. Aughinbaugh found impossible in his efforts
to get the men where they could be cared for.

As soon as the special train to go to the wreck was made up Dr.
J. A. Hansell and a number of citizens started for the scene.

While Dr. Aughinbaugh is carrying for the dying and injured, he
is anxious to get to Los Angeles where his father is said to be dying.
He was hastening to the coast city to be at the bedside when the wreck
delayed him.

The Los Angeles Limited from Los Angeles is now delayed this
side of the wreck and it will probably be 10 hours before it reaches
Salt Lake City.

The crew on the Eureka train was conductor, John Wood; engi-
neer, John Bell; fireman Charles Edwards, brakeman Robert Kinder,
brakeman R. E. Talbot.

Crew Forgot Local Train, Says General Manager R. E. Wells

The first word of the wreck was telephoned to the "News" by
General Manager R. E. Wells of the Salt Lake Route.

"I do not believe in the old-fashioned railroad policy of covering up
a wreck," he said in explanation, "we have had a bad wreck this morn-
ing and here are the details as far as I am informed at the present time:

"Number 1, westbound overland passenger train was late leaving
Salt Lake this morning. At 6:30 the train went head-on into No. 200,
local eastbound, which was on time. The only cause that I can assign
for the wreck was that the crew of No. 1 overlooked the local train and
went ahead contrary to orders. The collision occurred at a point one
mile west of Boulder Summit, which is about five miles north of
Tintic Junction. Both engines went down the bank.

"The crews of both engines are injured as also are the baggage-
men and some passengers. Three doctors from Tintic were rushed
to the scene and the wrecking outfit and doctors left Salt Lake short-
ly after the news was received here."

BATTLE FOR NORTH POLE

War Over Question of Discovery
Is Now on and Will be
Relentless.

BOTH SIDES ARE DETERMINED.

Peary Intimating That Cook is
Anything But Discoverer He
Claims to Be.

Cook's Friends Will Defend Him Vig-
orously—They Will Submit
Affidavits.

Washington, Sept. 9.—The
coast and geodetic survey will
undertake to arbitrate the
Peary-Cook north pole con-
troversy providing Dr. Cook re-
quests that it should do so.

In view of the fact that Peary
has been operating under the
directions of the geodetic sur-
vey it will become the duty of
that institution to compute his
notes without request from any
one and acting Supt. Perkins
said today that if Cook should
so desire the survey would go
over his papers also.

Commander Peary is still at Battle
harbor. He is making slow progress
southward toward North Sydney, N.
S., from whence he will proceed to Ar-
merican ports. No further word has
come from him to any quarter concern-
ing the momentous controversy which
has aroused Europe and America by
his challenge of Cook's claim.

Dr. Cook is still at Copenhagen, the
center of marked attention from digni-
taries of the official and scientific world
but with diminishing prestige, owing
to the cloud overcasting his glory since
Peary's announcement and his drama-
tic challenge of Cook's exploit.

What the corroboration data are on
which the two explorers base their po-
sitions is still withheld from Cook be-
cause of his determination to hide
his own time in presenting his evidence
and from Peary because he is still be-
yond the range of ready communica-
tion of detailed knowledge of the various
claims and contentions.

FOREIGN COMMENT.

Foreign comment as expressed by
the London and other metropolitan jour-
nals, while still highly wrought
with enthusiasm and doubt, is be-
ginning to be tinged with flippancy and
sarcasm. The trend of this foreign com-
ment appears to be against Cook, the
prevailing view being that judgment
must be given to the one who has pre-
sented the most convincing evidence.

On the other hand, his cham-
pions insist that all this will be forth-
coming (Continued on page two)

REJOVENATION OF THE DEMOCRACY

Prominent Members of Party
Holding a Two Days' Ses-
sion at Saratoga.

ALTON B. PARKER CHAIRMAN.

Need of the Hour is Upholding of a
Party so Fundamentally Sound
People Will Flock to It.

Saratoga, N. Y., Sept. 8.—Democ-
racy's proposed rejuvenation un-
dertaken by a committee of Democrats
who are not in accord with the party's
present management in New York
state promises interesting develop-
ments during the conference which be-
gan a two-days' session here today.

The organization leaders were not
invited to this conference although
those instrumental in bringing it about
declared that the gathering was not
against the present party organiza-
tion or against any leader, state or na-
tional, but was rather to forward the
true interests of the Democratic party.
Prominent among the conferees are
Alton B. Parker, former chief justice of
the court of appeals and Democratic
presidential candidate in 1904; ex-Jus-
tice D. C. Hendrick, who ran for gov-
ernor the same year; Edward M. Shep-
ard, who was defeated for mayor of
New York by Seth Low; Thomas M.
Osborne of Auburn; ex-Judge Morgan
J. O'Brien; Augustus W. Van Wyck
and Dist. Atty. Jerome.

JUDGE PARKER'S VIEWS.

Judge Alton B. Parker was chosen
temporary chairman. In assuming the
chair he said in part:

"Who can doubt that the need of the
hour is the upholding of a party so
fundamentally sound that the people
will select it as the instrument to drive
from power the party that has seated
its money changers in the temple of
liberty where they have bought and
sold the privilege of collecting from the
people in one form or another the rich-
es in which they riot."

"Only a few years ago we had our
first billion-dollar Congress. Now we
have a two billion-dollar Congress. The
original cost of the Erie canal was
\$2,000,000. Now the federal government
spends within three days what it cost
to build that canal. Our speculative
property boomers are raising values
in strength of unusual crops. Scarcely
Wilson estimating the value of our
wheat crop at \$200,000,000 and the hay
crop at \$200,000,000. Yet the appropri-
ation of the federal government for this
year exceeds either and are equal to
five-sixths of the total value of both
crops."

"Again, \$70,000,000 of this increase in
expense is occasioned by the addition
in the last eight years of \$9,238 federal
officers, a larger army than our
military standing army, which has in-
creased unnecessarily by more than
the past few years."

"The total appropriations of the last
seven years exceed \$2,000,000,000, while
the total appropriations for four years
of civil war were only \$2,450,000,000."

"But the waste of public funds by no
means measures the wrong done to the
people by that party. It long ago for-
mulated an alliance with protected inter-
ests which was strong enough to enable
the Republican leaders in Congress to
trample upon the platform's pledge to
the people."

"President Taft's influence secured
some petty reductions through the
conference committee, but in the main
people were thwarted by the trusts and
combinations, which controlled both
raw material and manufactured prod-
ucts, are enabled by the aid of ex-
cessive duties to collect from the peo-
ple more than the fair value of nearly
every manufactured article."

CURTISS PROBABLY WILL WIN AT BRESCIA.

Brescia, Sept. 8.—There were further
aeroplanes flights at Brescia today in
the various contests arranged by the
committee, including the Grand Prix,
the 50 kilometer (31.1 miles), race and
the "quick starting" race.

Glenn H. Curtiss, American, crossed
the finish line for the grand prize to
avoid penalization. He was two hours
and 15 minutes in the air. The "quick
starting" event and succeeded in
leaving the ground 90 yards from his
starting point and covering the dis-
tance in 14 seconds. The prize was
to be given to the aviator
starting within 60 yards, but if no
contestant fulfills this condition the
prize will be extended to 100 yards. In
this event the prize probably will go to
Curtiss.

JAPANESE COMMISSIONERS ARE DOING PORTLAND.

Portland, Sept. 8.—The honorary
commercial commissioners from
Japan in this country returned
today the visit of a similar body of
American representatives who visited
Japan a year ago, arrived in Portland
after spending five days on
Puget Sound. The visitors were made
welcome by a delegation from the
chamber of commerce and a large
representation of Japanese residents
of this city.

During the forenoon the visitors
were taken on a sightseeing trip about
the city and in the afternoon, divided
into 14 committees, they were placed
temporarily in the hands of the busi-
ness men and made acquainted with
the manufacturing and other com-
mercial institutions which contribute to
the commerce of this port. They were
especially interested in the lumber
and salmon industries and the
development of the waterpower of
this section. Amusement was ex-
pressed by the waterpower experts
when it was explained to them that
with 25,000,000 horsepower available
in Oregon, but little more than one-
tenth of the waterpower of the state
had been harnessed and was producing
power for commercial purposes.

Baron Shibumasa delivered an ad-
dress today to the Japanese residents
of the city. The chamber of com-
merce entertained the visitors at a
banquet tonight.

DEPORTED SHAH OF PERSA STARTS FOR RUSSIA.

Tehran, Sept. 8.—The deposed shah
of Persia left the confines of the Rus-
sian legation this afternoon and started
his journey to Russia. He is to live in
practical exile, probably at Odessa.

EDWARD H. HARRIMAN IS CALLED BY DEATH

Greatest Railroad Mind the World Ever Saw
Enters Into Sleep This Afternoon at 3:35 at
Arden, the Palatial Home of the Great Fi-
nancier and Transportation Magnate—not
Alone a Stock Manipulator but a Builder of
Empires in the West.



E. H. HARRIMAN.

New York, Sept. 9.—Edward H. Harriman died at his home in
Arden at 3:35 this afternoon. Mr. Harriman had been in ill health
for a long time. He was born at Hempstead, L. I., Feb. 25, 1848.

There have been few single figures
in the world of finance the more rumors
of whose illness would radically af-
fect so many stocks as did that of the
late Edward H. Harriman. His
recent return from Europe, the
great stock exchange in Wall street
spent nearly one whole day in specu-
lating 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 was 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 return to Arden the
rumor was raised about that he in-
tended virtually to retire. On this
mere breath his stocks were hammered
down, down till Union Pacific fell off
5 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 control he exercised upon the stock
market by Wall street. There was no
sentiment in it. There never is in these
bull and bear raids. They are as ut-
terly merciless as an earthquake or a
cyclone. 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 and
ties in the days when their master lay
ill at Arden they merely advertised 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 misconcep-
tions concerning Harriman. One is
that he was a man with an abnor-
mally large brain, which surpassed the
size of his undersized body. Harri-
man's head was not large. It was un-
der rather than over the normal size.
It was modest well proportioned to his
small stature. His body gave the im-
pression of slightness. It is true, but it
was not unbecoming, except in his last
years. 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 has the
head of his things in this day of agi-
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idea that his brain ate up his body is
a mere flight of fancy. It might be
said as truly of any man who has the
head of his things in this day of agi-
tation and haste.

There are many popular misconcep-
tions concerning Harriman. One is
that he was a man with an abnor-
mally large brain, which surpassed the
size of his undersized body. Harri-
man's head was not large. It was un-
der rather than over the normal size.
It was modest well proportioned to his
small stature.