

MARRIAGE AND BILLIONS.

Possibility of a New Vanderbilt Family Being Reared As Heirs Open the Door to Speculation as to the Future—Senator Depew's Sketch of Vanderbilt's Railroad Career.

Scene—William K. Vanderbilt before the board of directors of the New York Central Railroad company—"Gentlemen, I would like to be appointed a committee of one, with power to buy the Lake Shore and Michigan roads."

A motion to this effect was put one day and the board unanimously voted Mr. Vanderbilt full authority to make the purchase. Then, to their surprise, he laid before them his brokers' slips showing that he had already bought the road and he turned the properties over to the company.

But this was not all. The directors saw that he might make a fortune through the inevitable advance in stock. He declined to take advantage of the opportunity for personal gain and gave the company the entire benefit of the transaction, less the interest on the money used in buying the stock. He would accept nothing for his services.

This extraordinary episode occurred soon after Mr. Vanderbilt came into control of the Central, at the death of his brother Cornelius, the securing of the properties added two important railroads and thousands of miles of new territory to the Vanderbilt system.

With the announcement of William K. Vanderbilt's coming marriage his life and fortune assume new interest for the public everywhere.

The possibilities of more heirs for his millions, foreshadowing great changes in the final disposition of an immense estate, give unique importance to this marriage, says the New York Herald. The social and family features are of little account compared with the vast financial interests involved in the taking of a new wife and the prospective rearing of a new family to inherit a large slice of the Vanderbilt kingdom.

No man is more inaccessible to biographers than William K. Vanderbilt. He is a strong man, and of his strongest characteristics, aside from his fondness for horses and yachts, is his intense aversion to publicity. Still, there are men who know him well. A European yachting friend gives the Herald this sketch of the head of the Vanderbilt family:

MR. VANDERBILT'S EARLY LIFE.

"Mr. Vanderbilt is now 64 years of age. He finished his education in the schools of Geneva, Switzerland, which gave him his knowledge of the French language that makes his life and associations so agreeable in Paris.

"On his coming home from Geneva his father put him into the transportation department of the New York Central. He was then about 20 years old and remained for five or six years under Mr. Rutter, who was afterward president of the road and always one of the ablest and brightest railroad men in the country. Under his instruction Mr. Vanderbilt became a complete master of the passenger and freight traffic. Then his father gave him general management of the Lake Shore and Michigan Central railroads. In these positions he learned every detail of railroad construction and the management of men, and became one of the best equipped officials in railroad management.

"Later William K. and his brother Cornelius Vanderbilt retired from all official responsibility and details of management, but remained in the directorates. On the death of Cornelius William K. Vanderbilt became the head

of the Vanderbilt family and a recognized power in the Vanderbilt system of railroads. All their presidents and other officials were selected by Mr. Vanderbilt, and proved to be men of great ability.

"These gentlemen attended to the details of management, the operation of roads, selection of employees, construction, etc. All questions of policy and matters involving large expenditures were referred to Mr. Vanderbilt. He associated with himself in these various directorates Mr. J. Pierpont Morgan, William Rockefeller, D. O. Mills, Samuel D. Babcock, Mr. Twombly, Chauncey M. Depew, F. W. Vanderbilt and others.

STUDIED RIVAL ROADS.

"In addition it may be said that Mr. William K. Vanderbilt's knowledge of the New York Central and its allied lines and his familiarity with railroad management and the conditions of rival systems are so complete that he is able to decide at once questions which may be submitted by the presidents and managers of the various lines of the system.

"In fact, without apparently giving time or attention to office work on being 'on the spot,' he is so thoroughly informed that if the presidents or managers desire his advice, when it is necessary his equipment and knowledge enable him to give the desired information at once.

"Mr. Vanderbilt can do this because, besides his intimate knowledge of railroad affairs, he has much of the intuitiveness of the old commodore, his unerring judgment, and also the commodore's faculty of instantaneous decision.

"Like the old commodore also, Mr. Vanderbilt is a keen sportsman, very fond of horses and yachting. His French stables have been very successful. He is domestic and loyal to his standards. He hates publicity, is very modest and retiring, and dislikes nothing so much as public discussion of his affairs."

WILLIAM K.'S SYSTEM OF ALLIANCES.

Mr. Vanderbilt's genius in railroad making was manifest on his taking charge of the properties after the death of his brother. He at once started upon a series of consolidations, absorptions, re-trenchments and changes that were the talk of the financial and railroad world. He saw the possibilities of great saving by forming closer relations between the different roads classed under the title of the Vanderbilt system, but which were operated independently.

He was chairman of the board of directors of the Lake Shore road, and knew that property thoroughly. He started out to bring it into the New York Central. To do this he found it would be necessary to absorb the Michigan Central. He mapped out his plan carefully and the scheme was adopted. Not stopping there, he brought the West Shore, which had been leased to the New York Central, directly into the Central, and consolidated the offices.

Under the new arrangements operations proved successful. The stock began to go up, and it was predicted that within a short time the Vanderbilts would have a line from ocean to ocean, and that the realization of it would be the handiwork of William K. Vanderbilt. Events proved how accurately the Vanderbilt prophets predicted.

Of Mr. Vanderbilt's personality and characteristics this description is given: He is clean shaven, with hair slightly curling; firm, strong features,

"A murrain on't! I took this for silver!" says Shakespeare's soldier at Corioli. He could never have taken base metal for silver had he lived in our day and recognized that the

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expressive eyes, quick and magnetic action and restless energy. These characteristics promise much for those interested in his original actions and transactions of magnitude. He seems to have inherited much of the knack of his father and grandfather for quick comprehension and firm, decisive plan of action.

Unlike Cornelius, William K. has no special love for minute details, although he has been noted for his perfect mastery of details in every department of that vast and complex network of railroad properties known as the Vanderbilt system.

HE LIKES BIG THINGS.

He delights in dealing in big things. When he was but a man of pleasure he put an amount of energy into his enjoyment that disclosed latent possibilities for great work. He built the beautiful French chateau looking house at Fifty-first street and Fifth avenue, which is one of the show places of New York. He built the marble house in Newport—a palace in a way, and one of the finest in the United States. He bought a country place at Islip, Long Island, and erected an enormous, roomy, rambling house upon it. When it was destroyed by fire while he was in Europe he returned and set a large force of men at work putting up a more imposing structure.

He built a yacht and named it in honor of his wife. Later he built the Valiant, described as one of the finest pleasure crafts in the world. He made long voyages and explored many parts of the globe. He made a tour through Russia in a private train at a time when no one outside of royalty was supposed to do such extraordinary things in that vast and astonishing empire.

It is said that Mr. Vanderbilt did not go on the turf to raise horses on an expensive or expensive scale, but he always took great interest in racing. He bought a large number of brood mares and shipped them to France for breeding purposes. He was also a large owner of stock in the Coney Island Jockey club.

A MAN OF GREAT HOSPITALITY.

Of Mr. Vanderbilt's domestic life much has been written, and it is not necessary to go into that portion of his personal career. His daughter is the Duchess of Marlborough, and his eldest son, William K. Vanderbilt, Jr., married Virginia Fair. At the time of the death of his brother Cornelius it was stated that an equal fortune was left to him.

As an entertainer, Mr. Vanderbilt dispenses hospitality like a prince, and he enters into the spirit of such occasions with heart and soul. He provides everything possible for the complete and lavish entertainment of his friends, and his banquets are unrivaled. He also engages the world's greatest artists to give concerts and dramatic functions of the highest character.

Notwithstanding his modest and retiring disposition and dislike of publicity, Mr. Vanderbilt is a fascinating and picturesque character, and countless stories are still to be told of his brilliant entertainments and his daring achievements in business.

WEALTH OF AN EMPIRE.

It is doubtful if few men, even of wide financial experience, have any idea of the vast wealth represented by what is called the Vanderbilt system of railroads, embracing the New York Central and its network of allied lines stretching across the continent and taking in the chief cities and towns of the United States.

It may be stated on good authority that the Vanderbilt system represents in value the vast sum of a billion and a quarter of dollars. When one recalls how much legislation was required to appropriate the necessary money for buying the Spanish colonies at the close of the late war, and how much preparation was made by the government and the bankers of the country to protect the money market, when only 40 millions were to be paid for Porto Rico, the Philippines and other territory wanted by America, one may get some faint far away idea of what fourteen or fifteen hundred millions mean.

With that stupendous sum governments and rulers could be swayed. Yet all this wealth, and perhaps more, is represented by the Vanderbilt forces, of whom William K., the gentleman just married, is the master and supreme head.

MR. DEPEW'S ESTIMATE.

By special request Mr. Depew has given the Herald the following sketch of Mr. Vanderbilt:

"When William H. Vanderbilt retired, at the age of 82, he left the management of the railway system to his two sons, Cornelius and William K. In 1897 the two brothers decided to retire as official heads of the various properties, retaining their positions in the boards of directors and their enormous controlling interests in the lines. Their advice, of course, was potent in all matters of policy.

"On the death of Cornelius William K. became practically the sole head of the vast Vanderbilt system. His judgment became the directing force in these great lines. He possessed the decision, courage and intuition of the Commodore, as well as the conservatism of his father.

"Under his direction the Lake Shore and Michigan Central became a part of the New York Central, enabling it to compete more successfully with the Erie, the Pennsylvania and the Baltimore & Ohio. It was also under his direction that the system acquired the Boston and Albany, thus extending its own lines to Boston.

"He also acquired a complete system south and entered the coal fields of Pennsylvania. By getting a controlling interest in the Lake Erie & Western, and in the system known as the 'Big Four,' he made sure of the system's feeders in the southwest. The original 125 miles of the old Commodore's road grew to be 10,000 miles east of Chicago, and, with the Northwestern and

HIS WARD IS FREE.



Stories that the Princess Czaykowska, ward of Sen. Depew, is held a prisoner in Turkey, are denied by the senator, who declares that his ward is perfectly free and is coming home to her native land within a short time.

Its allied lines, 10,000 miles were added west of Chicago. Thus the little road beginning at New York and ending nowhere grew into a system of 20,000 miles, covering half the continent—a system which in popularity, in the efficient service which it renders to the public, in consideration of all the interests involved, in speed, comfort, facilities and cheapness has no equal in the world.

"There is this to be said about the Vanderbilts' policy—that the other stockholders have always shared equally with them in the prosperity of the property. They have never created stock corners nor depressed them for stock purposes, nor exaggerated their value for stock purposes for their own speculations.

SHARED WITH THEIR STOCKHOLDERS.

"The Vanderbilts have gone on and developed and perfected the properties, both in their physical aspects and in the connections which were necessary to enable them to get their share of the business of the country and to compete with rival lines. But in all that they have done the shareholders have enjoyed part of the benefit.

"Such has been the characteristic of the Vanderbilts' management for three generations, and is now continued under the direction of Mr. William K. Vanderbilt. Instead of gambling on the properties, they have made the properties more valuable and made the stocks bring higher prices, and it has been by the legitimate process of improving the properties.

"All who held on to the stocks as the Vanderbilts did received on their holdings the same profits proportionately as the Vanderbilts. Such a policy has been continued, increasing the prosperity of the country. It is the highest form of administering a trust—that an administrator it not for your own benefit but for the equal benefit, according to the interest that they may have in it, of all who have invested funds in it."

IN THE ARCTIC OCEAN

With Gen. Greeley's Exploring Party

John Zeun of Company A, National Soldiers' Home, Va., who served many years in the U. S. Navy and nearly lost his life with General Greeley in Arctic regions, found himself in his advancing years suffering from Rheumatism and Kidney disease which continued to grow worse. I was advised to use Dr. David Kennedy's Favorite Remedy, says Mr. Zeun, which gave me relief from the first dose. I cannot speak too highly or recommend it too strongly to others suffering from these terrible complaints.

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THE THRILLING EXPERIENCE OF CAPTAIN WESTBROOK.

For a Year After His Capture He Was Moved From One Prison to Another and Was Finally Exchanged.

A Confederate force under command of Brigadier-General John A. McAusland had attacked, on July 3rd, 1864, a blockhouse, 10 miles west of Martinsburg, W. Va. Captain S. S. Westbrook with the remnants of Companies B and F of the 135th Ohio Volunteers, made a gallant defense but when a six-gun battery was brought to bear upon his position further resistance became a useless sacrifice of life. For a year after his surrender, Captain Westbrook, who now lives at Ripley, Ill., was confined in Southern prisons. In telling his experience, he said me from one place to another till I had been in nearly all the prisons of the Confederacy and, by the time I was exchanged at Annapolis in the spring of 1865, I was reduced to a physical wreck. The exposure caused sciatic rheumatism which became chronic and did not leave me until 39 years afterward when I took Dr. Williams' Pink Pills for Pale People and was cured.

"The disease affected my entire system. In addition to the agonies of the rheumatism I had indigestion in its worst form, together with kidney trouble and heart failure. I was getting thoroughly used up."

"How did you come to take Dr. Williams' 'Pink Pills'?" was asked.

"A neighbor of mine, James M. Stout, was cured of rheumatism by this remedy when he was so bad that he could not straighten up. So I thought what cured him would cure me. And I was right."

Rheumatism is a disease of the blood. External applications may afford temporary relief, but they cure the disease it is necessary to treat it through the blood. Dr. Williams' Pink Pills for Pale People go directly to the seat of the disorder, purifying and enriching the blood by eliminating poisonous elements and renewing health-giving forces. They are a positive specific not only for rheumatism, but for all diseases arising from poor blood or weakened nerves. They are sold at fifty cents a box, or six boxes of two dollars and a half and may be had of all druggists or direct by mail from Dr. Williams' Medicine company, Schenectady, N. Y.

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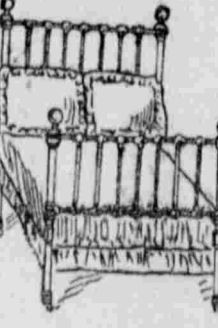
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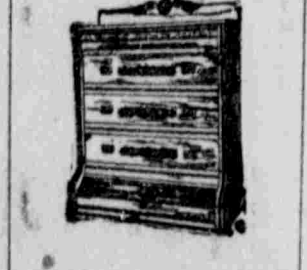
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Men's Underwear, Half Price Saturday Night.

Broken lines of silk and lisle mixed and balbriggan underwear—shirts, drawers, union suits—every size, plain colors and fancy, many a fine garment in lot, fresh goods, all regular 75c to \$2 each, for clearance Saturday night, 6 until 9 o'clock—HALF THESE PRICES.

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Most excellent stocking—the last of a sale lot to be sent away on Saturday night from 6 until 9 o'clock. Fine lisle thread, mer-cerized, ribbed from top to toe, best of black dye, every size, good 25c a pair stockings, Saturday night a three hours' sale at—three pairs for 50c.

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Tetlow's splendid Gosamer face powder, white and flesh, Saturday night, 6 to 9 o'clock. Instead of 25c a box—15c.

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25c and 35c Hair Ornaments 16c on Saturday Night.

Slide combs, chignon combs, pompadour combs sold regularly at 25c and 35c each, Saturday night, 6 to 9 o'clock, choice—16c.

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