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NOTICE.

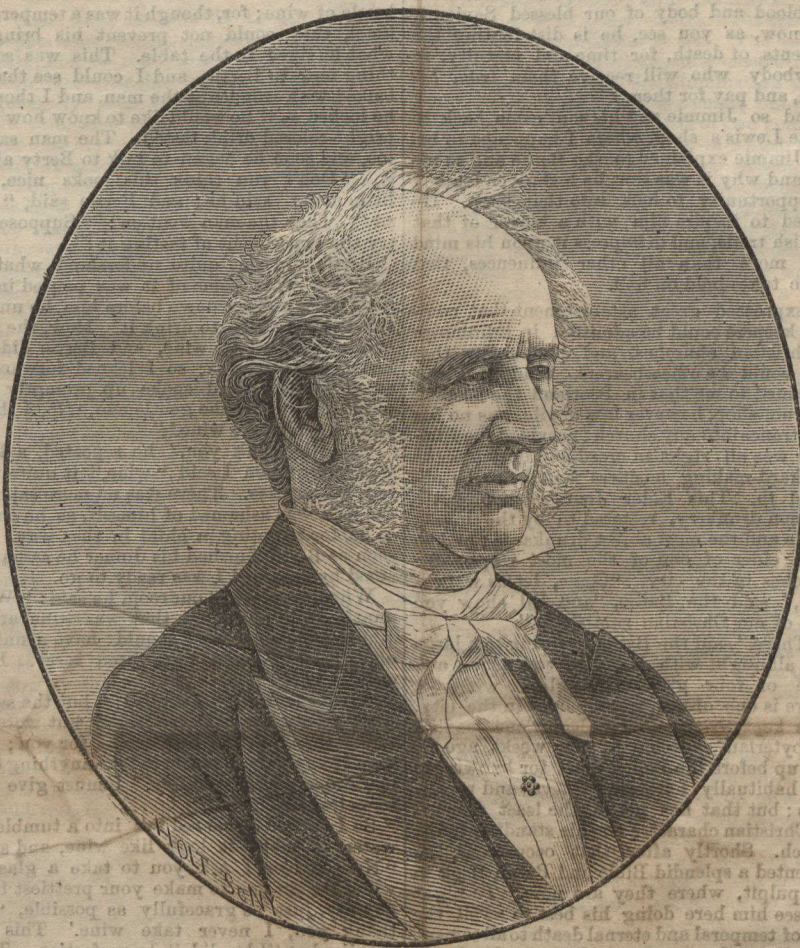
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COMMODORE VANDERBILT.

There has been no name so long prominently connected with the American financial operations as that of Cornelius Vanderbilt. He is a man of great natural powers of mind and body, and for over thirty years has fought in that most terrible and exacting arena, the stock market of New York. His name, now, is almost the only name that crops up from amongst that phalanx which a few years ago was supposed to rule the fortunes of a large section of the western world. Fisk, Woodward, Drew, and many others, once the kings of the market, are now hardly ever mentioned, but the "Commodore," although on his dying bed, still holds in his grasp the power to raise or lower the value of millions of property, and the state of his health is looked upon by stock gamblers, in a monetary point of view, with almost as much interest as the Stock Market quotations.

He was borne on Staten Island, May 1794. He had no love for school education, his whole thoughts being devoted to owning boats and managing them. His first purchase was at the age of sixteen; he owned two boats at eighteen, and was captain of a third. He married a year later, and removed to New York, where he continued his ventures with such success that at the age of twenty-three he was free from debt, and worth \$9,000. In 1817, he, in connection with Thomas Gibbons, built the first boat which ran between New York and New Brunswick. Of this he was captain. This line increased till, in 1824, it brought in a revenue of \$40,000 a year, and was then entirely under Vanderbilt's control. He afterwards superintended and inaugurated several new lines of steamships, from simple ferries to one running between New York and an Francisco.

At the outbreak of the civil war, he presented the American Government, with the steamer "Vanderbilt," costing \$800,000. In 1864 he gave up his "operations" on the water and took exclusively to the land. Up to that time he had owned twenty-one steamships, and forty-five steamboats, and his accumulations were estimated at \$40,000,000. His commercial transactions in railways were principally in connection with the New York & New Haven Railroad, the Harlem, Erie, Hudson River and New York Central roads. Since 1873 the Lake Shore & Michigan Southern has been run in conjunction with the New York Central and Hudson river roads, as one continuous route, nine hundred and seventy-eight miles in length, and together with the other roads under his control making in all an aggregate of over two thousand miles, representing a capital of \$149,000,000, of which



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half is said to belong to Vanderbilt and his family.

He has taken a deep interest in the education of the South, and three years ago gave \$500,000 to the Vanderbilt University, Nashville, Tenn., to which amount he has since added \$200,000. This institution is a chartered university of the Methodist Episcopal Church, and has Theological, Law and Medical departments, and also departments for the study of Philosophy, Science and Literature. Tuition is free to all in the Theological Department, and in the Scientific and Literary departments to all studying for the ministry.

THE FIRST RAILWAY IN MAJORCA

The materials and rolling stock, manufactured by Nasmyth, Wilson, and Co., of Manchester, and Brown, Marshalls, and Co., of Birmingham, were imported direct from England during the year 1874, in seven British vessels and one Spanish steamer.

The ceremony of inauguration, which was an interesting and peculiar one, was performed on the 24th of February. The event was the occasion of a general holiday in the capital and in the towns and villages along the line of railway. The station of Palma is situated at the *Puerta Puñadu*, just outside the grand old city walls, which were partly pulled down when the Republican party first came into

power. Here two very pretty triumphal arches were raised—one on the inner side of the wall, under the direction of the Provincial Deputation; and the other outside, by the *Ayuntamiento* of Palma. At the station, which was gaily decorated inside and out with banners, myrtle, and flowers, and the arms of each town on the line, another arch was built. Outside the station, on the passenger platform, was erected a temporary altar, where the preliminary religious ceremony of blessing the engines and carriages before starting took place. Invitations had been issued for 9 a.m. At that hour, in the presence of the Captain-General of the province, the Civil-Governor, the Consular Corps, the provincial deputation, the *Ayuntamiento* of Palma, the railway directors and authorities, and a number of other distinguished persons; and half the ladies of the city, the religious ceremony was performed. The chief vicar (in charge of the diocese vacant by the death of the late bishop), assisted by from thirty to forty priests in their vestments, and preceded by a large golden cross, arrived before the altar chanting the prayers used on the occasion, and when those prayers were over, the chief priest walked along the line to each carriage and sprinkled it with holy water.

The religious ceremony over, the priests and gentlemen took their seats, many of them for the first time, in a railway carriage. "But why are all these priests going?" innocently asked one of the bystanders who had not been invited.

"They are going to give absolution to the killed and wounded," replied his neighbour.

"Ah! they go to cure the maimed," was the reply.

"I don't believe it will go without mules," exclaimed a countryman in jacket and blue calico Moorish drawers, with a twinkle in his eye.

"How should it?" said his companion, a handsome, dark-eyed girl, probably his daughter.

"Don't we put fire on our hearth during all the winter nights, and did any of us see the kitchen start off? I don't believe in it a bit."

"They won't take me in with their smoke," said another grave countryman. "We have none of us been allowed to go near the train. What will you bet that the mules are not concealed between the wheels?"

Amid these commentaries, made partly in jest and partly in earnest, the last shriek of the engine mingled with the strains from the band of music stationed on the platform, and the train started. Nothing could be more agreeable than the trip across the pleasant country. The morning, although the weather had been cold and rainy for the previous days, was bright and sunny. The fields were covered with the vegetation of early spring, and the verdure of the ground crops formed a delicious carpet to the thousands of almond-trees now in full blossom, just before their budding-leaf appears, while the reflection of the sun on the mountains, capped with the unmelted snow which had fallen during the late storm, formed a charming background to the landscape. All along the line the villagers stood in crowds to see what a real railway train in actual motion was like, for up to February, 1875, they had not a notion. More than one yoke of mules, which their too-curious drivers had brought up in close proximity to the line of railway, started off at full gallop when they had had their peep at the unknown monster now first appearing among them.

The train proceeded direct to Inca without stopping, and arrived there in sixty-four minutes. At Inca it was received by two local bands of music. All the streets were decorated by means of cards of myrrite suspended from myrtle-covered posts, in the use of which the Majorcans display natural skill and taste on all their festivals and holidays. Here, too, were half-a-dozen more triumphant arches, primitive in their construction, but significant of their purpose. Thus, one dedicated to "Industry, agriculture, and commerce" was adorned by actual implements and tools familiar to the eye of the country people. Wine-casks, ploughs, baskets, brooms, hammers, and such like were arranged amid the myrtle leaves, flowers, emblems, and banners. Amid the crowded streets, hung with flags as they had probably never been before, and accompanied by the local musicians, the public functionaries and gentlemen walked to the parish church, receiving meanwhile the smiles and welcome of the fair inhabitants from their draped balconies. At church a *Te Deum* was sung in the presence of a congregation full of cramming. On return to the station a capital lunch was offered by the railway authorities, and after a number of speeches of more local than general interest, the party returned to Palma, calling on their way at the six intermediate stations. In the afternoon a second special train conveyed the shareholders, who could not be accommodated in the morning train.—From "The Balearic Islands," by Charles Toll Bidwell, F. R. G. S.

—One Boston Christian's example deserves to be widely imitated. When the collection for Foreign Missions was recently taken up in his church, he gave his usual donation of a thousand dollars, and then added another thousand because the times are so hard and the good cause ought not to suffer.

*J. Brown*