

GOLD AND HIS MILLIONS.

A MAN WHO MAY SHORTLY BE RICHER THAN THE VANDERBILTS.

The career of Mr. Jay Gould—From a Plain Farmer in Delaware County to a Peer of the Great and Wealthy—His Rise to Wealth by His Own Industry and Skill—His Rise to Wealth by His Own Industry and Skill—His Rise to Wealth by His Own Industry and Skill.

Mr. William H. Vanderbilt inherited a fortune of a hundred millions, and unless such a fortune had been made by the operation of natural causes, at the rate of three or four millions a year. Today he is undoubtedly the richest man in America, but whether he will enjoy that distinction on any year depends upon the continuance of Mr. Jay Gould's business career during that period.

Mr. Gould owns or controls railroads that are being put in rivalry with all the other chief railroad systems of the country, excepting in the South. He controls the one rival to the great operating system of the country. He owns or controls two or three of the other chief railroad systems of the country, excepting in the South.

Mr. Gould owns a railroad competing with one of the great roads quoted in the stock market. He has a large amount of money, and is able to hold through all the fluctuations he has anticipated. The stock of the other road is forced down to the figure at which he can plan to recover it.

Mr. Gould began to speculate in railroad stocks in 1850. He had the reputation from the first of being successful, and he was counted as a millionaire long before the close of the war. He profited by the purchase and sale of gold as well as stocks.

Mr. Gould's next venture was very successful. He purchased, rumor has it, 25,000 shares of Cleveland and Pittsburgh stock at about 70, reorganized the company and improved the road, doubled the market price of the stock, and then leased the property.

This persistent hammering had its effect in the street. Erie, again, which the articles in the New York Central declined to 128 from 134; and Delaware, Lackawanna and Western, which fell from 80 to 72. The report of Wall Street has it that Mr. Gould was short of Erie 25,000 shares and of Delaware, Lackawanna and Western 10,000 shares.

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THE PRESENT RAILROAD WAR.

Mr. Gould's Wabash road has a crush into Chicago which is in active competition to various points with the Illinois Central, the Chicago and North Western, the Rock Island and Quincy roads. A few weeks ago he started a railway war on passenger rates alone.

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THE MAGNIFICENT PLACE AT IRVINGTON.

To-day the visitor who steps from the train at Irvington on the Hudson, and who asks to be directed to the magnificent place at Irvington, is told to ascend the hill as far as the road goes, then to turn to the left, and to pursue the avenue of white stone, which mark the entrance to the grounds of the millionaire.

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THE FARM HOUSE IN DELAWARE COUNTY.

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BALTIMORE'S GRAIN GLUT.

The Baltimore and Ohio Railroad charged with having crippled the Trade of the Port—Failure of a Leading Grain House.

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PHILADELPHIA IN REVOLT.

An Anti-Ring Ticket to be Nominated and an Effort Made to Break Ring Rule.

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THE SALE OF THE POLYNIA.

MR. JEROME DEFINES HIS POSITION AND NAMES HIS COMMISSION.

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THE IRISH LAND QUESTION.

Some Provisions of the Proposed Land Bill—An Advanced Liberal's Views.

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Continuation of the article on Jay Gould.

Continuation of the article on Baltimore's grain glut.

Continuation of the article on Philadelphia in revolt.

Continuation of the article on the sale of the Polynia.

Continuation of the article on the Irish land question.