# THE LAST EXPRESS ROBBERY

*EIGHTEEN MASKED MEN PLUNDERING AN EXPRESS CAR.*

**Expecting to Get $280,000 from Leadville, but Finding Only $6,000—As Daring an Act as the Famous Gad's Hill Robbery of 1870.**

*From the Cincinnati Enquirer.*

INDEPENDENCE, Mo., Oct. 9.—The United States Express robbery on the Chicago and Alton Railroad, seven miles east of here, was one of the most daring that has ever been perpetrated, not excepting the Gad's Hill and Otterville robberies in this State, and the Muncie, Kansas, robbery. The train hailed was the Denver express going east, and due at 7:10 P. M. The robbers were eighteen or twenty in number, all masked except two, who appeared to be the leaders, and were heavily armed with rifles and revolvers.

They arrived at the station about three-quarters of an hour before the train came in, and, hitching their horses near at hand, they immediately surrounded the only store and Post Office, in which were congregated a number of farmers and railroad men, whom they made prisoners and locked up in the store. They then took possession of the depot in the same manner, and as fast as visitors came around they were locked up with the balance. This was kept up until they had in all about twenty thus disposed of. They then marched direct to the depot, locked them in the freight room, and compelled Agent McIntyre, under penalty of death, to run out a green light as a signal for the train to stop for orders. They then went through the depot, and robbed Mr. Bridges (travelling auditor of the road, who was there, getting in all about $15 and a gold watch. The telegraph instruments were torn out and thrown away, and the wires cut. The robbers then blockaded the track with large stones just below the platform so as to insure the stopping of the train.

By the time the train was in sight, and, hastily secreting themselves, the scoundrels waited until the train came to a halt, in obedience to the green signal. The outlaws then suddenly rose up on all sides, discharged about fifty shots, and boarded and took possession of the engine and express car, placing guards on all of the coaches to keep the passengers from getting out. They then compelled Express Messenger Grimes, with drawn guns, to open the safe, which they robbed of its entire contents, estimated at fully $30,000, if not more. The robbers did not seem contented, but with axes smashed up the car as much as they could, and finally mounted their horses and left in a southeasterly direction.

During the time of the robbery, which occupied but about fifteen minutes, they keep up a rapid discharge of revolvers, but did not hit any one. As soon as the robbers had gone the depot was broken open and the imprisoned men set at liberty. The track was then cleared and the train proceeded to the next station, Blue Springs, where the conductor telegraphed the news of the robbery to County Marshal Liggett, at Kansas City, and officers at all points. Posses of men were made up at villages all along the line, and in less than an hour after the robbery special trains were sent out of Kansas City to the scene, and over one hundred men were scouring the country far and wide.

The search for the scoundrels was kept up all night and to-day, and is still going on, but no definite trace has yet been had of them. The place where the robbery was committed was well chosen, and a more suitable one could hardly have been found. The station is on low, level ground, in an open space, surrounded by heavy timber. There is no town there, simply a station house, and a more lonesome, out-of-the-way place could not be found.

It is evident that the robbers expected to get much more "swag" than they did, as they remarked at the station, before the arrival of the train, that $280,000 was coming through from Leadville on that train, and that they and two pals on the train had followed it all the way through. It was learned to-day that a large portion of bullion did come in from Leadville that night to Kansas City, but there it was shipped on the North Missouri Railroad, instead of the Chicago and Alton. The St. Louis agent was sent down to the scene of the robbery with new telegraph instruments, and the cut wire was connected again.

As before stated, all but two of the gang were masked, and, of course, unrecognizable. One of these two answered the description of the notorious Jesse James exactly, and it is supposed by many that it was he. There is a strong suspicion among the people here that the robbery was planned and perpetrated by desperadoes of this and Lafayette Counties. A vigilant pursuit will be kept up, and there is scarcely a doubt but that a part of, if not the whole, gang will be captured in a short time.

The United States Express Company has offered a reward of $25,000 and the Chicago and Alton Railroad Company one of $15,000 for the arrest and conviction of the gang.

The last definite account of any of the gang was early this morning, when five of the party passed through Little Blue Station, on the Pacific road, five miles from the scene of the robbery. It is generally supposed that they are secreted in the dense bush in that part of the country.

CHICAGO, Oct. 9.—But few additional particulars regarding the Missouri train robbery have been received at the general office of the Chicago and Alton road in this city. It is now believed that the loss by the robbery will not exceed $6,000. The plundered train arrived in Chicago about 5 o'clock this afternoon, being several hours behind time. W. K. Grimes, the express messenger, made the following statement to an interviewer:

About 8 o'clock last evening, as our train approached Osborne, Mo., we noticed that the green light which is used as a telegraph signal had been displayed. The engineer did not intend to stop the train, but found that its progress was impeded by an obstruction, in the shape of a large rock which had been placed upon the track, and he was unable to pull ahead. We heard some one on the outside of the car say: 'Let's go in and see that express messenger!' They got into the wrong car, and asked the baggageman where the gold was. He told them that it wasn't the express car—that the express car was the next car ahead. The captain of the gang then ordered the baggageman to go forward and uncouple the engine. He told them that he didn't have the tools and couldn't do it.

They came to the express car and knocked the panel of the door in with a coal pick which they found in the tender of the engine. Only two men came into the car, and one of them said to me: 'You—, where is the gold?' I told him that we had no gold, and that they had made a grand mistake. Then the other man said: 'You—, open the safe and give us the money.' Both men covered me with their revolvers, and I asked them if they wanted the keys. The answer was, 'Nothy d—d—d sight; open it yourself.' Well, I opened the safe, and took all the money there was in it, and an old double-barrelled gun which stood in the corner of the car. Then I was asked to open the packing chest. As I stooped down to unlock it I was struck on the head with the butt end of a revolver, and a sight scalp wound was inflicted. After ransacking the car they left, and we had three cheers given as the gang reached the woods. We found that the station had been visited, and that the men had compelled the operator to send a telegram to Kansas city telling them of the robbery. One of the men who came into my car was a small man, good looking, with dark hair and moustache, and was dressed in a dark suit. The other was larger, and was dressed in gray homespun. I should judge there were about fifteen men in the party. After the excitement had subsided we removed the obstructions and went on.

Mr. Grimes has been in the employ of the company for about fourteen years, and has served seven years in the capacity of messenger. He has never been attacked in such a manner before. The following despatch is the one referred to by the messenger as having been sent to Kansas City by the robbers:

BLUE SPRINGS, Mo., Oct. 8.—We are the boys that are here to baffle, and we'll make it hot for the party that ever tries to take us.

JACK BISHOP, JAS. BROTHERS, UNDERWOOD, JIM CONNORS, COLONEL CARTER, JACKSON.

## *FASHION NOTES.*

Wired high lace ruffs will be again in vogue.

Less of wine is a favorite color for dinner dresses.

Chamois is the new name for Etna or vieux rouge.

Painted side satchels are the latest novelties in this line.

Fancy designs for buttons are griffons, dragons, and tortoises.

Jet embroidered corsages will be much worn for evening.

Hair earnitures are more worn on evening and morning hats than ever.

Wire-moulded corsages are worn the sleeves and skirt are also decorated in a like manner.

Reception bonnets seen at Lord & Taylor's openings are of the shape of rose or cream or white organdine, with lappets and lace for their only trimming.

Lace of white India muslin, with fine dots, and edged without design, are worn around the neck in the form of a ruche in the throat with an immense bow.

The pretty plaque wrappers enable the wearer, though in her own home, to be stylish in her room always, and yet warm as to midsummer when in lawn and muslin dress.

Hat strings are wider, but the most fashionable bonnet ribbons remain as before, cylinder silk strings generally trimmed at the bottom with Breton or point d'esprit ribbon.

Black velvet acme of fashion and taste to wear silk dresses, of satin, brocaded, or moiré, decorated with lovely designs of flowers and foliage, bees, beetles, and butterflies in water colors.

One of the most elaborate and costly dresses seen in Paris is a bridal evening robe for the opening of Arnold & Constable's, of white and silver brocaded satin, with flounces and passementeries to match.

Some beautiful and unique novelties in silk and gold trimmings are seen in Stewart's, with the shot effects in gold and color, over which are spread cashmere and Indian designs in those much admired Orientals, with exhilarating effects.

Hopes of vapeurs or tea gowns of ceremony are made of Lyons velvet and Algerine cloth, in preference, cloaks, etc., and have the front breadths open and turned back with a rich silk lining, in revers, like a Trianon jacket, leaving the side stuffs, frequently gold brocaded, to form a separate jupon.

Corsages are worn on the most fashionable evenings—a small one on the right side of the neck, with a little larger at the left hand corner of the open space to suit, the third, still larger, at the foot of the Gabrielle, or at the skirt just above the flounces, and the largest of all, low behind on the train.

Some of the especially fashionable colors are: pinniche, a new cherry red; vieux rouge, a deep blackish red; dark lilac and casserole copper colors; Rembrandt, a very dark bluish green; Admiral blue, a dark shade, named in honor of Sir Joseph Hornby, a military or Napoleon blue; autruche, the natural color of the ostrich; pivoine, pink; lie de vin, or lett color.

Three striking novelties in dress goods have made their appearance in Stewart's within the last two days: namely, Turco cloth, an all-wool satin-faced, glossy as silk lustre, hair lined, in deep rich tones of color; Terry velours—a hair lined, all-wool stuff with changeable grounds in blue and red, green and gold, and brown and red; and cashmere damasse, a silk and wool cloth with markings and designs and colors that resemble the richest Oriental brocaded stuffs, including the gold brocades of Persia and India.

## *BEFORE THE RAILROAD COMMITTEE.*

**What Favored Individuals Get Reductions in Grain, Cotton, and Oil.**

The Assembly Committee on Railroads resumed its investigation yesterday morning. Joseph W. Guppy, cross-examined by Judge Shipman, said that the proposition to divide the "swag" with him if he aided the "Sickles party" in its suit against the Erie Railroad came from Gen. Sickles in October, 1877, afterward from John Harold of London, and finally from Henry Harley. The witness thought that Jay Gould learned that the offer had been made to him from H. P. B. Pratt of Elmira.

Harland A Pierce was examined as an expert. He said that he was experienced in making up commercial statistics. For the past ten years he had been almost daily at the Produce Exchange, and he knew that in the winter of 1877, as well as at other times, some shippers had means of reasonable transportation for their goods that was denied to others. That was especially the case with David Dows & Co. and Jessy Hoyt & Co., who had a reduction of five and one-half cents on the regular rate allowed, and who, as it was generally understood in the street, made a business of shipping the goods of other firms, who had no such reduction, over their necks. The situation was a little worse with regard to cotton, and the witness understood that a pool existed between certain buyers in the South and agents here, by which all the cotton was bought up and sent to Liverpool. The grains were divided into three parts: one was paid to the buyers in the South, another to the agents here, and a third to some one who, though he had no official connection with any of the railroads, was in a position to regulate the freight rates.

Abraham Wolff, of Kuhn, Loeb & Co., was examined without much result. He said that in the Erie, more than any other railroad, stock stands in the names of persons who don't really own it.

Isaac L. Hewett had been in the oil trade in New York for many years. His firm had done a thriving business until the formation of the pool which made the discrimination in freight rates. Then he found that he could not send his oil to market and sell it except at a loss. He went to Mr. Rutter, who was then with the Erie, but Mr. Rutter advised him to get out of the oil business as soon as he could. William H. Vanderbilt gave him even less satisfaction, and he sold out at a loss of fifty cents on the dollar. Once his business was equal to that of the Standard Oil Company, but they got the benefit of reduced rates, while he could get no reduction. His experience was similar to that of many other dealers, and the oil business of New York was soon in the hands of a very few persons. As far as he knew, every pint of oil that passes through the city to-day is under the control of John Rockefeller.

## *A HUNTER'S FIGHT WITH A BEAR.*

**Killing the Monster with a Pocket Knife and Capturing Two Cubs Alive.**

HUNTER'S RANGE, Pa., Oct. 10.—George Smith and "Hank" Wood of Philadelphia came here on Monday to spend two weeks hunting for deer, which are unusually plentiful throughout this section this fall. Yesterday, accompanied by a hound, they started for Bear Swamp, six miles southeast of this place. While passing through the thicket, Smith, who was walking leisurely along a few yards in advance of Wood, heard a peculiar noise. His curiosity was excited, and he stopped to listen. Soon the noise was repeated, and, casting his eyes to his right, he saw two small bear cubs. He placed his rifle against a tree and tried to capture the cubs alive, but before he could do so he heard a crackling among the bushes behind him. A hasty glance revealed the rapid approach of a monster she bear, undoubtedly the mother of the cubs. The hunter had not time to return to his gun, and not caring to meet the enraged animal in a rough-and-tumble conflict, he started for a small tree a few yards distant. He succeeded in reaching it, but as he was in the act of climbing it, the bear fastened her claws into the tail of his coat, and pulled him to the ground. As the bear was preparing to give the hunter a hug, he drew a large pocketknife, and plunged the blade into the bear's side two or three times, causing her to howl fiercely. The wounded animal, however, got the hunter in her embrace, and as she was about to hug the life out of him he, with a quick movement, drew the blade of the knife across the bear's throat, severing the windpipe, and causing the animal to loosen its grip and fall to the ground. Smith then buried his knife to the hilt into the bear's body until it was dead. Wood arrived shortly afterward, and, with Smith's assistance, captured the two cubs. Wood returned to the range, where he procured a horse and wagon, and, returning to the woods, brought in the bear's body, which, when dressed, weighed nearly 300 pounds. The cubs the hunters will take with them to Philadelphia.

## *How Isaac Woodruff Shattered the Boys.*

*From the Spirit of the Times.*

The veteran driver, Isaac Woodruff, in his advancing years, found that younger drivers showed a disposition to run into him and cut him down, and, as a precautionary measure, he had a special sulky made, with wheels about six inches further apart than ordinary. The wheels projected, in a bristling and hostile manner, two inches beyond the ordinary, and the spokes were dished in so much that no inimical hub could foul them. One after another old reckless young drivers tackle it, and one after another their nerve came to grief. Once Bill McLaughlin and Nosey Brown went for the old man, and in succession they executed flying somersaults. Finally, on the Washington track, the others ruled his defensive vehicle from the track and now little Ike has to take his chances with the others on even terms.

## Una and the Lion.

*From the Argosy.*

No matter when it may have been,
Or years ago, or but yester'en,
When life was in its golden spring,
Or when its leaves were withering,
There lived a man—I knew him then—
No matter where, no matter when.

He was as fair, and frank, and free
As any human soul could be.
For every wrong he made amends;
Forgave all foes, improved all friends,
And lived in love with woman 'neath the sun,
Yet never gave his heart to one.

Thus had he grown to manhood's prime;
And then he met, one fair springtime,
When snowdrops grew a hundred deep,
And violets just began to peep,
As sweet a little maid as you
Or I or any one e'er knew.

Oh, if I could but paint instead!
Her lips were roses cherry red;
Her peerless brow was lily white;
Her cheeks were the edge of night;
Her eyes were moonlight, and their beam
Filled you with love's enchanted dream.

He did not fall in love like men,
Who first fall in, then out again;
He grew to love her day by day—
Daily she stole some heart away.
And when he'd lost quite half his heart
He offered her the other part.

He said: "I thought, some time ago,
No strength could match with any foe.
But then I met caught me in a net
From which I cannot free me yet."
Indeed, it seemed he did prefer
Being caught, for he went nearer her.

"Nay, hear me, ere thou speak again,
A silken cord shall join us twain;
Around my life one end shall be,
The other shall be held by thee;
Here, as my lord, I vanquished lie,
Fair Una thou, though Lion I."

And somehow—how they never knew—
Four lips were in the place of two.
And loving arms (the silken cords)
Were far more eloquent than words.
There let us leave them—happy then,
No matter where, no matter when.

## *FINANCIAL AND COMMERCIAL.*

### New York Stock Exchange—Sales Oct. 11.

UNITED STATES, STATE, AND CITY BONDS IN $1,000s.

| | | | |
|---|---|---|---|
| 10 U. S. 6s, 81, r | 105¾ | 10 N. C. 6s, sp. tax 3d cl | 45 |
| 110 U. S. 4½s, 91, r | 105⅞ | 8 N. C. 6s, non f | 4½ |
| 10 U. S. 4s, c | 101½ | 6 Tenn. 6s, n. ser | 28½ |
| 10 U. S. 4s, r | 101½ | 20 Va. 6s, def | 7½ |

RAILROAD AND OTHER BONDS IN $1,000s.

| | | | |
|---|---|---|---|
| 700 B., H. & E. 1st c | 41½ | 1 Lou. & Nash 2d | 104 |
| 26 B., C. R. & N. 1st | 88½ | 2 Lou. & N. 1st, C. B | 100 |
| 150 C. & O. 6s, sr. B | 51½ | 10 Met. El. 1st | 102½ |
| 81 Ch. & O. 6s C'S int. d | 28½ | 88 Mo., K. & T. con. s | 80½ |
| 10 Chic. & Alt. s. f | 108 | 286 Mo. K. & T. 2d inc | 36½ |
| 27 C. R. I. & P. 1st | 113 | 2 N. Y. L. 6s '77 | 100 |
| 7 C. R. N. J. con. s | 100½ | 2 N. Y. Cen. 1st c | 120 |
| 15 L. & W. B. cons. s. | 86½ | 38 Can. So. 1st | 86½ |
| 43 " | 86½ | 2 Har. 1st C | 125½ |
| 1 Am. D. & I. 1st | 98½ | 35 N. Y. El. 1st | 110½ |
| 1 Am. D. 2d inc. as | 98½ | 55 Ohio & M. 2d | 11½ |
| 2 St. P. 2d 7-3-10 | 112 | 10 Un. Pac. 1st | 109½ |
| 2 St. P. 1st L. G. d | 110½ | 2 U. P. s. f. Ss | 111½ |
| 3 St. P. con. s. f | 108½ | 3 Son. Pac. Mo. | 99 |
| 7 St. P. 2d gold | 112½ | 2 K. P. 2d, ser. c | 101 |
| 2 S. W. con. s. f | 108 | 28 K. P. D. D. C. G. | 108½ |
| 1 Win. & St. Peter 2d | 110 | 22 C. C. & I. C. 1st, T. Co. cer | 77 |
| 5 Del., L. & W. 2d | 109½ | 63 R. W. & O. 1st | 60½ |
| 4 M. & E. 7s of '71 | 108 | 35 St. L. & I. M. 2d 7s | 98 |
| 10 Mor. & E. 1st con | 103 | 13 St. L. & S. F. 2d pf inc | 74½ |
| 1 D. & H. C. 7s, '91, r | 103½ | 10 St. L. K. & N. O. D. 1st | 102½ |
| 3 D. & H. C. R. 7s | 104½ | 1 N. Mo. 1st | 108½ |
| 73 D. & R. G. 1st | 97½ | 2 T. P. & W. P. C. R. 1st | 113 |
| 35 Erie con. 1st 7s | 119 | 7 T. & W. con. sys. c | 90 |
| 520 L. E. & W. 2d | 71½ | 17 & W. equip. B | 41 |
| 5s con | 86½ | 5 Ced. F. & Minn. 1st | 102½ |
| 47 L. E. & W. 2d 5s, fund | 83½ | 7 L. & M. B. con. s. f | 97 |
| 4 Atl. & Gt. We. 1st | 10½ | 15 St. L. & S. F. 2d, B. | 59 |
| 8 Lat., Bl. & M. inc | 60 | 2 St. L. & S. F. 2d, cl. C | 52½ |
| 8 Lat., Bl. & M. 1st | 93½ | | |

RAILROAD AND OTHER STOCKS.

| | | | |
|---|---|---|---|
| 314 B., C. R. & N. | 66½ | 100 Lake E. & W. | 25 |
| 400 Can. South. | 73½ | 100 N. Y. Elev. | 130½ |
| 1000 Cent. N. J. | 70½ | 900 Ohio & Miss. | 24½ |
| 6000 Ches. & O. | 14½ | 100 Ohio & Miss. pf | 54½ |
| 500 Ch. & Alt. pf | 27½ | 6150 Pacific Mail | 34½ |
| 500 Ch. & Alt. 2d pf | 16½ | 100 P. W. & Ch. | 112 |
| 300 Chic. & Alt. | 92½ | 42501 M. S. & N. | 47½ |
| 3210 Ch. & N. W. | 87½ | 6150 Kan. C. & N. | 3½ |
| 1400 Ch. & N. W. pf | 101½ | 5300 K. C. & N. pf | 6½ |
| 1450 Ch. R. I. & P. | 92½ | 5800 Union Pac. | 80½ |
| 1000 C., B. & Q. | 116½ | 12400 Wabash | 4½ |
| 2070 R. Pol. | 72½ | 3154 Sutro Tunnel | 1½ |
| 1000 R. Pol. pf | 88½ | 200 Alt. & T. H. | 105½ |
| 2450 C., C., C. & I. | 65½ | 200 Alt. & T. H. pf | 84 |
| 3300 C., C. & I. C. | 13½ | 125 Ho. & M. Co. | 40½ |
| 2500 C. & L. A. W. | 7½ | 100 Stand. Min. | 5 |
| 84400 Erie | 42½ | 850 St. L. & S. F. | 20½ |
| 3600 Erie pf | 67½ | 1825 St. L. & S. F. pf | 52½ |
| 3300 Hous. & T. C. | 50½ | 800 St. L. & S. F. 1st pf | 85½ |
| 7150 H. & St. J. o. pf. | 56½ | 4850 Dest. Air L. | 50½ |
| 2450 Ill. Cent. | 96½ | 400 Amer. Ex. | 60½ |

| | | | |
|---|---|---|---|
| 500 Kans. Pac. | 7½ | 30 W. F. Exp. | 96 |
| 20275 Lake Shore | 97½ | 60 Ad. Ex. | 106½ |
| 2400 Lou. & N. | 84½ | 543 U. S. Exp. | 67½ |
| 11860 Mich. Cen. | 38½ | 3400 Pac. M. Stmr. | 6½ |
| 820 " & Bos. | 93½ | 30000 Ind., Cin. & L. | 12½ |
| 1025 N. Y. Cent. | 110½ | 8450 Kan. & Tex. | 23½ |
| 100 N. J. South. | 30½ | 1020 North. Pac. | 25½ |
| 8000 Del., L. & Wes. | 87½ | 1000 N. Pac. pf. | 65½ |
| 19634 West. U. Tel. | 99½ | 900 Mob. & O. | 16½ |
| 131 Alt. & T. H. | 9½ | 200 St. P. & Shux. | 31½ |
| 1900 Amer. Dis. T. | 7½ | 100 " pf | 62 |
| 515 Met. M. | 116½ | 500 Hous. & Tex. C. | 37½ |
| 400 Manh'n El. | 46½ | 200 St. L. & N. O. | 21½ |
| 300 Canton | 52½ | 100 Keo. & D. M. | 13 |
| 1400 Quicksilver | 14½ | 10 Peoria, Cod. | 31½ |
| 1200 Quick. pf. | 52½ | 300 Ren. & Sar. | 107 |
| 400 Lat., Bl. & M. | 9½ | Total sales, 985,553 shares. | |

CLOSING PRICES.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U. S. 6s, '81 | 104 | | Mil. & St. Paul | 72½ | 72¾ |
| U. S. 6s, '81 | 105 | 106½ | Mil. & St. P. pf. | 90½ | 91 |
| U. S. 5s, '81, c | 103½ | 104 | Mo., K. & Tex. | 22½ | 22¾ |
| U. S. 5s, '81, r | 102 | 102½ | Morris & Essex. | 95½ | 96 |
| U. S. 4½s, '91 | 105½ | 106 | N. Y. Central | 109½ | 109¾ |
| U. S. 4s, r. 1907 | 101½ | 102 | Northwestern | 87½ | 87¾ |
| U. S. 4s, c. (1907 | 101½ | 102 | Northwest. pf. | 104½ | 104 |
| U. S. 6s, 6s, 6s '12 | — | — | N. Y. C. & H. 1st | 110½ | 110¾ |
| Alb. & Sus. | 105 | — | Ohio & Miss. | 24 | 24½ |
| Canada South. | 73½ | 73¾ | Ohio & Miss. pf. | 54½ | 54¾ |
| C. C. C. & I. | 77½ | 77¾ | Ontario Mining | 40 | 50 |
| C. C. & I. C. | 13½ | 13¾ | Stand. Mining | 30 | 35 |
| Chic., R. & Q. | 115½ | — | Pittsburgh | 104 | 105 |
| Chic. & Alton | 96 | 97 | Pacific Mail | 32 | 32½ |
| Del., L. & West. | 77½ | 77¾ | Rens. & Saran. | 142 | 145 |
| Del. & H. Can | 66½ | 66¾ | St. L., K. C. & N. | 30 | 30½ |
| Erie Railway | 41½ | 41¾ | St. L., K. C. & N. pf. | 65½ | 66½ |
| Erie Railway pf. | 66½ | 66¾ | Union Pacific | 80½ | 80¾ |
| Fort Wayne | 110½ | — | Wabash | 46½ | 47½ |
| Han. & St. Jo. | 30½ | 30¾ | At. & Pac. Tel. | 36 | 36½ |
| Han. & St. Jo. pf. | 58 | 58½ | West. Un. Tel. | 99½ | 99¾ |
| Harlem | 157 | 158 | Adams Express | 100 | 105 |
| Chi. & Lat. | 12½ | 12¾ | Am. Express | 50 | 60 |
| Illinois Cen. | 95½ | 96 | U. S. Express | 52 | 54 |
| Iowa Midland | 47 | 48 | Wells, Fargo & Co. | 103½ | 104 |
| Kansas Pacific | 73 | 73½ | Quicksilver | 14½ | 14¾ |
| Lake Shore | 96½ | 96¾ | Quicksilver pf. | 51½ | 52½ |
| Long Island | 30½ | 31½ | Sutro Tunnel | 4 | 4½ |
| Mich. Central | 88 | 88½ | | | |

SATURDAY, Oct. 11.

The stock market was very active for Erie common and the coal shares, but at varying prices. Lake Shore was buoyant, but the granger roads somewhat neglected. Boston Air Line preferred and Canada Southern were comparatively fresh objects of interest." Indiana, Cincinnati and Lafayette made an important advance. Western Union Telegraph and Erie common were the most active stocks in the later dealings, the former at higher prices. The more important changes were: Advanced—Canada Southern, 3¼; Rock Island, 2½; Northwestern common, 1¾; Lake Shore, 1½; Western Union, 1; Kansas Pacific, ¾; Delaware and Hudson, ¾; Union Pacific, ¾; Illinois Central, 3¼; K. C. and N., ¾; K. C. and N. preferred, ¾; C., C. C. and Indianapolis, ¾; Hannibal and St. Joseph common, ¾; Hannibal and St. Joseph preferred, ¾; Ohio and Mississippi preferred, 1¼; Wabash, ¾; Adams Express, ½. Declined—Albany and Susquehanna, ¾; Delaware, Lackawanna and Western, ¾; Morris and Essex, ¾; Erie common.

Governments were dull. Railroad bonds had a large sale, especially in the speculative fancies, Boston, H. and E. taking the lead and further advancing 3 ⅌ cent. Kansas Pacifics were active and higher. The new Eries were depressed and Iron Mountain incomes were less active.

The bank statement made a rather better showing, with the annexed footings:

| | Oct. 4. | Oct. 11. | Differences. |
|---|---|---|---|
| Loans | $296,304,300 | $298,701,900 | Inc. $2,397,500 |
| Specie | 29,429,100 | 29,606,100 | Inc. 2,417,200 |
| Legal tenders | 38,003,900 | 36,436,500 | Dec. 1,565,000 |
| Deposits | 231,920,900 | 232,780,900 | Inc. 859,900 |
| Circulation | 21,932,400 | 22,080,100 | Inc. 147,700 |
| Excess of legal reserve | 202,425 | 609,675 | Inc. 547,250 |

Money on call, 5@7 ⅌ cent., closing at 5. The European steamers arrived to-day brought $490,000 in gold. The imports of general merchandise for the past week are valued at $4,337,397.

A comparison with the stock lists of Sept. 1 shows the following advances in prices: Canada Southern, 58 to 73½; Central New Jersey, 50 to 70; Chesapeake and Ohio, 7 to 14; Chicago and Northwestern, 75 to 87; Cleveland, Columbus, Cincinnati and Indianapolis, 50 to 67½; Milwaukee and St. Paul, 65 to 72¾; Delaware, Lackawanna and Western, 55 to 77½; Delaware and Hudson, 46 to 66; Erie common, 24 to 41½; Erie preferred, 46 to 66¾; Erie second consolidated mortgage bonds, 72 to 85½; Hannibal and St. Joseph common, 19 to 30; Hannibal and St. Joseph preferred, 40 to 58; Kansas Pacific, 59 to 73; Lake Shore, 88 to 97; Lake Erie and Nashville, 55 to 64; Michigan Central, 80 to 88; Pacific Mail, 18 to 32; Kansas City and Northern preferred, 57 to 65; Union Pacific, 78 to 80½; Wabash, 37 to 46½; St. Louis and San Francisco preferred, 37 to 43; Kansas and Texas, 14 to 22; St. Louis and Iron Mountain, 27 to 47. The volume of business has increased from less than 200,000 shares daily to over 500,000.

Indianapolis, Cincinnati and Lafayette, which sold last week at 6¼, sold to-day as high as 13. The reason for the advance other than a speculative demand, we have been unable to learn.

Bids for bank stocks to-day were: America, 130; American Exchange, 114¾; Central National, 105; Chase National, 120; Continental, 102; First National, 500; Fourth National, 105; Hanover, 110¼; Marine, 103; Mechanics' Banking Association, 75; Merchants', 125; Metropolitan, 132; Nassau, 80; Ninth National, 83; Park, 108; St. Nicholas, 102; State of New York, 108. Sales at auction were: 56 shares New York, 137; 20 American Exchange, 114; 7 Metropolitan, 134¾; 27 Gallatin, 140; 14 Merchants', 128¾.

Quotations for gas stocks are: New York, 92¼ to 97; Manhattan, 145¼ to 155; Metropolitan, 110 to 120; Mutual, 55 to 60; Municipal, 139 to 150; Brooklyn, 122 to 125; Jersey City, 135 to 145. At auction to-day 17 shares Metropolitan sold at 118.

A brisk demand for lead is reported, the sales for the week being 3,000 tons, and the price having advanced to 5 cents per pound.

The production of anthracite coal last week was 490,887 tons, as against 453,458 tons in the previous week and 424,500 tons the corresponding week of 1878. The total production from Jan. 1 to Oct. 4 was 19,235,744 tons, as against 12,147,543 tons for the like period of last year, showing an increase this year of 7,088,201 tons.

Tonnage on the State canals from Oct. 1 to 7 inclusive, 202,425 tons; tolls, $39,136; corresponding period last year—tonnage, 168,811 tons; tolls, $36,260.

A London despatch of to-day says that during the present week 5,000 tons of iron have been shipped from the River Tees to the United States, and a further shipment is to be made today (Saturday). The shipments have hitherto consisted almost exclusively of Cleveland pig iron, but 500 tons or puddled bars are included. The orders now executing amount to 45,000 tons of pig iron. There are also three orders for puddled bars and manufactured iron, and others for scrap iron and steel. The recent rise in prices of wrecked orders for iron, inquiries are now renewed and additional American orders are expected.

The production of print cloths in Fall River this week shows a large increase, amounting to 130,000 pieces, which is within 10,000 of a full production.

The Treasury now holds $359,346,900 in United States bonds to secure bank circulation, United States bonds deposited for circulation during the week ending to-day $757,000, United States bonds held for circulation withdrawn during the week ending to-day, $807,400, National bank circulation outstanding: Currency notes, $333,750,219; gold notes, $1,447,120.

The London *Economist* of this week says: "The rate of discount for bank bills, sixty days to three months, is ⅜ to 1 ⅌ cent., and for trade bills, sixty days to three months, is 2 ⅌ cent. On the Stock Exchange last week's buoyancy has been followed by a relapse in these Government securities which depend largely on the continental bourses for support; but in British railways, and still more in Americans, the expansion of prices has continued, and in many cases the advance has reached very exceptional proportions. This endeavor on the part of speculators to discount any future improvement in business to the uttermost is undoubtedly being carried to a higher pitch in America than it is here. It is as well to realize the fact that reaction sooner or later will follow such sudden and extraordinary movements. Egyptian and Turkish securities suffered from various causes, but chiefly in consequence of the non-arrival at the Bank of England of funds to satisfy the coupons due on three Turkish loans secured upon the Egyptian tribute. It is believed that the delay is only temporary; but all delays increase the doubts of Egyptian finance. The depression extended to Italian, Russian, French, and Uruguay securities, while Chilian were much firmer upon the capture of the Huascar, and Japanese recovered to some extent, as a war with China is held to be more improbable. In view of the settlement beginning on Monday, it may be mentioned that, as compared with the last carrying over rates (a fortnight ago), London and Brighton Railway deferred has risen 8¾; Great Western, 7½; Southeastern deferred, 6¼; Caledonian, 5¼; Metropolitan District, 5; Northeastern, 4½; London and Northwestern, 3¼; while in American railways the same period shows an advance of 12 in Erie ordinary stock, and of 10 in Erie preferred. Union Pacific shares are 7 higher this week, the St. Louis tunnel 7 higher, and other railroad shares and mortgages have moved generally. There has been a marked rise in coal, iron, tin, and copper mining companies' stocks."

Under the new management of Prof. Gillilan for the transportation of fractional silver from the Treasury Department to parties ordering it, the charges of transportation are to be the same as those paid by the Government, namely: Three miles or more, 50 cents per $500 shipped. The express companies handling the coin at these rates are by the contract guaranteed a minimum of 50 cents for every package handled. It has been erroneously stated that the rate of transportation would be 3-10 of 1 ⅌ cent. per mile.

The Reading Iron Works at Reading, Pa., will put their new pipe mill into operation early next week, which will furnish employment to 200 men in addition to the force now employed at the old mill.

It was reported in the street to-day that a seat in the Stock Exchange was transferred at private sale for $12,000. The latest sale was for $13,000, and a year ago seats could be got at about half that figure. As the regular fee for admission is $10,000, the premiums provoke considerable comment.

The failure of Todd, Pratt & Co., commission merchants of Wilmington, Del., is announced; but it is claimed that their liabilities will not exceed their assets by more than $1,000.

## *BANKING AND FINANCIAL.*


(Advertisement.)

OPEN BOARD OF STOCK BROKERS
of the city of New York.

Forty additional names will be received to-day on the basis of one hundred dollars. The basis of subscription offer this date for the additional one hundred and fifty names will be at the rate of two hundred and fifty dollars.

Oct. 11, 1879. C. L. PARSONS, Chairman.


### New York Markets.

SATURDAY, Oct. 11.—FLOUR AND MEAL.—Dull and partially lower, with an unsettled feeling. We quote: Flour—No. 2, $4.00@$4.65; superfine, $5.10@$5.35; extra State, &c., $5.40@$5.65; Western spring, XX and XXX, $5.25@$6.50; do winter shipping extras, $5.50@$6.50; do XX and XXX, $6.60@$8.50; Minnesota patents, $6.25@$8.25; city shipping extras, $5.60@$6.25; Southern bakers' and family brands, $6.10@$8.75; Southern shipping extras, $5.00@$5.50. Rye flour, $3.40@$3.75. Corn meal—Western, &c., $2.60@$2.80; Brandywine, $3.15@$3.25. Wheat flour, $100, $4@$5. Buckwheat flour, $2 10@$2.25@$2.50.

GRAIN—Wheat fairly active and somewhat firmer, but feverish and unsettled in tone; sales on the spot, 307,000 bush, including 50,000 bush. No. 2 Chicago, $1.26 bid, $1.26@$1.26½; No. 2 red amber and No. 1 white at $1.32@$1.36; No. 2 white, $1.35½@$1.36; and for future delivery, 62,000 bush. No. 2 red winter at $1.29@$1.29½ for October, $1.29½@$1.30 for November, and $1.31½@$1.32 for December. After Change there was an advance. No. 2 red sold at $1.28¾, cash, and $1.43 for December; No. 1 white, $1.40 for November. Rye active; sales 60,000 bush. No. 2 Western at 81½@82c., and Canada 83c. Barley steady; sales 19,000 bush. fair No. 1 Canada at 90c., Oats steady; sales 78,000 bush. at 37@40½c. for mixed, and 38@43c. for white, including No. 2 mixed at 39½c., and do white at 40½c.; also, No. 2 graded for November at 40c.; for mixed and 41c. for white. Indian corn was quiet on the spot, but future delivery showed rather stronger; sales on the spot 89,000 bush., including No. 2 mixed at 55@55½c.; afloat; ungraded, 54@55½c.; white Western, 56@57c.; yellow do., 56c.; round yellow, 60c.; for future delivery 344,000 bush. No. 2 mixed at 55c. for October, 56@56½c. for November, and 56½c. for December.

GROCERIES—Coffees were unusually quiet, but in the main steady; Rio by the cargo, 19@19½c.; Maracaibo, 12½@17c.; Laguayra, 22@25c. Rice and molasses were very quiet, but uniformly steady. Raw sugars were firm at 6 15-16@7c. for fair to good refining Cuba; sales 1,570 hhds., including centrifugal, 7½@7¾c.; Porto Rico 7½c., unassorted Cuba, 6½@6¾c.; refined, 8@11½c. Refined in moderate sale at 8¼@9½c. for hards, and 8½c. for standard "A."

NAVAL STORES—Naval stores were firm and very quiet at 31½c. for spirits turpentine, and $1.40@$1.45 for common to good strained rosins. Petroleum was firm and quiet at 7½c. for refined in bbls.; cases, 11@12c. Tallow higher and active; sales 175,000 lbs. at 6¾@7c., and 150,000 lbs. prime, 6 15-16@7 1-16c. Whiskey was nominal at $1.11@$1.12. Ocean freights ruled quiet, but in the main steady; from Liverpool by steam, 9-32d.; do. by sail, 5-16d.; grain to Liverpool by steam, 9½d.; do. to Cork ⅌ orders, 6s. 6d. ⅌ qr.; do. to St. Nazaire, 6s. 4½d.; refined petroleum to the United Kingdom, 4s. 6d.

## Wanted—Females.

**A.—UP-TOWN ADVERTISERS** May leave their favors for THE SUN at the only authorized uptown advertisement office, 1,238 Broadway, corner of 31st st., till 9 P. M., and 308 West 23d st., corner of 8th av., till 8 P. M.

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