

UNCLE SAM'S MILLIONS HERE.

SAFE IN THE SUB-TREASURY AFTER A TRIP ACROSS THE CONTINENT.

Twenty Millions in Gold Sent from San Francisco to Supply Eastern Needs—The Largest Sum Ever Carried on Great Distance—Crowded with the Protection of Eighteen Guarded Mail Vans Bearing the Treasure from the Grand Central Station to the Sub-Treasury—The Story of the Train's Long and Rapid Journey—Vigilance of Capt. White and His Guard.

Freely at 10:46 o'clock yesterday morning the special mail train, which left San Francisco at 10:30 o'clock Thursday evening, carrying \$20,000,000 in United States gold coin, as exclusively announced in THE SUN at the time, came to a standstill in the annex of the Grand Central Station. There was nothing in the appearance of the train to attract attention. It was made up of a special passenger coach, two railway mail cars, a baggage car, and an express car. The side doors of the express and mail cars had been thrown open, and clustered at each was a group of men with big Colt revolvers stuck in their belts or held loosely in their hands. They looked more like a train of mail than of gold. The baggage car and old clothes than faithful guardians of Uncle Sam's wealth. A tall man with a long linen duster jumped from the first car of the train and shook hands with another man who had been anxiously waiting for the train's arrival. The first man was Capt. James E. White, General Superintendent of the Railway Mail Service, who brought the train through, and the man he greeted was the Second Assistant Postmaster-General J. Lowell Bell, who came on from Washington last Saturday to see to the safe arrival of the train with its precious freight. Never before has so large a single shipment of gold crossed this continent, nor, in fact, has any such sum ever been transported such a distance in the history of the world. The express companies have carried several hundred thousand dollars at a time, and a few years ago \$750,000 was sent from San Francisco to New York as registered mail matter, but nothing to compare with the shipment just made has been attended before.

Vice-President H. Walter Webb and General Superintendent Voorhes of the New York Central Railroad, who had been keeping track of the train since it left Buffalo, were in the train ten minutes before the train arrived. The news that the train was coming had leaked out among the railroad employees and forty or fifty of them were scattered along the tracks. Ex-Postmaster General Thos. L. James was on hand, too, mightily interested in the big exploit of the Post Office Department. The train had been in the yard waiting for the section of the regular fast mail all the way from San Francisco. On the New York Central road it was a part of train No. 14, which was due to arrive at the Grand Central Station at 10:35 o'clock. The regular train pulled into

the depot at 10:39, four minutes late. Two green flags flying on the pilot of the engine indicated that the train was running in two sections. Seven minutes later the other section reached the station with Engine 976. Engineer Charles Smith and Conductor John Banker had brought the train through from Albany in just three hours. Arrangements had been made to transfer the gold to the Sub-Treasury in the regular United States mail wagons, and eighteen of these were waiting in line at Madison avenue and Forty-sixth street, under the charge of Transfer Clerk J. W. Tibout. Under the gold was to be unloaded in the sheds at Forty-sixth street, where the early morning mail trains leaving over the Central road are loaded. A yard engine pulled the train from the station into the yard again, and after fifteen minutes' work in the network of tracks landed it under the shed.

There was not a moment's delay in getting the gold out of the cars. The big mail wagons

backed right up to the car doors, and a dozen yardmen under the charge of Station Master Joseph G. Smith, who had been waiting in the yard since the train was in the station, were ready to receive the gold into the wagons. Each of the stout boys had been especially to carry this shipment, and they were all dressed in their regulation uniforms. The gold was piled up in the wagons, and the men were busy with their work. The gold was piled up in the wagons, and the men were busy with their work. The gold was piled up in the wagons, and the men were busy with their work.

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men. "Keep your hand on your revolver and watch the fall of the wagon," said the guard. The guards stroled up and down in front of the cars, their revolvers in a way that was very trying to the nerves of the on-lookers. One man had a revolver stuck loosely under his coat, but another man had another carefully under his arm. Every revolver was loaded with 38-calibre cartridges.

The work of unloading the cars began shortly after 11 o'clock, and the last of the eighteen vans rolled away from the station at 12:45 o'clock. Then the cars were cleared out. The men who were on duty were ordered to stand by the cars, and the guards had a sleep. Several long boxes filled with cavalry carbines were taken out, along with a quantity of ammunition. There were 3,000 rounds of ammunition for the rifles and 1,000 for the revolvers. They had been furnished by the United States army and were to be turned over to the Ordnance Department.

At the last van disappeared, Capt. White breathed a sigh of relief and began to think about breakfast. He went with his division superintendent to Murray Hill Hotel, and the railway clerks went in a body to the Continental Hotel. They will have just two days' rest in the city, and then they must go back to the prosaic duty of sorting mail again.

AN INTERESTING PROCESSION DOWN BROADWAY. The train of the vans down to the Sub-Treasury made a procession for the news of the arrival of the gold train had spread. The two vans which accompanied each van were on either side of the driver. They still had their long Colt revolvers, some carried their weapons in their hands, while others wore them in their pockets, ready for use. The Superintendent of the Post Office gave the order to start, and the train of the treasure through the

streets was begun. The vans were driven through Forty-sixth street to Fifth avenue. There a halt was called, and they lined up on the south side of the Windsor Hotel. They were followed by a crowd of curious on-lookers who had been watching the transfer from the train to the vans from the bridge over the railroad tracks. Some of the crowd knew what was in the vans, and those were besieged by newcomers who wanted the latest news. The crowd was so thick that it was difficult to get through. The news was carried into the Windsor, and soon the mail wagons were convoyed to the Sub-Treasury.

Two newboys, who were among the crowd that surrounded the vans, caused much merriment by a discussion over the gold. "How much did you say was in the wagons?" asked one. "Two hundred millions of golden dollars," answered the other. "Where is it?" "In the Sub-Treasury," answered the first. "Why don't you go and get it?" "I can't," answered the second. "Why not?" "Because it's so heavy, and I can't carry it," answered the first. "You can't carry it?" "No, I can't," answered the second. "Why not?" "Because it's so heavy, and I can't carry it," answered the first.

THE BOXES ARE FILED IN THE VAN. "I wonder if dem goids is loaded?" (pointing to the guard). "Hetcher here loaded ter der gould. I kin see der bullets stickin' out." "If Jay Gould was here I wonder if he would give us some if we asked him." "Maybe," said the laconic reply, and the two moved out of hearing.

All sorts of rumors and speculations floated in the air about the gold. Some of the men were impertinent for information, but were uncommunicative. The news travelled over to Broadway, and was carried along the route on the cars and by drivers of other vehicles who had heard of the gold's coming. Immediately every eye was on the look-out for the procession. When ten of the vans had lined up to Broadway, the crowd was so thick that it trotted off at an easy pace.

There were eight uncovered trucks, and there were men intending that the others, the boxes being exposed and the guards sitting on them with their weapons in their hands, would have a crowd watching the journey there was no more delay, and the

covered trucks followed right along. The route was straight down Broadway to Cedar street. Fortunately it was milder, and the full traffic on the busy thoroughfare at that time enabled all the wagons to travel distance without even a "block." It seemed as if the gold was being carried in a procession, and had been apprised of its coming. The men who were on duty were ordered to stand by the cars, and the guards had a sleep.

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CARLENE ON THE SILVER QUESTION.

He Believes Gold and Silver Coins Should be of the Same Intrinsic Value.

WASHINGTON, Aug. 9.—Senator Carlisle has addressed to a Kentucky friend the following letter, making clear his position on the silver coinage question: "WASHINGTON, Aug. 4, 1892. "John A. Lane, Esq., Lexington, Ky. "DEAR SIR: Your favor, in which you ask me whether I have been heretofore in favor of the free coinage of silver, and whether my views upon that subject have undergone any change, was duly received, but I have been unable to find time to answer until now.

"The answer to your question depends largely upon what you mean by the 'free coinage' of silver. If you mean the coinage urged by many, under which the Government of the United States would be compelled by law to receive '88 cents' worth of silver bullion when presented by the owner, and coin it at the expense of all the people of the country, and to send the people by law to receive the coin as the equivalent of 100 cents, my answer is that I am not now and never have been in favor of it. I stand now where my lamented predecessor, Mr. Beck, and I stood together in 1876, when the so-called 'Bland-Allison bill' was passed by Congress, under which the Secretary of the Treasury was required to purchase and coin monthly not less than \$2,000,000 nor more than \$4,000,000 worth of silver bullion. When that bill passed the House of Representatives it provided for the free and unlimited coinage of the silver dollar, but after it went to the Senate, Mr. Beck offered an amendment which provided that the Secretary of the Treasury should purchase at the market price each month not less than \$2,000,000 worth of silver bullion, or as much more as could be coined at the mint, the surplus to be paid into the Treasury, and that whenever the bullion could not be purchased at less than par with legal tender notes, any owner of silver bullion might deposit it for coinage on the same terms as gold was deposited.

"After quoting extracts from Mr. Beck's speeches on this subject Mr. Carlisle proceeds: "At the time Mr. Beck made these remarks silver was only eight or ten per cent. below gold, while now it is about forty-five per cent. below gold. It was not right and just to the people then to denigrate a silver worth eight to ten per cent. below the 'combinations of bullion.' It certainly cannot be right and just now to denigrate a silver worth forty-five per cent. below gold. The free coinage bill of the House would have been a measure of justice to the people. The free coinage bill of the House would have been a measure of justice to the people. The free coinage bill of the House would have been a measure of justice to the people.

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value of the two metals nearer to each other, and the true ratio for the purpose of coinage would be found at some point between 16 to 18 as the present relative prices of silver and gold. It may be impossible for any single Government to establish a ratio which would be maintained by all the other Governments of both metals without disturbing its monetary system. If so, an international conference of the most important nations to discuss the subject will meet the approval of all the Governments participating in it. Very truly yours, "JOHN G. CARLISLE."

MAINE INTELLIGENCE. BOSTON, AUGUST 9.—The day. Sunless, 6.55 (sun out) 7.04 Moon rises, 8.41 HIGH WATER—THIS DAY. Sandy Hook, 8.40; Grand Island, 9.04; Hall's Point, 10.04. ARRIVED—TUESDAY, AUG. 9. At Columbia, Vokline, Hamburg, Germany, via the City of New York. At New York, via the City of New York. At New York, via the City of New York. At New York, via the City of New York.

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General from his late residence, 16 South Prince st., New York, on August 9, 1892. DEATH.—Accidentally drowned July 26, Chas. E. Currier, Engineer Samuel Curtis of steamship Amer., aged 49 years. General services on Wednesday, Aug. 10, at 10:30 A. M. Interment private, Cedar Lawn.

DEATH.—On July 27, 1892, at his residence, 881 1/2 St. James av., New Orleans, La., William Deane, formerly a resident of New York City, aged 72 years. Friends are invited to attend the funeral from the residence of his parents, 652 1st st., on Wednesday afternoon, Aug. 10, at 2 o'clock. DEATH.—On Saturday, Aug. 7, 1892, at his late residence, 100 St. Catherine, wife of William Dunn, aged 60 years. Funeral private.

DEATH.—On Aug. 8, 1892, at Jersey City, William H. Evans, son of John H. and Amelia M. Evans, aged 21 years and 6 days. Friends are invited to attend the funeral from his late residence, 249 7th st., on Wednesday afternoon, Aug. 10, at 2 o'clock. DEATH.—On Aug. 8, 1892, at Newark, N. J., George Mortimer Fordham, son of the late George W. and Phoebe A. Fordham. Funeral services on Wednesday, Aug. 10, at 11 P. M. Carriages will meet the 11th train from Grand Central Station, New Haven Railroad, at Greenwich, Conn., on arrival. Interment at convenience of relatives.

FULLAM.—On Aug. 8, 1892, at Hoboken, N. J., Richard Fullam, only son of Patrick and Margaret Fullam, aged 2 months and 12 days. Friends are invited to attend the funeral from the residence of his father, old No. 32 Willow av., on Wednesday forenoon at 9 o'clock. Interment at convenience of relatives. GANNON.—On Aug. 8, 1892, at Bath, Mary Pearly Gannon, widow of Daniel Gannon, in the 77th year of her age. Funeral services on Wednesday, Aug. 10, at 11 P. M. Interment at convenience of relatives. GILBERT.—On Aug. 8, 1892, at Jersey City, William G. Gilbert of Georgetown, Conn. Funeral on Wednesday, Aug. 10, from the residence of C. B. Northrup, Branchville, Conn., at 2 o'clock P. M. Train leaves New York at 11 A. M. Carriages in waiting.

GOODRICH.—On Aug. 8, 1892, at Orange, N. J., Mary Goodrich, aged 65 years. Notice of funeral hereafter. HANCOCK.—At Littleton, N. Y., on Monday, Aug. 8, 1892, James, wife of Nelson Hamblin. Relatives and friends are invited to attend the funeral services at her late residence, 106 St. James place, Brooklyn, on Wednesday, the 10th inst., at 11 o'clock P. M. HANNON.—On Aug. 8, 1892, at Jersey City, Richard Hannon, aged 74 years. Funeral services on Wednesday, Aug. 10, at 11 P. M. HICKLEY.—Mary Hickley, wife of John F. Hickley, in her 56th year. Funeral on Wednesday at 2 o'clock from late residence, 11 Cottage place, New York City. KEELY.—At Manhattan Beach, Tuesday, Aug. 9, Alphonse de La Forest, son of Horace Robert and Mary Keely, aged 6 years and 11 months. Funeral from Church of St. Vincent de Paul on Thursday, Aug. 11, at half past 10 o'clock A. M. Papers and notices in papers please copy.

KENNEDY.—William Kennedy, beloved husband of Mary Kennedy, on Aug. 8, 1892, at his late residence, 10 Morton st., New York, on Wednesday at 2 P. M. KILPATRICK.—On Aug. 8, 1892, at Newark, N. J., Mabel H. Kilpatrick, daughter of Peter and Mary J. Kilpatrick, aged 3 months and 16 days. Friends are invited to attend the funeral from the residence of her parents, 101 Morton st., on Thursday, Aug. 10, at 2 o'clock. Interment at Fairmount Cemetery. LANE.—On Aug. 7, 1892, at Jersey City, David Lane, aged 29 years. Funeral on Tuesday, Aug. 9, at 2 P. M. LAURENCE.—On Sunday, Aug. 7, after a lingering illness, Isaac C., son of Isaac B. and Elizabeth Lawrence, aged 10 years. Funeral on Wednesday, Aug. 9, at 2 P. M., from 172 East 107th st. Relatives and friends of the family are specially invited to attend. Canadian papers please copy.

MOORE.—On Aug. 8, 1892, John W. Moore, aged 72 years. Relatives and friends are invited to attend his funeral on Wednesday, Aug. 10, at 10 o'clock A. M., from his late residence, 59 Nassau st., Brooklyn, at 2 P. M. MOREY.—On Aug. 8, at Jersey City, William H. Morey. Friends are invited to attend the funeral from his late residence, 229 4th st., on