under foot, nor what bitter tears are her portion in the den of the brutal slave dealer. But this story, like the one of Kassim Pacha's scheming, shows what undertakings occupy the time of many men of great importance in the Empire. Europe is talking of the reform of the Turkish administration and is pressing for some step toward the attainment of reform. But every reform measure must pass through the hands of such men and must encounter at each step threads of intrigue which are none the less powerful to paralyze progress that they relate in no way to public interests.

It seems extremely probable that a great network of intrigue in this city was connected with the recent rising of the troops in Egypt. The rising was the expression of an Egyptian national feeling hostile alike to Turkish rule and to foreign interference. Yet it was encouraged by men here who hoped to make it the means of breaking up the foreign control in Egypt, and of replacing it by a Turkish control. The reason of this Turkish dislike of foreign control in Egypt is that the foreigners prevent the misuse of public funds in Egypt. Formerly, many people in this city used to receive large gifts of money from the great men of Egypt. But the foreigners have put the great men of Egypt upon an allowance, have stopped unjust extortions from the wretched populace, and have thus cut off a fruitful source of revenue from certain gaping pockets in Stamboul. The people of Egypt and the country itself are richer financially than for long years past. But the intriguers of this city wish to throw all this prosperity to the winds, in order once more to attach their polypus arms to the substance of the land of the Pharaohs. The intrigue has failed for the time. But Turks still dream of finding means of bringing to naught the whole present system of Egyptian administration.

Negotiations between the Porte and the European holders of its bonds have been for some time in progress. The state of affairs is this: There is a probability that Turkey will assign over to the agents of the bondholders revenues which, as now administered, yield an annual return equal to 1 per cent upon the amount actually loaned to Turkey—the actual cash of the loans having been about one-half of the face value of the bonds. The bondholders will take this modicum of interest, hoping so to increase the revenues by honest administration as ultimately to gain from them 4 per cent per annum for the interest and sinking fund of their long hopeless investment. But this arrangement is not yet complete, and may fail. Russia has now come smilingly forward with her little bill for the expenses of the last war. This may prevent the fruition of the eager hopes of the bondholders.

Meanwhile the Turkish Treasury is in its usual misery. A matter of a thousand dollars required for any useful purpose is as difficult to arrange as if the Finance Minister were a Vermont farmer trying to pay up his mortgage out of his profits. For a year or more the army has been largely supported by an unannounced but radical sequestration of the great funds of "Pious Trusts" belonging to the Moslem mosques. And yet even the army is so reduced that at all the Sultan's empty palaces the guards on the front alone are decently uniformed. If you go by the more secluded parts of the premises you will find the sentries in rags and wearing broken shoes. All that the Turkish Minister of Finances now tries to do is to keep up appearances, while roads, buildings, and even provinces go to waste and ruin.

BRAKES THAT WOULD NOT WORK.

AN ENGINE THAT GOT BEYOND CONTROL.

CRASHING INTO THE BUMPING-BLOCKS AT THE CITY HALL ELEVATED STATION—PASSENGERS THROWN DOWN—WHAT THE ENGINEER AND OTHER OFFICIALS SAY.

"Heaven help us! What's the mather?" cried a thick-waisted Irishwoman as she tumbled head foremost from one side of a car to the other, on the Third Avenue Elevated Road, as a train crashed against the bumping-blocks at the City Hall station at half past 10 o'clock yesterday morning. At the same instant there was a writhing mass of arms and legs on the floor in the middle of the car, which looked like a pile of struggling football players. The loud crash, which resembled an explosion, was followed by the cracking of glass in the windows, and men and women, as soon as they could free themselves, made a rush for the doors. This was in the car immediately behind the engine. Similar scenes took place in the second car, where, in addition to the enforced scramble on the floor, several passengers were so taken by surprise that their heads were violently projected through the windows. In the third and fourth cars the shock was not so great, yet severe enough to produce confusion and fright on the part of women and children.

When the first fright was over and those inside had picked themselves up, they were loudly assured by railroad employes on the platform outside that nothing of any consequence had happened. At the time the train came to a stop in such an unceremonious manner, most of the passengers were on their feet preparing to leave the cars, and many were standing in the aisles on account of the crowded condition of the train. It was owing to this that there was such a general tumble, each man knocking his neighbor down like a nine-pin. Some of those who were in their seats fared worse than those hurled to the floor by being thrown against the sides of the cars. One man was at the front door of the first car, in the act of opening it to go out, when the shock came; he was seriously hurt about the head. It was some minutes before he sufficiently recovered to leave the car. Others in this car received bruises and slight cuts from falling against the woodwork or against window glass. In one of the rear coaches Mary Deniker, a middle-aged woman, who lives at Third-ave. and One-hundred-and-sixty-eighth-st., had her forehead cut by being flung from her seat against a window. In addition to her injury she was so severely shocked that she was taken into the waiting-room of the station and there cared for by a policeman. Another passenger had his right hand so cut with glass that blood flowed freely from the wound.

So violently had the engine run against the bumping-blocks that they were broken down and left hanging by splints. The rail guards, where the engine stopped, were also torn and splintered by the wheels being lifted from the track by the concussion. The engine itself was somewhat battered in front, and the tender was crushed out of shape by the front passenger coach jumping upon it. A large hole was stove in the water-tank in the tender, and the water which it contained ran out into the street below. The cars apparently sustained no damage, except the breaking of glass in some of the windows.

"I came in as usual," said J. H. Johnson, the engineer, "with the regular slow-up speed. But when I put on my brake to bring the train to a dead stop it failed me. Then I threw the engine back, and ran out sand on the track. This didn't stop her in time and she plumped against the blocks. That's all there is to it."

Train Dispatcher Gilroy when he heard the noise ran down the platform to ascertain what the trouble was. He was disposed to consider the accident as something that could not have been prevented and as of little consequence.

"The vacuum brake was in working order," he said, "when the train left Chatham Square, and the train went past my window at the far end of the station platform at the usual speed of trains drawing in. When the engineer found the brake did not serve him he reversed his engine and ran his sand pan. But the rails were slippery and the engine was too near the bumping-blocks to be brought to a stop, and so she went against them with a sort of a bang. Such things will happen. Take the surface roads. There is hardly a day that the trains are not bumping into something or other. It is really remarkable that there is so little trouble of this kind where there are three or four hundred trains going out and coming in in a day. Trains on the Third-ave. line have run into bumping-blocks before, and the brakes have also sometimes refused to work. But there never has been any serious result. I don't see how any blame is to be attached to the engineer as he did all he could. The cars were not injured at all, there being not a single bolt out of place. There was practically no delay of traffic. Trains were running as usual in a few minutes."

F. K. Hain, the general manager, said that he had received no report of the accident except a brief dispatch over the wires. Until an examination was made he would not be able to give an opinion regarding it. A thorough investigation into the cause of the accident would at once be made. He also said that he did not know of an instance where the air brakes had become so disordered as to refuse to do their work.

The crushed engine was taken to the company's repair shops uptown to be patched up.

Uncle Mose met Jim Webster on Austin-ave. "I heered hofe yer parents was dead. What did yer git from 'em?" asked Uncle Mose. "Lemme see," said Jim pensively. "From my fodder I's got dose heah crooked legs, and from my mudder I inherits a weakness in de chist."

THANKSGIVING CHEER.

NEW-YORKERS READY FOR THE HOLIDAY.

DEPRESSING EFFECT OF YESTERDAY'S RAIN—SCENES IN THE MARKETS—SPORTS AND GAMES—RELAXATION OF THE PRODUCE EXCHANGE.

The spirits of those who have been contemplating a day of outdoor pleasure to-day were somewhat dampened by the weather yesterday, which was anything but auspicious. At first a few flakes of snow fell, which were succeeded before noon by a cold and disagreeable rain that continued all day. If the conditions are not more favorable to-day the field sports will be greatly marred, but they will probably go on unless it rain torrents.

The markets presented a busier scene yesterday than on previous days of the week, and it was observed that as the day wore away, the tradesmen's prices went up on the good stock and down on the indifferent and bony. As people always have their Thanksgiving dinner, no matter what the weather is, the rain yesterday did not have the effect of diminishing the sale of delicacies for the table. At the markets, last night, were seen a great many men and women in the lower walks of life, filling their baskets with a looser grasp on their pocket-books than usual.

In the neighborhood of Bayard-st. the stands and push-carts that erstwhile held only decaying fruit and vegetables were loaded with nearly every species of fish and fowl. The windows of all the stores were decorated with signs which assured passers-by that "we keep the best in the city." One read: "Ded & Alive hens for sell." Before many of the butcher shops were huge coops, standing six or seven deep, which contained complaining poultry in all degrees of wretchedness. Here and there were dirty women, stopping occasionally to push their hands into the piles of fish that were exposed, or to seize with remorseless fingers some unlucky goose, which they cruelly pinched to discover what claim it had to tenderness.

The trains and steamboats going out last evening were crowded with those on their way to homes in the country, where they will spend the day in social enjoyment. In the charitable institutions gifts from kind-hearted people were received, and preparations were completed for spreading the feasts to-day.

The Manhattan Athletic Club will give its annual Thanksgiving Day games on its grounds, at Eighth-ave. and Fifty-sixth st., at 2:30 o'clock to-day. There will be runs of 25 yards, 250 yards, 440 yards, 600 yards, one-half mile and 1 mile, a 2-miles walk, 2-miles bicycle race, a one-quarter mile hurdle race and a boys' race. The prizes are gold medals. There are 232 entries for these games. Most of the prominent athletes in the vicinity will compete, and much fine running and many keen contests are anticipated. These competitions will be run off without delay and will be finished by sundown. Among the other athletic sports that have not been mentioned in THE TRIBUNE, a football contest will take place to-day on the Polo Grounds, between the Yale and Princeton Clubs. It is thought that the teams will be evenly matched and that a hard struggle will occur. A lacrosse match between teams from the University of the City of New-York Club, and the Bloomfield Athletic Club will be played at 10 o'clock at Montclair, N. J.

The usual number of applications for permission to parade to-day has been made at Police Headquarters for the last two weeks. At noon, yesterday, forty-eight permits had been granted. The police are opposed to granting these permits, but as the law allows the parades, they are powerless in the matter. They say that many of the organizations are composed of boys who, before the day is over, become a public nuisance; but having a permit, the police must allow them to parade to their hearts' content. Many complaints are made every year that these urchins go from store to store and house to house demanding pennies, fruits or cakes, as the case may be, and if refused, they abuse the person refusing them. Among the permits granted for this year are those for the following: "The Square Back Rangers," "The John Styles Fantasticals," "The Young Jeffersonians," "The Original Hounds," "The Jolly Boys," "The Young Hickories," "The Dan McKenna Rangers," "The Golden Stars," and "The Boys in White."

A Thanksgiving festival will be held at 11 o'clock in the Church of the Covenant, at Park-ave. and Thirty-fifth-st. A musical service will be one of the features. An attractive musical programme has been announced for the service at the Collegiate Church, Fifth-ave. and Twenty-ninth-st., in which the Lafayette Place Church and Forty-eighth-st. Church choirs will take part. Fine music will be rendered in other churches throughout the city.

The Peabody Home for Aged Indigent Women makes a Thanksgiving appeal for money for the first time in its history. The Home is nearly $300 in debt. It has at present twenty-six inmates.

The Five Points Mission will celebrate to-day its thirty-first Thanksgiving. The exercises will be held at the Mission Building at 1:30 o'clock.

At the East Side Boys' Lodging House and School, No. 287 East Broadway, a dinner will be served this evening at 7 o'clock to the 200 homeless boys who are cared for at that institution.

Charles Hauselt, Emigration Commissioner, the president of the German Society, sent to Castle Garden yesterday 200 tickets for Thanksgiving dinners to be given to deserving destitute immigrants who may be involuntarily detained at Castle Garden to-day. Mr. Hauselt did the same thing last year. The dinners will be served at No. 16 State-st.

Members of the Produce Exchange look forward to Thanksgiving Day with seemingly more zest than to any other holiday in the year. The interval between the close of business and the hour for them to disperse for their homes, on the day before Thanksgiving, is always given up to hilarity and indulgence in boyish sports. Yesterday was no exception to the rule. First came mutual congratulations for the success and pleasures of the past year. Next rang out from several hundred throats, "Glory Hallelujah." Three rousing cheers then preceded the formation of a great circle of staid and dignified merchants to "snap the whip." Other boyish sports were also indulged in.

PREPARATIONS IN BROOKLYN.

The large number of persons of New-England birth or descent in Brooklyn renders very general the observance of Thanksgiving Day. Business will be generally suspended to-day, the courts, post office and public offices being closed, and the people generally religiously going to church in the morning. In the afternoon and evening, social and family reunions will be held and concerts, lectures and festivals will attract persons who do not care to remain at home. The attendance will doubtless be large at both matinee and evening performances in the theatres. Pleasant weather will draw many persons to indulge in excursions into the country about the city and to Prospect Park and even to Coney Island, while the boulevards and parkways will be thronged with gay equipages.

Mr. Beecher will preach, as is his custom, in Plymouth Church upon National topics. The pulpit platform in the Brooklyn Tabernacle will be decorated with specimens of all the National products, and Mr. Talmage will preach. Union services will be held in many churches. The Reformed Church on the Heights and the First Reformed Church will unite in service at the former, with the sermon by the Rev. A. J. Hutton. The Green Avenue and the Nostrand Avenue Methodist Episcopal Churches will meet with the latter and the Rev. M. D. Buell will preach. The Rev. Dr. James M. Ludlow will preach in his church, the Westminster Presbyterian, and the Rev. George F. Pentecost in the Tompkins Avenue Congregational Church, of which he is pastor. All the churches in the Greenpoint part of the city, the Seventeenth Ward, will unite in a service at the Methodist Episcopal Tabernacle, where the Rev. Dr. C. H. Taylor will preach. The First Baptist and Tabernacle Baptist Churches will unite with the Strong Place Baptist Church. At private charitable institutions and in the public charitable and penal institutions special dinners will be served.

FOOTBALL IN SLEET AND RAIN.

THE RUTGERS ELEVEN DEFEATED BY THE COLUMBIA TEAM.

Upon the white sleet which covered the Polo Grounds yesterday afternoon there slipped and tumbled the thinly clad forms of twenty-two Columbia and Rutgers students who valiantly essayed to go through the motions of a football match. From the bleak interior of the grand-stand issued a sound as of castanets, which was caused by the chattering teeth of about thirty more students who endeavored to impart to their blue visages an expression of interest in the game. The rains descended and the floods beat upon the players; and they fell, disclosing in posterior views when they arose that earth and mud still existed beneath the coating of snow.

The elevens faced each other at 3:20, the scarlet uniform of Rutgers at the east goal, forming the only suggestion of warmth to be seen. Columbia sent the ball well forward against the stinging wind which was northeast. Lansing made all sail forward with the wind abeam and bore down upon the Columbia goal line. But running foul of Henry he involuntarily came to anchor, and Octaviano and DeForest by a series of shrewd tacks won back the ground he had gained. Twelve minutes found the ball at Rutgers' twenty-five yard line. There it was fought slowly forward until Columbia secured a touch-down at 3:42, because a Rutgers half-back vainly attempted to kick the ball instead of touching down for safety. But Morgan's kick missed the goal. Morrison, the Rutgers captain, sent the ball into Columbia's territory, and the fight was in the middle of the field when the first half hour expired. At 4 Rutgers had the ball on the west, and a rusher endeavoring to rush was rushed upon and incontinently trampled in the mire. Columbia had the wind and marched triumphantly forward. Rutgers touched down for safety at 4:10, and two minutes later Eldridge of Columbia made a touch-down, but Morgan missed the goal. At 4:17, however, Columbia kicked a goal. The remainder of the second half hour was simply a monotonous series of safety touch-downs by Rutgers, interspersed with an occasional touch-down by Columbia. The score is as follows:

Rutgers—Forwards: Rogers, Lansing, Lilburg, Bearman, Pattison, W. Chamberlain; Quarterback, J. S. Howe; Half-backs, J. Munson (captain), M. T. Scudder, J. Chamberlain; Back, J. W. Scudder.

Columbia—Forwards: De Forest, Potts, Sherman, Eldridge, Octariano, Cowles, Fishburn; Quarterback, Griffin; Half-back, Henry, Morgan; Back, Wilson.

Rutgers—no goals, no touch-downs. Columbia—1 goal 4 touch-downs; Rutgers—six safety touch-downs; Columbia—home. Umpire for Rutgers, H. M. Peters; for Columbia, B. P. Clark; Referee, Mr. Lang.

THE SUFFERING IN MICHIGAN.

CONTRIBUTIONS RECEIVED BY THE TREASURER OF THE RELIEF FUND—A TALK WITH THE SECRETARY OF THE PORT HURON COMMITTEE.

William Dowd, Treasurer of the Michigan Relief Fund, reports the following additional subscriptions:

Amount previously acknowledged	$138,052 73
Lessing Lodge, No. 608, F. and A. M.	10 00
A. T.	5 00
Mrs. Fensheim	3 00
H. L., No. 138 Second-st.	1 00
Mrs. I. B. N. Minstown	5 00
K. L. F.	1 00
Mrs. J. W. Minturn, Paris	50 00
Collected by the Rev. H. Mottett	5 00
Through *The Newark Daily Advertiser*	10 00
Westfield, N. J., M. E. Church	34 00
Rye, N. Y. Presbyterian Church	26 53
First Congregational Church, Great Barrington, Mass.	72 00
Free Congregational Society, Florence, Mass.	84 34
Sabbath School, Schodack, N. J.	7 50
Thomas E. Greacen	100 00
Thomas E. Greacen, collections	16 25
William Brush, Stanwick, Conn.	50 00
Anna M. Murphy, Jersey City	10 00
Boxes New-York Post Office	11 60
Dreyfuss, Weiler & Co.	119 20
Eleventh Ward Relief Association	60 00

Mr. Dowd adds that there will be a collection taken up for the benefit of the Michigan sufferers in most of the churches of this city either to-day or next Sunday. The Governor of Michigan says that they will need about $500,000 more in all. A clergyman who has just been traveling through the burned district reports that the suffering is daily increasing and will become still greater in a few weeks with the approaching cold weather.

M. H. Allardt, secretary of the Michigan Relief Committee at Port Huron, said to a TRIBUNE reporter yesterday:

"There are two committees attending to the needs of the people in the burned district. One committee has its headquarters at Detroit, the other at Port Huron. I am the secretary of the one at Port Huron, and have been engaged in the work since September 7, and have distributed all the clothing, farming utensils and money that have been received. The necessary wants of the people are only partially met, and the severe cold weather which is approaching will find many families unprepared for it unless they receive help very soon. There are 2,200 families under the care of the Port Huron Committee. Every one of them has made a sworn affidavit of the extent of its losses by the fire and its present means. Having satisfied ourselves that the applicant was worthy a ledger account was opened with him. He was credited with the extent of his losses, and everything given to him was charged to him, clothes at the value set upon them by the person giving them, agricultural implements, lumber and provisions at cost price. The applicant was then given enough wheat to sow all the land that he could prepare on his farm, ranging from five to sixty acres. The committee has expended in wheat for seed $36,000, and it was a grand investment. I never saw the wheat crop look so promising as now. Of course ploughs and harrows were necessary at once. These were furnished to the farmers, so that they have so much toward a full supply of implements; but hoes, rakes, mowers, reapers, threshing machines and lumber wagons they still need, and unless they are procured before harvest time the wheat crop, however large, will be a failure. We have a sufficient number of ploughs and harrows, but need all the other implements mentioned. Some of them will be given by manufacturers, and others furnished at reduced prices, but still money is needed for this purpose. Every family has also received from 2,500 to 3,000 feet of lumber to build a temporary house, or rather a 'shanty' for that is all it really is. Some people used logs to build the sides of the house, using the boards only for flooring and roofing, and so were able to make nice dwellings. Where only the boards could be used, the 'shanties' will not be able to keep out much cold, for the lumber was green and will shrink, so that there will be wide cracks in the walls. This lumber was purchased mostly in Saginaw at wholesale prices, and yet this item alone took $30,000 from our cash subscriptions.

"We have received all the clothing that can be used, and have requested that no more be sent. There is now a supply on hand that will meet all needs for the present winter. What we do need now is money for hay and feed. Estimating that each family has one team and one cow, we need $100,000. It is also the desire of the committee to give each family that is destitute $100 and to give it to the people now. The Detroit Committee is working on a different plan. It proposes to give each family a certain amount weekly so long as the contributions continue to be made, and instead of giving money it purchases the provisions and distributes them. On the contrary the Port Huron Committee thinks that the requisite amount of money to tide them over until next June should be given at once, that the country merchants may obtain their supply of goods before navigation closes on the lakes. This will probably take place within two weeks. There is now in this city over $40,000 collected and held back for some reason. Our committee is exceedingly anxious that a delegate from New-York should go out there and see the needs of the people, and if possible assist in distributing the money as he may think best. Every family numbering four or five persons needs at least a hundred dollars to buy food for themselves between now and June. So far we have been able to give them only $15, less than one-sixth of their real needs.

"The outlook is cheering if the winter can be tided over, for the fire was not all a loss. Many farms that were only partially cleared have been cleared thoroughly, so that a little work will accomplish the task of months had there been no fire. It has really increased the value of the land, but the stock must be wintered and we must buy lumber to build stables. Only enough lumber has been furnished so far to build rude dwellings. There is not a school-house, church, store nor mill left standing, so that there will be no schools this winter. All the bridges and culverts were burned, so that with the present high water the roads are impassable.

"I wish, above all, to express the sincere thanks of the Port Huron Committee as well as the Michigan people, for the unparalleled generosity of the people of New-York City."

THE CANVASS DELAYED BY A MANDAMUS.

When the Board of Aldermen met last night to declare the results of the official canvass of the votes cast at the recent election, it was served with a mandamus issued by Judge Donohue, of the Supreme Court, requiring it to send for the inspectors of elections in certain districts in the VIth Aldermanic District and correct certain alleged errors. The mandamus was issued on an affidavit of E. Ellery Anderson that there were errors in the count of the vote of Nicholas Healey, and that he was prevented from fully inspecting the returns in the hands of the Board of Supervisors, and that if these errors were not corrected the Board of Supervisors would declare B. F. Martin elected. Mr. Healey was the candidate of the County Democracy and Mr. Martin of Tammany Hall. The latter's majority is twenty-five.

Alderman Saner said that the mandamus had been issued through misrepresentations, and he wanted time to answer it.

The Board then adjourned until Friday at 11 o'clock. The mandamus is returnable at 10:30 a. m. on Friday. The Board passed a resolution to require the inspectors of election to be in attendance on Friday at 2 p. m. in case the mandamus is sustained.

Although the official canvass has not yet been declared the result is fully known. It turns out that Robert B. Roosevelt has been elected an Alderman-at-Large instead of Bernard Kenney. The returns as first published indicated a close contest between Mr. Kenney, one of the County Democracy's candidates, and Mr. Stevin, of Tammany Hall. These candidates have been watching the canvass with great interest, and no attention was paid to the vote for Mr. Roosevelt, whom everybody supposed to have been defeated. Mr. Kenney was greatly chagrined on learning yesterday that Mr. Roosevelt was the successful candidate. The mistake occurred in the figures given out at Police Headquarters.

THREE WEDDINGS IN CHURCH.

Miss Meta M. Smith, daughter of L. H. Smith, president of the Petroleum Exchange, was married in the Church of the Transfiguration, at 5 p. m. yesterday, to Joseph O. Crane, by the Rev. Dr. Houghton, rector of the church. The altar was decorated for the occasion. The ushers were Charles P. Gettes, E. Montgomery, E. C. Denison, J. W. Cleveland, A. Y. Henriques and George W. Fairchild. The groom, supported by his best man, Major J. B. Fassitt, met the bride at the altar; the latter advancing up the aisle on the arm of her cousin, Charles P. Crosby, who gave her away. The bride's dress had a front of brocade satin and a long train of plain white satin surah; the corsage, cut square, was filled in with lace and garnished with roses; the veil of tulle was fastened with a wreath of Pearl de Jardin roses and lilies-of-the-valley. The guests included Mr. and Mrs. Schlesinger, Mrs. Lawrence, Mrs. Charles P. Crosby, Miss Susie B. McClave, Mrs. Newton, Miss Florence Newton, Miss Fannie Alley, Miss Mamie Newton, Miss Berlin, Miss Hatch, the Misses Monell, H. F. Nordman, Mr. and Mrs. Wilkinson, Miss Nichols, Miss Neilson, and Mrs. Swift, of Poughkeepsie.

The Washington Square Methodist Episcopal Church was nearly filled at 5:30 p. m. yesterday on the occasion of the marriage of Miss Florence A. Bedell to William C. McKeever. The Rev. W. F. Hatfield, pastor of the church, officiated. A reception was held at the home of the bride's parents, No. 67 Prospect-place.

The Church of the Incarnation was the scene of a very quiet wedding at noon yesterday. Charles Lincoln Wellington and Martha Katherine Patzinger, both of Chicago, were married by the Rev. Arthur Brooks, rector of the church. J. A. McPherson and Miss Fanny L. Hummel stood up with the couple during the ceremony.

POISONED BY COLORED TEA.

LEWISTON, Me., Nov. 23.—Six members of a French family named Sainden at Lisbon, have been sick for several days. On Monday one died, and another will probably not survive. The sickness is supposed to have been caused by some cheap green tea, purchased of a pedler, the coloring matter of which is believed to contain poison.

NEWS FROM WASHINGTON.

THE STAR ROUTE FRAUDS.

REPORT TO THE ACTING ATTORNEY-GENERAL OF A. M. GIBSON, SPECIAL ATTORNEY FOR THE POST OFFICE DEPARTMENT—SOME OF THE CHARGES WHICH HE CONSIDERS FULLY SUSTAINED BY EVIDENCE.

WASHINGTON, Nov. 23.—A. M. Gibson, special attorney for the United States in the matter of the Star Service investigation, has submitted a report to the acting Attorney-General, which is to-day made public. Mr. Gibson says at the outset: "For manifest reasons it would not be prudent in this report to disclose all the facts discovered by the investigation pursued by the representatives of the two departments, or to indicate a tithe of the evidence which must be reserved for the courts of justice." The document is nevertheless of great length, and would fill about twenty ordinary newspaper columns, exclusive of its accompanying "exhibits."

Dealing chiefly with the administration of the Contract Office during the term of General Brady and corrective subjects, the report begins with an outline of the laws governing mail contracts; a description of the duties of the Second Assistant Postmaster-General and the Post Office Auditor; a sketch of the regulations and practice of the Post Office Department, and a review of its past history and methods, as evidenced by Congressional legislation and departmental records, in regard to the Star Mail Service from the earliest periods.

On the subject of "Allowances for Expediting the Mails," the report asserts that the authors of the law indicated clearly what its interpretation should be, and down to the year 1866 the officials who administered it observed that construction literally.

The contractors were required to furnish a detailed statement, verified by oaths, and certified to be correct by at least two disinterested parties, showing the cost of the original service and the profit they had therefrom. "By long usage," says Mr. Gibson, "this became sanctified as the unwritten law of the department. The first instance of a departure from this ancient practice was in 1866, but this violation of the written and unwritten law governing such cases did not become habitual till Thomas J. Brady became Second-Assistant Postmaster-General. Neither did it become the rule to increase enormously the public expenditures for mail service by the questionable method of extra allowances for additional trips and expedited schedules under any of Mr. Brady's predecessors. It is true that there were other reprehensible, nay criminal, ways of defrauding the Government through mail contracts, but cases of expedition were so rare as to make them the exception rather than the rule.

"In one of the most profligate years of Buchanan's Administration, when the maladministration of the Post Office Department became almost a synonymous term for public robbery, I find only one case of expedition, and that was an allowance made to George Chorpenning."

Coming down to recent times it is asserted that there were only six cases of expedition (involving a total of $21,738) in the fiscal year 1872, and only seven (amounting to some $61,000) during the fiscal years 1875 and 1876, when General Tyner was in charge of the office; and in each of these cases the orders making the allowances state that they are less than pro rata, i. e., the ancient custom, in accordance with the true construction of the law, was observed.

MR. BRADY'S CAREER.

The report continues: "Twenty-three days after the beginning of the fiscal year 1877 Thomas J. Brady qualified as Second Assistant Postmaster-General. During that fiscal year I find made on his orders sixteen allowances for expedition of mail service on sixteen routes. The contract price of these sixteen routes aggregated $184,544 24 per annum. The allowances for expedition increased the annual pay on these routes $197,946 16, and made the total pay $382,490 40 a year. And in each one of these cases the law was stretched to its utmost in favor of the contractors, and the ancient construction of that law disregarded, and likewise the time-honored custom of the department requiring contractors to furnish verified detailed data, whereby 'the exact proportion' between 'the original pay and 'the compensation for the additional service required' could be accurately determined. During this same fiscal year (1877) Mr. Brady made orders granting additional allowances to contractors for trips added and speed increased on 250 routes, amounting in the aggregate to $604,336 09. The original pay on these routes was $1,090,620 92, so that the increase was about 58 1-6 per cent, while the additional duties required of the contractors were in the aggregate only about 33 1-3 per cent."

Mr. Gibson charges that General Brady thereafter deliberately advertised for Star Service on such schedules as to leave room for premeditated increases of pay by means of allowances for expedition, etc., and that "in almost every instance he violated the letter and spirit of the law in making the orders for the additional allowances by which a few contractors have been receiving more than two and a quarter millions of dollars a year."

It is also charged that when a clerk called General Brady's attention to one of the first of these cases in which, under the previous practice of the Department, a desired allowance for expedition could not have been granted, because the application was supported only by the contractor's sworn statement as to the number of men and horses required, General Brady established a rule that, thenceforth, such a sworn statement of a contractor "specifying simply the number of horses and men required was the datum on which allowances should be made."

THE SYSTEM OF ALLOWANCES.

"In the cases of allowances for increased trips and distance," says Mr. Gibson, "a still simpler method was adopted—to allow every dollar the law permitted." It is still further charged that, during the fiscal years 1879 and 1880, there were forty-four orders on which allowances were made and money paid which were retroactive and in direct violation of law. In all, according to this report, there were, during General Brady's incumbency, seventy-four orders made in violation of law. Mr. Gibson says: "An inspection of every case of expedition by experienced and impartial men, whose instructions were to ascertain the truth and report it, was ordered. Nearly all their reports have been received. A number of men have been employed in this work since May last. They have examined hundreds of witnesses who had personal knowledge of the facts. The statements of these witnesses were written down and verified by their oaths. The sub-contractors, superintendents, drivers, agents and other employes of the contractors have been interrogated and their depositions taken. The result is a mass of evidence, accompanied by the explanatory reports of the inspectors, which fill several thousand pages of legal cap paper. In addition to all this the record evidence in the Department has been minutely and critically examined, digested and collated. To do this great work has required months of the most assiduous work on the part of Inspector P. H. Woodward, myself and the officers and clerks of the Post Office Department assigned to this duty. I have examined all this evidence and weighed it carefully, and in many instances heard and read the oral and written statements of the contractors or their attorneys, and I cannot resist the conviction that in almost every case the allowance for expedition was fraudulently, collusively and corruptly obtained."

The report proceeds to summarize the testimony in regard to the results of most of the orders for expedition, and asserts that in some cases, the so-called "expedition" actually delayed the mails, and that in the majority of cases no expedition was accomplished.

SOME FLAGRANT CASES.

"In regard to the increasing of trips," says Mr. Gibson, "the evidence is equally voluminous and conclusive. In every case, the pay allowed for trips added and schedule expedited was excessive. Moreover, the needs of the country to be supplied with mails did not demand, in most of the cases, the increased service or the expedition. But for reasons which are manifest, I would mention some of the most flagrant cases where the service was put up from weekly to daily and the speed increased from a mile and a half an hour to five miles an hour, at a cost of tens of thousands of dollars, when the fact was notorious that nobody but the contractor asked for it.

"In the case of one route, Canon City to Camp McDermatt, tri-weekly mails were carried over two hundred miles, through an uninhabited country, with only an abandoned military camp between the terminal offices. The lonesome rider camped at convenient points, lariated his mustang, and caught the fish or shot the game on which he lived. Near the eastern terminus of this route there was a post office some distance off the the path by which the solitary rider picked his way. There lived at this office one family, and once or twice a year they received a letter which the carrier would leave at a spot agreed upon. The head of this family felt that it was a bore to have to make returns and certify to regular arrivals of mail, and he was continually asking the Department to abolish the office. Evidently this hardy pioneer did not yet appreciate the beneficent Government which was squandering tens of thousands of dollars to give him a mail three times a week. It is certain, however, that the contractor believed in frequent and fast mails, and was troubled greatly by the requests of the hardy pioneer to have his post office discontinued. The evidence is in our possession to show that he wrote his sub-contractor to see the unappreciative pioneer and satisfy him, saying that he had already paid him $30 to keep quiet, and that he knew the fellow was only "kicking" in order to get more money.

There was another route in the Northwest over which not one letter was ever carried. A pouch went to and fro with only a solitary circular in it till both were nearly worn out. In several instances the sub-contractors and others remonstrated with the department for supplying mails which nobody along the routes wanted. Of the ninety-two routes on which schedules were expedited at a cost of $1,218,115, not to exceed ten of them can be shown to have required any increase of speed. And had the service on these ten been properly advertised, there would have been no sort of pretext for squandering hundreds of thousands of dollars of the people's money to increase the speed from a slow to a fast walk. In one of these ten cases it is a notorious fact that it was agreed beforehand that, within thirty days from the commencement of service, the pay should be more than doubled by expediting the schedule. The petitions and recommendations upon which increase of speed and additional trips were ostensibly made, were in all cases procured by the contractors. The fact that the names attached to many of these petitions are written by one or two or three persons, is so apparent, that any one who examines them is forced to the conclusion that they were not intended to deceive the officers of the department." * * *

NOT THE RESULT OF ACCIDENT.

"I submit that the manner in which the Star mail service was advertised November 1, 1877, was not and could not have been the result of accident. It was not accidental that so many of the routes in the Western States and Territories were obtained by a few contractors and their dummies. Shrewd business men, like old and experienced mail contractors, did not blindly engage in what ordinarily would have been a ruinous enterprise unless they knew to absolute certainty before hand that they could make it, at a very early date immensely profitable. Temporary service, which was given without competition, and at rates largely in excess of the average pay for such service, did not accidentally find its way to the thirteen favored contractors. It was for no ordinary reason that an executive officer, of acknowledged ability knowingly reversed the practice of the Department, sanctified by the unvarying usage of more than half a century, known to be in accordance with the declared intention of the author of the law, so manifestly right and proper that no honest man could doubt the prudence and propriety of it, and the abolishment of which must necessarily throw wide open the door to unblushing fraud and unbounded peculation."

WHERE THE THE RESPONSIBILITY RESTS.

After describing in great detail the systems of straw bidding and of furnishing worthless bonds by which the Government has been so frequently and largely been defrauded the report charges the responsibility for the success of these systems mainly upon the Second-Assistant Postmaster-General and the Auditor of the Department, of both of whom it is said that although put on their their guard and, fully informed, "they took no steps to punish the guilty postmasters; they did not reject the illegal proposals; they did not set their faces against any of these frauds."

Various instances of the frauds thus generally described are recited with minuteness of detail; a number of recommendations for remedial legislation are submitted, and the report concludes as follows:

"I submit that I have demonstrated that the methods which have prevailed in the contract office of the Post Office Department promoted wastefulness, facilitated corruption, enabled a few contractors with the assistance of high officers and subordinates to wrongfully obtain vast sums of money from the Treasury, and generally brought the Department into dishonor and bad repute throughout the land. The following propositions are sustained by overwhelming and unimpeachable evidence:

First—That in advertising for proposals to transport the mail on star routes in the fourth, or Pacific, contract section, it was the rule to ask for a number of trips less than it was pretended the needs of the country required immediately after service began.

Second—That the schedule time on star routes was systematically made longer in the advertisements than it was pretended immediately after service began that the needs of the country demanded.

Third—That Star Routes were advertised longer than they were let at previous lettings, and longer than the distance, circular and other record evidence known to the contract office proved them to be.

Fourth—That Star Routes have been advertised to be shorter than they were known to be from the record evidence in the possession of the Department.

Fifth—That the systematic advertising of Star routes in the manner described in propositions first, second, third and fourth, were some of the steps precedent taken in accordance with a prearranged plan, of the existence of which all the attendant and sequent circumstances leave no doubt, whereby a few contractors obtained control of more than 400 routes at very low pay, and then by means of extra allowances made in violation of law and at variance with the long established practice of the Department, got the pay of the same increased by addition of trips, expedition of schedule and increased distance, until three, four, five, six, and seven times the original price was paid.

Sixth, That by advertising Star Routes longer than they actually were, an expedition of schedule thereon required less expenditure by the contractors to enable them to perform the increased service.

Seventh, That the Star Routes being advertised shorter than they actually were enabled contractors, after getting the pay for these routes, enormously increased by trips added and schedules expedited, to obtain, on one pretext or another, pro rata pay for increased distance.

Eighth—That this system required contractors who obtain routes at small pay to give proportionately less bonds, which are not required to be increased in proportion as their pay is increased by extra allowances for additional trips expedited, schedules and increased distance; that this opened the door to straw-bidding, and men who were notoriously dummies habitually appeared as bidders, and as circumstances required, became failing bidders, failing contractors, or remained and sub-let to their principals, just as their interested or successive aid in getting the pay of the routes increased; that the bondsmen of these dummies were always worthless, and no effort was ever made to punish the men behind them.

Ninth—That in giving out of temporary service, a few contractors received all the rich plums at high rates of pay, and in some instances these temporary contracts have been extended from time to time, greatly to the detriment of the Government, and greatly to the advantage of the favored contractors.

Tenth—That in many instances contractors have been suffered on portions of their routes to perform service and to omit service in violation of their contract, whereby they profited largely, and the Government suffered to a corresponding degree.

Eleventh—That contracts have been awarded on proposals manifestly and confessedly irregular and illegal on the plea that a great saving was thereby to be made, and within a few days or months after service began the pay on the routes thus let was increased many fold.

Twelfth—That contracts have been awarded to certain contractors on illegal proposals, and at the same letting contractors were not awarded on proposals having precisely similar defects, the department holding that the proposals were illegal, when, in fact