Literary News and Criticism.

The Story of an Old Engineering Campaign in Brazil.

RECOLLECTIONS OF AN ILL FATED EXPEDITION TO THE HEADWATERS OF THE MADEIRA RIVER IN BRAZIL. By Neville B. Craig. Illustrated. 8vo, pp. 479. Philadelphia: J. B. Lippincott Company.

On the afternoon of January 2, 1878, the steamer Mercedita, with a passenger list of about two hundred and twenty, and carrying as a part of her cargo five hundred tons of railroad iron, sailed from Philadelphia for the far interior of South America. Wharves and shipping for a block were packed with cheering onlookers as the vessel took her departure. For months the newspapers had been filled with talk about the great "$6,000,000 contract" undertaken by a local firm for the opening of a commercial highway into the heart of inaccessible Bolivia. Reports, more or less trustworthy, of that country's unequalled mineral resources, of her rich timbers, her rubber supply, her astonishing fertility, lent to the event, at least in the public eye, something of the glamour of a modern El Dorado enterprise.

About one thousand miles inland from the mouth of the Amazon the Madeira River enters the larger stream from the south, and for 650 miles from this point this river is navigable, even in the dry season, for vessels with a draft of ten or twelve feet. If the long series of rapids above could be passed it would be possible for small steamers to ply up the Mamoré River and its affluents for hundreds of miles further, thus opening up a vast new territory to international trade. Less than two hundred and fifty miles of railway would connect San Antonio, at the northern end of the rapids, with Estaçao Mamoré, at the southern end. It was for the construction of this road that the Philadelphia firm of P. & T. Collins had signed their contract.

From the very outset the great scheme seemed to be under some disastrous star. Even at the time of the Mercedita's sailing it had run a long gantlet of misfortune. Ten years before, through the untiring exertions of Colonel G. E. Church, always the moving spirit of the enterprise, the Bolivian government had pledged generous aid. Then it had attempted to repudiate its pledges. Later an English company had been formed. A large subscription to Bolivian bonds had been secured. In 1872 work had actually been inaugurated—only to be abandoned, however, at the end of a few months, under a discreditable showing. Years of litigation had followed, while shrewd politicians and commercial pirates of two continents struggled to get control of the carefully protected funds. At last a new contract had been placed with an American firm, and the purchase and hasty equipment of the Mercedita made the first step in the renewal of actual operations.

Following promptly in her wake, a larger steamer, the Metropolis, with 215 passengers, chiefly laborers, set out for the same destination, only to be wrecked, three days later, on the Carolina coast, with a loss of eighty lives. This catastrophe had the effect of considerably damping popular enthusiasm over the expedition, and the City of Richmond, which put out next, was compelled to ship among her four hundred steerage passengers at least two hundred ignorant Italians, whose entire subsequent record was one of sullen insubordination or open revolt. At intervals of some weeks several supply schooners were dispatched, and two tugboats were chartered and sent out post haste—inadequately provisioned—to give haulage up the Amazon. At last, after vicissitudes of every description, the little fleet came limping, one by one—each vessel with its own tale of misfortune, by the way—up the muddy Madeira River to San Antonio, where the headquarters of the expedition had been established.

Among the members of the engineering corps was a young man by the name of Neville B. Craig, and he stayed in the field until the final abandonment of the work. Now, almost thirty years later, he has written down the story, at the solicitation and with the assistance of a company of his fellow survivors, who constitute what is known as "The Madeira and Mamoré Association." Simple and unassuming as is his manner of telling it, the narrative makes exciting reading. Not that a layman is likely to peruse with great attentiveness the chapters setting forth the infinite complications, legal and financial, that beset the enterprise, and that led, more than anything else, to its failure, but he must be a rare man who can read without a thrill the intimate story of that little company of engineers. Stricken down with chills and fever, living on hardtack and water or mush and molasses, with an occasional parrot or tapir for luxury, often destitute of medicine, fit clothing or decent shelter, and in frequent danger from savages, still they stuck to their work until sheer weakness—or death—interposed.

Failure was not to be laid at their door, certainly. If they had been given any fair backing it is safe to declare that the work would have been put through. The financial difficulties of the contractors, due to the tying up of the deposited funds by litigation, prevented them not only from paying their employes, but also from affording them decent provisions. Under such circumstances nothing but disaster could be expected. Out of seven hundred men who reached San Antonio, fifty-six died at that station and seventy-five more lost their lives in an attempt to reach Bolivia overland. This is more than twice the percentage of mortality among the Union forces in the Civil War.

Here is a characteristic glimpse of the conditions that obtained almost everywhere during the latter months of the work. It is quoted from the diary of Mr. J. P. O'Connor, who is now private secretary to Archbishop Ireland, but was at that time attached to Engineer Corps No. 4, which had been sent out to survey the country along the upper Madeira:

On May 29, after helping the Indians to bridge a small creek, I was again attacked by chills and fever, compelled to return to camp and there remain for some days, suffering little pain, but steadily growing weaker and rapidly losing flesh. When, on the 29th, a fastening gave way and our tent fell in, some of the men were so weak that they had not energy sufficient to move from the places where they fell. . . .

June 2—The last few days have been full of misery and suffering for the twelve men under Captain Stiles. Not less than ten have been all the time in their hammocks, sick and crazy from chills and fever. . . . Weakness and loss of vitality, due to insufficient food more than to any other cause, have reduced us to our present condition. There seems to be no remedy in sight. . . . Food supplies that we should have had with us when we left the river some two weeks ago have not yet arrived.

June 7—Another week of misery and mush. Yes, mush and molasses, molasses and mush, with fried mush and molasses for a change. . . .

Mr. Craig was member of a corps commissioned to lay the route along the Jaci Parana, about seventy miles above San Antonio. He writes:

Instead of improving, our condition became steadily worse. The small quantity of provisions the engineer had been able to furnish was soon exhausted . . . and we soon became dependent upon the generosity of the Indians at St. Helena and Las Pedras for yucas and plantains. We did not have a cent of money to pay for anything. . . . After September 18 work was practically suspended. On the 19th McKnight and I were the only men in camp not prostrated by fever, and, as there was nothing on hand with which to feed the invalids, we had to visit Las Pedras and carry on our own backs as much of a load as we could stagger under. . . We resorted to trading empty tin cans and every article we could spare for yucas and plantains. . . . We did not dare to expend recklessly our small supply of ammunition on game while there was danger of being attacked by the Parentintins [savages who had already killed one of their number], and at the very time when almost every American and Indian in our camp most urgently required it our supply of quinine gave out. The rains, at this time heavy and frequent, made our camp often very uncomfortable. . . . The insects of the forest seemed unusually active. Besides the omnipresent fire ants wood ticks and plums, great armies of larger ants frequently routed us from our hammocks at night and compelled us to do battle with them. Such invasions, always exasperating, were doubly so when they compelled men in a raging fever to leave shelter during a downpour of rain. . . .

The atmosphere in this part of the continent is so surcharged with moisture that revolvers become unfit for use overnight with rust unless soaked in kerosene—a climate favorable to every variety of vegetable and insect life, but fatal to a white man without ample munition of quinine.

Every inch of the line had to be cut through almost impenetrable vegetation. Quite frequently immense trees, after being completely cut through at the base, would continue to stand erect, held firmly in place by the network of vines that tied their tangled tops to everything standing within a radius of fifty feet. No idea could be formed in advance of the nature of the ground to which the preliminary line was leading. The engineer's first knowledge of a high hill or a deep valley in front of him was obtained when his axemen disappeared among the treetops or sank out of sight below him. Surveying through these forests was like working by the light of a lantern at midnight. . . .

Occasional encounters took place with boa constrictors and leopards; but by far the most inveterate foe was the pest of insects—flies that settled in myriads over face, neck and hands, "so persistently that it often required two men to keep them out of the eyes of a transitman during the few seconds required to line a point ahead," clouds of savage mosquitoes and ants of every description, crawling under clothing, penetrating everywhere and each apparently possessing a means of torture more ingeniously diabolical than its predecessor. One variety, red and small, gave a bite which caused no swelling, but felt like "an electric shock penetrating to every part of the body."

Grim as is the history of this "ill fated" expedition in the main, Mr. Craig has not forgotten a good number of humorous incidents that enlivened it. Trust an American for that! He recounts most entertainingly such episodes as an involuntary experiment with monkey meat; the delight of the engineers in an unexpected accession of tobacco; a number of amusing encounters with local magnates, one of whom refused to conduct his guests further until the entire supply of whiskey had been consumed—a business of seven days. One feels throughout the record the splendid quality of the typical American engineer, keen minded, ambitious, intrepid, persistent, taking hardship quite prosaically as a part of the day's work, always ready to extract from misfortune whatever humor it may possess, and never admitting, so long as there is a ghost of a chance, that failure is a possibility. When the Madeira expedition finally broke up, all the engineers hoped that, so soon as the English litigation should be ended, they would be able to return once more to the enterprise in which they had already sacrificed so much. But this was not to be.

DIFFER ON SPEED LIMIT

Witnesses at Smith Trial Testify on Technical Points.

The defence scored a point yesterday in the trial of Alfred H. Smith, vice-president and general manager of the New York Central Railroad, charged with being responsible for the Woodlawn wreck last February, when William B. Potter, superintendent of the railway department of the General Electric Company, testified that under conditions such as the engineer of the wrecked train had described the train ought to h ave been running about fifty miles an hour. Several passengers on the train had testified that it was going more than sixty miles an hour.

Mr. Potter said that from tests made at Schenectady the braking force of the electric trains could be applied so as to bring the train to a full stop at a distance varying from 664 to 2,184 feet, as the original speed varied from 44.1 to 69.3 miles an hour. He then went on to say that if the wrecked train had been running in "series-parallel" it could have made about seventy miles an hour around the curve. An actual test had showed, however, that a train running under the conditions described by the engineer could make only forty-eight miles, though calculations showed that it ought to make fifty-three miles an hour.

According to the testimony of Herbert S. Balliet 44.6 miles an hour is the speed that the track at Woodlawn is built for.

Assistant District Attorney Smyth succeeded in bringing out the admission that for the test the track was double spiked instead of single spiked, as was the case on the Woodlawn curve. Spencer T. Case, master car builder of the New York Central, testified that he had found the high speed apparatus on the second car of the wrecked train defective. He said that the air hose had parted, so that the brakes did not work well.

Chief Engineer Kittridge testified that he believed the tracks were safe for a speed of seventy-five miles an hour. He also read from a report of the committee of engineers on speed around curves, which recommended that the "equilibrium speed" around curves ought not to be exceeded by more than ten miles an hour. Mr. Kittridge thought that the "equilibrium speed" could be exceeded by twenty-five miles an hour with safety.

Much of the day was taken up by witnesses who qualified as experts. Earl B. Lovell, professor of railroad engineering at Columbia University, gave testimony dealing with pressure on the head of a rail and the amount contributed by friction and impact caused by depressions in the tracks. John J. Cone, of the Hunt company, told about the elasticity of the spikes used by the Central, which would be sheered off at the base of the rail at a pressure of 22,165 pounds to the square inch.

Mr. Smyth expects to finish the prosecution tomorrow, and, with three days left for the defence, the case is expected to go to the jury by the end of the week. District Attorney Jerome was in court for a short time yesterday, but took no part in the argument.

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THE STATE VOTE CANVASSED.

Grand Total at Last Election 2,710,315—Constitutional Amendments Carried.

Albany, Dec. 16.—The votes cast at the last election were officially canvassed to-day by the State Board of Canvassers. In order to have a quorum, Mayor Gaus and Recorder Hendrickson of Albany sat with John S. Whalen, Secretary of State, and State Controller Glynn as members of the board. The official canvass for associate judges of the Court of Appeals and constitutional amendments follows:

Edward T. Bartlett (Republican and Democrat), 1,180,675; Willard Bartlett (Republican and Democrat), 1,165,282; Reuben Roble Lyon (Independence League), 114,203; John T. McDonough (Independence League), 121,304; Thomas Crimmins (Socialist), 23,798; Thomas A. Hopkins (Socialist), 23,382; Coleridge A. Hart (Prohibition) 18,775; Irwin Baldwin (Prohibition), 18,570; blank and scattering, 44,370; grand total, 2,710,315.

Constitutional Amendment No. 1, exempting water bonds issued by second class cities from the provisions of the constitution limiting the indebtedness of such cities—For, 352,905; against, 137,721; blank or defective, 512,623.

Constitutional amendment No. 2, relative to the classification of cities by permitting Rochester to become a city of the first class—For, 309,159; against, 122,919; blank or defective, 546,999.

FUNERAL OF MRS. MARIA M'MANUS.

Funeral services of Mrs. Maria McManus, mother of Senator Thomas J. ("The") McManus, were held yesterday at the Church of the Sacred Heart, in West 51st street. Six of the sons, including the Senator, acted as pallbearers. Solemn high mass was said at the church.

TRANSATLANTIC TRAVELLERS.

Among the passengers who will sail for Europe to-day are:

OCEANIC, FOR SOUTHAMPTON.

Mrs. E. E. Baltazzi.
Mrs. James H. Gould.
The Misses Gould.
Mr. and Mrs. L. H. Littlefield.
Herbert Lloyd.
John Phillips.
Mr. and Mrs. John Wright.
W. F. Robinson.
Mr. and Mrs. B. F. Richardson.

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ARMY AND NAVY NEWS.

Progress in Congress on Service Pay Bill.

[From The Tribune Bureau.]
Washington, December 16.

FRIENDS OF BILL OPTIMISTIC.—Advocates of the service pay bill, both within and without the ranks, are immensely gratified by the progress which has been made in Congress and the strong sentiment that seems to be growing in favor of that measure. Anxious to use their pet arguments and persuasive powers, the Representatives who are pushing the bill have endeavored to win over any who might be opposed, but thus far they have been unable to discover any Congressman who has a more hostile spirit than that of apathy. On the other hand, many of the disinterested members have been won over to an active support of the bill since the main features have been made clear and they have learned that the measure affects narly a million people. Both the War and Navy departments and Representatives most interested in the bill have received assurances from Senators and Representatives that a great effort will be made for the bill, and for this reason the outlook at present is bright. Speaker Cannon has not announced his attitude in regard to the bill, but it is understood that he has no objection to its passage if he finds that the sentiment of the House is in favor of it. It is certain that some alleviating measures will be taken to prevent the desertions and complaints that have been constantly coming from the enlisted men in all branches of the service, and which have been outlined in every report issued by military and naval authorities made public this year. These reports show that the recruiting officers of all branches are having great difficulty in keeping the ranks tolerably well filled, and in many instances this is found to be impossible.

Representative Capron, when asked to-day as to the probability of the pay bill passing, said: "I don't wish to enter into a discussion of that subject just now, as the committees have not been appointed and a definite and accurate opinion is impossible. I do believe, however, that there is every reason to be optimistic." He was willing to give many reasons why the bill should pass, and said: "It is only necessary to turn to the reports sent out by the various departments to determine the urgent need for increased pay. The people of the country want men in the army, the navy and the other branches whom they can be proud of. They do not want men who are driven into the army because there is nothing else that they can do, but men who enter the service with some spirit of patriotism. But even the most patriotic of men must have some larger inducement than $13 a month when those outside are earning five times that much with less effort. The argument that the government furnishes board and clothes is true enough, but it is not convincing, because the soldiers have to buy civilian's clothes anyhow, and all of them do. It is not fair to ask men to make every sacrifice to serve the country. The country should be willing to make some sacrifices for the men, and in this case, where no sacrifice is asked, no hesitation should be felt. It is a hard thing to ask a healthy, active man to give up his family, his friends and his pleasures for $13 a month."

One thing that will help the passage of the bill, in the opinion of Representative Capron, is that all branches of the service are pulling together and whatever friction there may have been hitherto has entirely disappeared.

ORDERS ISSUED—The following orders have been issued:

ARMY.

Major CHARLES E. WOODRUFF, surgeon, from Plattsburg Barracks to Fort Wadsworth.
Captain JACOB E. BLOOM, commissary, to Chicago for examination for promotion.
First Lieutenant CLARENCE LE R. COLE, assistant surgeon, from San Francisco to Fort Thomas.
Captain HENRY B. DIXON, paymaster, from San Francisco to Portland.
First Lieutenant HERBERT G. MILLER, 4th Field Artillery, resignation accepted, to take effect January 31.

NAVY.

Captain J. B. MILTON, to navy yard, Mare Island.
Lieutenant E. F. ECKHARDT, to the Maryland.
Lieutenant H. E. COOK, detached the Tingey; to the Alabama.
Ensign A. C. KAIL, detached the Alabama; await orders.
Passed Assistant Surgeon J. H. IDEN, additional duty with Cape Cruz-Salida survey expedition, Manzanillo.
Paymaster H. E. STEVENS, to navy yard, Boston.
Paymaster C. S. BAKER, detached navy yard, Boston; settle accounts and await orders.
Assistant Paymaster G. P. SHAMER, to the Montgomery.
Assistant Naval Constructor J. A. FURER, detached navy yard, New York; to naval station, Charleston.

MOVEMENTS OF WARSHIPS—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

Dec. 13.—The Preble, at Mare Island.
Dec. 14.—The Whipple, the Hopkins, the Hull, the Stewart, the Truxtun and the Lawrence, at Trinidad; the Tecumseh, at Hampton Roads; the Craven, at Norfolk.
Dec. 15.—The Nevada, at Norfolk.

SAILED.

Dec. 15.—The Mayflower and the Dolphin, from Washington for Hampton Roads.

The Dahlgren, placed in reserve, navy yard, Norfolk, December 13.

LUMBAGO FOR DEFENCE.

Captain Chase Sets Up Odd Contention at Court Martial.

A touch of lumbago may cause a certain inclination of the head. In proving this by the testimony of the post surgeon of the coast artillery at Fort Howard, Maryland, Captain A. W. Chase hopes to convince the court martial trying him on charges of insubordination and conduct to the prejudice of military discipline that this inclination of the head was not a "display of anger" as was assumed by witnesses for the prosecution in the trial now going on in the Army Building, in Whitehall street.

"I am willing to waive the subpoenaing of enlisted men from Fort Howard," said Captain Chase to the court, "but I will request the court that Captain Charles F. Morse, the post surgeon, be summoned, as his presence is very necessary to my defence."

"In what way?" asked Colonel Howe, the presiding officer of the court.

"Specifically in that he may give testimony," was the response, "that I was suffering severely from lumbago on November 5, at which time I had the interview that had been referred to with Lieutenant Colonel Deems. It has been testified that I tossed my head then as though I was very angry with my superior. I had just gone through a pouring rain and was soaked. This has caused me much further pain."

Captain Chase also wanted the surgeon as a witness to testify that he held no personal grievances against any officers of the post, as had been alleged by the witnesses for the prosecution. The court granted the request and ordered Captain Morse to appear to-day.

Lieutenant S. C. Cardwell was called as a witness yesterday, and gave much testimony already told about differences between Colonel Deems and Captain Chase. On cross-examination Captain Chase demanded to know whether it was true that the lieutenant said htat while on sick leave that his sickness had ceased but he was continuing on leave.

"I think I did," answer the young lieutenant.

The prosecution closed its case with the testimony of Captain Ordway, who had command of the battery on the night of October 14. The trial will be resumed this morning.

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For and About Women

SIGHTLESS WORKERS AT THE NEW OFFICES OF THE ASSOCIATION FOR THE BLIND, NO. 118 EAST 59TH STREET.
A GROUP OF BLIND WOMEN AT WORK.

DOLLS DRESSED BY BLIND WOMEN.

WORK OF THE BLIND.

Exhibition and Sale at New Offices of New York Association.

The formal opening of the offices of the New York Association for the Blind, at No. 118 East 59th street, begins to-day. There was a preliminary opening yesterday, a special reception for the blind. Sighted people as well were there, and many more are expected before the end of the opening, which will not be until Saturday night. Officers of the association and people interested in its work will take turns in receiving. Among these will be Richard Watson Gilder, president of the association; Mr. and Mrs. Seth Low, Dr. and Mrs. Felix Adler, Mrs. Cebden-Sanderson, Dr. Huntington and the Rev. Thomas Slicer. Governor Hughes has written Miss Winifred Holt, the secretary, promising to come to the opening if he possibly can.

The blind women came yesterday afternoon, the blind men in the evening. They were supposed to come to be amused, but they showed a unanimous tendency to take off their things and go to work. Of course, there were a hundred last things to do all the afternoon. Though downstairs a blind girl with an exquisite voice was singing for their entertainment, a group of blind women sat in an upper room, making hats for the exhibition. One dainty hat of white lace, with bows of pink ribbon, was made, wire frame and all, by a woman who is entirely blind, and this woman proudly exhibited the beginning of a hat she was making for Miss Holt, who means to wear it when she lectures.

On this floor were two examples of what employment does for the blind. In one room sat an Italian girl—quite sightless—deftly threading beads to fringe a lovely white silk lamp shade she had made. A few years ago this girl was idle, miserable. The association took her in hand, and now she is one of its best teachers for other blind girls.

In another room a man sat stamping circulars. This man appeared at the rooms of the association yesterday morning, just out of hospital. One eye was gouged out, the other practically sightless. He was desperate, on the verge of committing suicide. They put him at work counting envelopes and tying them up in packages of twenty-five. Then they gave him circulars to stamp. If his interest flagged they would urge him gently, telling him how much those circulars were needed, and by and by he grew quite busy and contented.

"What are you making?" some one asked a blind girl who sat working.

"This is my second piece of beadwork," she said proudly. It was a beautiful bead shade for an electric candle. Many other specimens of bead work are here, too—bead chains, bead purses of such elaborate patterns that it seems strange to think they were made by the blind. This is a sale as well as an exhibition, and a reception, and people who want to buy dolls and Teddy bears, already dressed, for their children, can surely be suited here. All the dolls were dressed by the blind. There are curtains and table covers, too, most quaint and artistic; sofa pillows, aprons, baby caps, curious bath mats of corks, made and patented by a blind man, and pieces of furniture both pretty and solid. One room upstairs is furnished entirely with chairs, a table, a cabinet, etc., all made by the blind.

Among the articles offered for sale are some plaques made by Miss Holt, ano showing Helen Keller's head in bass-relief. Miss Keller sat for it last summer, and with her own hand traced her name at the side. "To be blind is to see the bright side of life," is lettered underneath.

This reception and fair are given in the hope of raising the money so much needed for the increased expenses of the association. For the association, like many other organizations, has been hit hard by hard times. The blind there make, for instance, excellent brooms, but the sale of brooms, even, has fallen off since the bad times. It is difficult to raise thousands of dollars by small sales, yet, if the association does not succeed in completing the $100,000, of which $40,000 is conditionally promised that $40,000 will be lost. That is why the officers and members and friends of the association are straining every nerve.

The opening will last from December 17 to December 21, from 3 to 6 o'clock, and on the 17th, 19th and 21st, also from 8 to 10 o'clock in the evening. A number of fashionable young women will pour tea in the Dutch tearoom, among them Miss Margaret Sloane, the Misses Ripley, Miss Rosalie Jones, Miss Angelica Church and Miss Edith Jay. Yesterday the tearoom was being hastily repapered with quaint Delft blue Dutch paper, and was also, temporarily, a wild animal room. The wild animals were two infinitesimal black kittens, which are to be auctioned off to-day.

TRIBUNE SUNSHINE SOCIETY

As the sun lightens the world, so let our loving kindness make bright this home of our habitation.—R. L. Stevenson.

IMMEDIATE WANTS.

More dolls, mittens, stockings, toys, games, handkerchiefs, stationery and Christmas cards are needed immediately to put in Southern and Western boxes. Will members and friends respond promptly and thus facilitate the work at the office?

BRANCH REPORT.

Mrs. Dana S. Carpenter, president of the Middletown Springs (Vt.) branch, writes:

"With this letter we send our annual Sunshine box, and also the names of our members who have paid their 10 cents each to the general society. It is a year since Mr. Ballard left us for the higher life, and it seems sometimes as though the life of the branch went with him, yet we have all tried to do the things we know would please him if he were among us. Our work has consisted of the usual acts of kindness such as visiting the sick and aged, writing letters, sending greetings to absent ones, distributing flowers and reading matter. Through the influence of one of the members a dress was made and a comfortable provided for a poor woman. The work of our branch seems to me 'like wheels within wheels,' for our missionary society and Christian Endeavor Society do work on the same lines, but I don't know as it makes any difference what name these kind acts are done under if they are only done. I hope that you will be able to help all those that come to you for help."

A FAMILY IN TROUBLE.

Major D. and his wife have made known to the office, through one of its branch presidents, the deep trouble that has come into the life of a family of gentlefolk in the city whom they have been aiding. Through distress of mind and worry, caused by financial losses, the father has had a stroke of apoplexy, the mother is becoming blind and the daughter, unable to procure work, is nearly distracted. A contribution was sent immediately from the emergency fund, and the branch president, through her influence in a department store, has secured a temporary place for the daughter. On receipt of the money the daughter wrote to the office as follows:

"Truly a ray of sunshine floated into our little home upon the receipt of your letter. I can never tell you the comfort it brought! It is so good to know that at last we have found friends who are willing to interest themselves in us, yet on whom we have no claim. It is very, very hard to be placed as we are, but I have taken heart, and hope for better days, since loving hands have been held out."

The president would be glad to have a very large ray of sunshine go into this home at Christmastime.

FROM THE BAHAMAS.

Mrs. Henry Mostyn, president of the Bahamas branch, has sent a large box of grapefruit, to be distributed as sunshine, and she hopes that every one who shares in the gift, especially the "shut-ins," will accept the fruit as a personal greeting and good cheer from her at Christmas time.

CONTRIBUTIONS.

A box containing fine shoes, fourteen pairs of gloves, stockings, a cushion, fancy neckwear and silks came from Miss Broome, of Manhattan; dolls, bags of candy and underwear from Mrs. Doremus, of Irvington; articles for children from Mrs. J. A. Young; infants' socks from Mrs. Andrews, of South Dakota; Christmas booklets and cards from Gertrude Moses, of Peekskill, N. Y.. The annual Christmas box from the Pilgrim branch, Miss Doughty president, contained a large number of holiday gifts, useful articles, games, books, dolls, fancy bean bags, etc.; two attractive gifts for Grant Collins came from Mrs. William Henry Holmes, of Brooklyn, and Miss H. Lindsley, of Washington; a new sweater for a child came, without a name; puzzle pictures, nicely mounted, from Mrs. H., of Philadelphia; Christmas souvenir postals from Alice Ashton; picture scrapbooks from Miss C. A. Barger; a barrel of clothing from Mount Kisco, N. Y.; the Middletown Springs Christmas box was filled, as usual, with many useful gifts of dolls, clothing, books, etc.; cards and calendars came from Mrs. Townsend, of Bound Brook, N. J.; flower seeds and miscellaneous articles from Alice Harrington, of Vermont. A package of excellent articles for Idaho was brought to the office by P. M. A., of Manhattan. Everything was new and serviceable—hoods, mufflers, wools and several yards of outing flannel to be made up, and 25 cents toward expressage. An express box from Fort Plain, N. Y., contained a variety of helpful gifts for the holiday boxes; calendars, cards and souvenirs came from M. E. B. Story, of Englewood, N. J.; booklets, sachets and Christmas cards, without a name. M. E. L., of Manhattan, has sent her annual box of Christmas sunshine to the office, and, as usual, it deserves special mention, for every gift for the young folk, whether it be a pair of mittens, stockings, game, toy or doll, is tied in a separate parcel with red ribbon, to which is attached a Christmas tag card bearing its message of good will. There were thirty-two articles, and that number of children will be pleased with these dainty and useful gifts. Mrs. A. Parker Kirlin sent fancy candy boxes, gay red sleds with holly berries, many other novelty boxes, games and Japanese articles.

CHRISTMAS TREES PLENTIFUL.

Smaller Greens Scarce, However—Mistletoe 10 Cents a Sprig.

Christmas trees are said to be scarce this year, but to the unenlightened observer they do not appear to be so. Along West street piles of trees are heaped along the river front just as they have been taken from the cars. From these piles truckmen are constantly carting them up the adjoining streets, and these streets themselves are veritable arcades of greenery, smelling as sweet and aromatic as a Maine forest.

The dealers all seem to think there will be as many trees as will be needed.

"There aren't quite so many as there were last year," said one, "but then there were so many last year you couldn't give them away."

Another ridiculed the idea of their being any falling off in the source of supply.

"These young trees grow up so quickly," he said, "that there isn't any chance of our exhausting the supply for some time yet."

But if Christmas trees are not scarce there seems to be no doubt that the smaller greens are. One big shipper, at Keyport, N. J., says that his consignments to New York this year have amounted to only about half what they did last year, and last year the smaller greens were both scarce and high. The prices are about the same now as last year. Holly wreaths are $1 50 a dozen, and evergreen roping is one cent a foot. Roping of pine hemlock is five cents a yard. These things come from New Jersey, and mistletoe comes from England. It is the most expensive of the Christmas greens, a tiny twig selling for 10 cents. The price varies considerably, according to the number of the berries—branches with plenty of berries bringing the best prices.

Christmas trees range in price from $1 25 for a three-foot tree up to $10 for a twenty-foot one.

Vesey street has not yet donned its Christmas dress. Last year, about a week before Christmas, it was lined with trees and strung with wreaths and roping. So far this year the only greens displayed are by the regular dealers around Washington Market. The usual Christmas stalls ought to be set up in a few days, but some of the dealers say they wouldn't be surprised if things didn't brighten up very much.

"People are not spending money, just now," said one vender of Christmas greens as well as of more utilitarian things. "We realize that here better than any one else does. They are not spending money for food the way they used to, and they won't spend it for Christmas decorations."

THE TRIBUNE PATTERN.

Seldom has any toy struck so responsive a chord as have the bears that are made of soft and woolly plush and are so thoroughly fascinating. With Christmas approaching there is certain to be an almost unlimited demand, and many mothers will be glad of the opportunity to manufacture them themselves. The lovely bruin illustrated is made of white long haired plush, but he has many brown brothers, and brown is, perhaps, a bit more durable than white, while no less realistic. The heavier, more fuzzy canton flannel can also be made to do service if a less expensive toy is desired. The labor of making is by no means excessive, and the result so satisfactory that it is amply worth while.

NO. 5,519—TISSUE PAPER PATTERN OF TEDDY BEAR FOR 10 CENTS.

The quantity of material required for the medium size (16 inches high) is ⅞ yard 27, or ½ yard 50 inches wide.

The pattern, No. 5,519, is cut in sizes for bears 12, 16 and 20 inches high, and will be mailed to any address on receipt of 10 cents.

Please give pattern number and size distinctly. Address Pattern Department, New-York Tribune. If in a hurry for pattern send an extra two-cent stamp, and we will send by letter postage in sealed envelope