

the story of the organization and the object of the Greely expedition, and said: "In 1883 the *Proteus* was again employed by the chief signal officer for a voyage to Lady Franklin Bay, and placed in charge of Lieutenant Garlington, of the 70th U. S. Cavalry, and the steamer *Yantic* of the U. S. Navy commanded by Commander Wilder, was detailed as a tender to accompany the *Proteus* as far as Littleton Island. Lieut. Garlington was informed by a letter of the chief signal officer, June 24, 1882, of the extreme peril of Lieut. Greely and his party, and he was enjoined to spare no effort to push his vessel through to Lady Franklin bay, and was instructed also as follows: "If it should become clearly apparent that the vessel cannot be pushed through, you will retreat from your advanced position and land your party and stores at or near Life Boat Cove (at Littleton Island), discharge the relief vessel with orders to return to St. Johns, N. F., and prepare for remaining with your party until relieved next year." Lieut. Garlington was further instructed as soon as possible from this station at Littleton Island, to endeavor to communicate with Lieut. Greely by sledge parties, the men so employed to lose no time in preparing to succor Lieut. Greely. Chandler then gave a detailed history of the expedition, and closed as follows: The expedition of 1883, as well as that of 1882, was a failure. No attempt was made by either Lieut. Garlington or Commander Wilder to establish a party at Littleton Island for which point Lieut. Greely was under orders to start not later than Sept. 1st. An army court of inquiry under date of Jan. 15th, 1884, reported: "It may here be stated roughly that from July 1882 to August 1883 not less than 50,000 rations were taken into the steamers *Yantic* and *Proteus* up to and beyond Littleton Island. Of this number about 1,000 were left in that vicinity, the remainder being returned to the United States or sunk with the *Proteus*."

Mr. Chandler then related the history of the successful effort of Commander Schley and comrades to rescue Greely, and paid a deserved tribute to all concerned. He said: "To the rescuers and rescued this expedition of 1884, the receptions of Friday and to-day have been most fittingly given, and we are here assembled to do them honor, but our first duty is to pay our tribute of praise and of mourning to those devoted men who, having completed their two years of fruitful labor, come southward to Cape Sabine, and, after months of suffering and starvation, borne with heroic fortitude and patience, perished as truly on the field of duty as if they had met their fate at the cannon's mouth. The people of the United States look back upon their record with just, though mournful pride, and wherever throughout the world the story of their heroic devotion and suffering is told, the memory of these martyrs to duty, will forever be cherished and held in honor with special tenderness. We turn to Lieutenant Greely and his rescued comrades; they are the only survivors of the Americans on the Arctic expedition which reached out further toward the pole than any previous expedition, and whose observations were extended into the polar ocean. To each and all of you, officers and men of the expedition, your country extends a cordial welcome on your safe return. The dangers you have encountered and the success you have accomplished in bringing succor to your countrymen and comrades of the army, perishing one by one on Arctic shores, have aroused a glow of pride and satisfaction in the breasts of Americans, and the Nation will always dwell with fond remembrance upon those who shared in the danger and the crowning success of the Greely relief expedition of 1884."

Governor and Senator Hale and Samuel J. Randall followed in short addresses.

Secretary Chandler here announced it was impossible for Lieut. Greely and his party to be present, owing to fatigue incident to to-day's ceremonies.

He then introduced O. A. Nesmith, brother of Mrs. Greely, who feelingly thanked Secretary Chandler and Commanders Schley and Coffin and Lieut. Envoy for their work of rescue. He was evidently much affected with emotion, and his references to Mr. and Mrs. Greely's gratitude were very touching.

Gen. Butler was introduced amid tremendous applause. He spoke feelingly of his acquaintance with Greely, whom he described as the bravest student of exploration and travel. He said the thanks of the nation were due to Queen Victoria for the gift of the *Alert*. As to the polar explorations, Gen. Butler said he thought Americans would never rest until the North Pole was reached. He thought a party ought to be sent to the Arctic to stay and advance slowly, establishing supply depots as they moved north. The pole belonged to the United States, he said, and he predicted their territory would soon embrace the entire Western Hemisphere, the poles and all. In closing, he said all that the Americans needed to enable them to realize all their possibilities was a thorough knowledge of the principles of their government. The meeting closed about midnight.

NEW YORK, 4.—11:30.—The Pennsylvania Central Railroad depot, Jersey City, is ablaze, and seems to be doomed.

11:45 p. m.—The fire is spreading, and the heat is so great that the fireman and employees are prevented from

saving anything on the shore, while tug boats cannot get near to tow out the ferry boats, and these must go in the general destruction of the depot. The piers are also burning, and this involves the loss of all the freight and cars upon them. The wind is light, yet sufficient to give the fire a northerly direction. The loss will be very heavy.

12:30 a. m.—The Pennsylvania depot and ferry houses are destroyed. The flames still burn furiously and have attacked the pier of Adams Express Co. The firemen are fighting hard to save it, but fear the shed which covers it will carry the flames throughout its length and breadth. The entire fire department of Jersey City is at work pouring water upon the flames while the river boats are adding heavy streams.

1 a. m.—The cause of the fire was, by an explosion of gas. The flames spread rapidly to the ferry slips and the railroad depot. Taylor's hotel is saved thus far by a favoring breeze. The Brooklyn annex slip and four ferry slips, the ferry and railroad offices with the waiting rooms are burned, and the flames are advancing upon the main depot.

The flames shot up in all directions. The alarm was promptly responded to by the city fire department and the fire boats of New York City and the Pennsylvania railway. A strong southerly wind was blowing at the time and carried the fire to all portions of the waiting room and the five slips of the ferry and the immense waiting room. The entire structure was of frame, a single story, with the exception of a few offices above the ferry entrance. The steamboat *Richard Stockton*, the Pennsylvania Railroad steamer, *Newburgh*, the excursion boat, and the Thomas P. Way, of the Steel & Condit Bay Ridge line, lying at the dock adjoining the most southerly of the five slips, with two ferry-boats laid up for the night, were pulled into the stream by the tugs uninjured. The cars in the depot and on the Adams Express pier north of the ferry slips, were pulled out of danger.

The fire has now consumed five slips and the sheds connecting them with ferry and railroad offices and waiting rooms, with contents. The main depot has brick walls and glass roof and will probably be saved. Railroad passengers are landed at Washington street, three blocks west of the ferry, and trains will start from the same point. It is understood that the ferry boats will land and receive passengers at Harbors Cove freight yards where the company have several floating bridges. No trains can be transferred until the ferry slips are rebuilt.

Later—The fire is confined to its present limits. The shed on Adams' Express dock is slightly damaged. About 100 feet of the main depot is destroyed and the remainder is intact. Dr. S. H. Velslage, 313 East Eighth Street, New York, was the man who was in the ferry entrance when the explosion occurred. He was struck by the timbers and glass and badly hurt. His lady friend was seriously burned and was taken to the Christ's Hospital. Henry Thorpe, of Marion, employed on the Brooklyn annex, had the artery of his right arm severed by breaking glass. So far as is known no lives were lost. Several hundred guests of the Taylor Hotel were greatly alarmed, but quieted down when it was shown there was no danger. The occupants of the small stores in Exchange Place moved their effects into the street, but are now returning.

NEW YORK, 4.—Twenty-three occupants of a tenement on Charlton Street were endangered by fire this morning, but narrowly escaped in their night clothes by ladders from the street, and by fleeing to the roof. Nearly all were burned, but no lives were lost.

LEXINGTON, Ky., 4.—The election to-day was orderly and resulted in a democratic majority for sheriff. At the court house a dispute arose between George Stewart, democrat, and J. G. Geers, republican, resulting in Geers shooting Stewart through the head, killing him instantly. Another row occurred between Jack Cleary and Dick Murphy, in which Cleary was dismembered, and has since died. This resulted from an old difficulty and was in no way the result of the election.

KEY WEST, 4.—Mate Walker of the *Julia Baker*, who has been personating Captain Lewis, the dead master of that vessel, was to-day arraigned before Commissioner Locke on a charge of running away with the vessel and disposing of her cargo. The testimony proved that the master was sick when the vessel sailed, and continued so for six days. On the sixth day the man at the wheel saw the captain fall from his chair in the cabin. He was picked up by the mate and steward and laid on a mattress on the cabin floor. They then administered something to him from a bottle. The master died in a few minutes. The mate immediately changed the vessel's course, so as to reach the Bahama Islands. She was originally bound for Trinidad. Arriving at Fort Lauderdale, the mate sold the deck load of lumber and then went to Inaugua where he sold some flour and bread. The vessel was then taken to an uninhabited island, where she met a small schooner. The meeting had probably been arranged at Inaugua. The latter vessel took on board 120 barrels of flour and departed, Mate Walker going with her. Walker returned with her in five days, having been able to sell only twelve barrels of flour. He gave the small schooner twenty barrels for her services and she left. The steward ran away in her, jumping on board over

the *Julia Baker's* stern. The latter came directly to this port, when the balance of her cargo of flour was offered for sale at \$5 a barrel. Walker was held in \$2,000 bail for trial at the November term of court.

FORIGN.

LONDON, 4.—Toward the close of the Egyptian conference Waddington, French ambassador, asked that a vote be taken. Granville declared that whatever be the vote, England in rejecting the French proposals resumed entire liberty of action. Count Von Munster, German representative then intimated that Germany would remain passive. The Austrian and Russian representatives adopted the same attitude. Waddington proposed that the conference adjourn until October. Granville refused to agree to this, claiming he had a right to call a conference whenever the emergencies of the situation required such action.

Gladstone stated in the Commons to-day that he would ask the House to-morrow to vote a credit for an expedition to relieve Gen. Gordon. He will at the same time make a statement of the steps the government purposes to take in consequence of the failure of the Egyptian conference.

The steamer *Lione*, from London for Middleborough, was sunk by a collision in the Thames, and 17 persons were drowned. Those saved rushed on deck and jumped overboard, half dressed, and were rescued by tugs. The scenes were heartrending. Ladies implored the men to save their children. Many of the women were carrying infants. One mother placed her infant on a floating crate. The crate drifted away, but was found later off the Thames, having the infant on alive. The captain of the *Lione* was saved. Further particulars state there were a great many pleasure passengers on board the vessel. It was a clear moonlight night and the collision occurred about midnight with the large iron steamer *Camden*, just off Gravesend. The *Lione's* port side was stove in, and the vessel keeled over and sank in two minutes.

PARIS, 4.—The opening session of the congress composed of the two houses of Parliament, which assembled at Versailles to-day, to undertake the revising of the constitution, after exceedingly uproarious proceedings, broke up in great disorder after a stormy session. Le Rosier proposed to adopt the standing assembly of 1871; agreed to. Both the Right and Left took part in the interruptions. As soon as this matter was disposed of, Minister Ferry ascended the tribune to introduce a scheme of revision. Ardrieux and others at once protested that Ferry was out of order, and it was contended the committee ought to be elected first. As Ardrieux was ascending the tribune, the members formed a semi-circle around him and a scene of wild excitement ensued. The President thereupon put his hat on and suspended the sitting.

One section of the Paris press demands the recall of Waddington, French Ambassador at London, author of the Anglo-French agreement which was defeated in the Egyptian conference. It is reported Waddington wanted to resign. The *Figaro* referring to the subject, said: Waddington's successor must display great energy against the spread of English power. French and English interests are now completely opposed, and a conflict is inevitable in the near future. The rupture in the conference is a great enough event, but it hopes it will not have to announce that the latent conflict has passed to open hostilities.

La Republique Francaise maintains that although the agreement has lapsed England has admitted the claims of France to special rights in Egypt. France, this paper says, must vindicate her rights. England has not yet evicted Europe from Egypt. England's asserted freedom and power of action are delusive.

Queenstown, 3.—The steamer *Austral*, which arrived here to-day from New York, reports that she spoke to the Monarch Line steamer *Lydian Monarch*, Captain Huggett, which left London, July 16th for New York, on Thursday, in latitude 48 north, longitude 33 west, heading southwest, in a disabled condition. She refused assistance.

ANOTHER VERSION.

Seacord, of Galesburg, Ill., a passenger on the *Lydian Monarch*, who boarded the steamship *Austral*, says: After leaving London the *Lydian Monarch* experienced some rather severe weather. Everything went along very well, however, until at 6 o'clock on the evening of July 25th. At that time when the saloon passengers were at dinner, a sharp, quick explosion was heard, terrifying many passengers, and shaking the steamer as though she had struck a rock. The chief engineer rushed to the engine room; the passengers following. There was considerable excitement until it was discovered that the damage was confined to a bursted cylinder. All efforts to repair the damage failed. Notwithstanding that all the available sails were set, the steamer made very little headway, owing to a long prevailing head wind, and for six days the *Lydian Monarch* drifted in the trough. On Thursday, July 27th, the British steamer *Iowa*, from Liverpool July 23, was sighted. Signals of distress were displayed and the *Iowa* came within hailing distance. The captain of the disabled steamer boarded the *Iowa* to have that steamer tow the *Lydian Monarch*. To the great disappointment of the *Lydian Monarch's* passengers,

they were informed when he returned that the sum demanded by the *Iowa* for the service was fabulous, and the *Lydian Monarch* was unable to consent to such a towage rate. At noon the *Austral* hove in sight and was spoken. The captain of the *Lydian Monarch* and Seacord both boarded the vessel, but again no arrangement for towing the *Monarch* was effected. Seacord says he was unaware of the reasons why no arrangements were made. He decided to stay on board the *Austral*. When last seen the *Lydian Monarch* was drifting south. Seacord expresses a fear that her supply will not be sufficient to hold out until she reaches another vessel, as she is far out of the way of the line of Atlantic vessels. All attempts to disconnect the propeller failed. Seacord adds: The captain of the *Lydian Monarch* appeared adverse to my coming on a visit to the *Austral*, pointing out that the heavy sea then running was dangerous, but I replied I would take the risk. I have heard doubts since about the captain's desire to be taken in tow.

Later.—It is now learned the captain of the *Lydian Monarch* refused the assistance of the *Austral* because he expected to meet his own company's boats. After the disaster the passengers arranged concerts to pass the time away. Seacord's partner is on board the *Lydian Monarch* with ten Norman horses valued at \$20,000. It is feared they will perish for lack of fodder.

BIRMINGHAM, 5.—In connection with the great reform demonstration here yesterday, at the meeting held in Bingley Hall, 20,000 people were present. A speech was made by John Bright and Joseph Chamberlain, president of the Board of Trade. Mr. Bright said a large majority in the House of Lords was actuated by the same bitter hatred of liberals as in 1822. "Who were the peers?" he asked. They were the spawn of blunders; the wars and corruption of the dark ages of history. They had entered the temple of honor, not through the temple of merit, but through the sepulchres of their ancestors. They were no better than their fathers. Some of them were worse for their privileges had produced ignorance and arrogance. The reform of the House of Lords, Bright declared, required the urgent and inevitable creation of new Peers. To pass the franchise bill would only get rid of the present difficulty. Should the people submit, or should they curb the nobles as their fathers had curbed the kings of England. Bright then explained the manner in which he would like to see the power of the Lords restricted. He would allow Peers to retain their present powers during the first session that a bill should be presented to them, but he would absolutely pre-

clude them from voting on the franchise.

Chamberlain read a long and powerful attack upon the Queen, and strongly attacked the House of Lords, and said the divine right of kings is dangerous, the divine right of peers is a ridiculous figment. If the Lords are obstinate agitation will continue to the bitter end. He looked forward with eager hope to the result. England has been chosen as the home of a self-governed people who never will be subservient to the insolent pretensions of a hereditary class.

The sentiments of the speakers were received with enthusiastic applause. Resolutions were adopted denouncing the action of the Lords in rejecting the reform of the franchise.

The receipts from customs at Vera Cruz for July were \$741,000, a decrease of \$320,000 as compared with those for the corresponding month of last year. The July bank statement also shows an unfavorable condition of business.

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AND WINE MERCHANTS.

Z. C. M. I.

SALT LAKE CITY, April 25th, 1884.

Z. C. M. I.,

GENTLEMEN.—With great pleasure I recommend the Miller Wrought Iron Range, as by far the Best Cooking Range that I know of, and as an Economizer of Fuel, its Boiler Attachment and Heater (in my experience of forty-five years) I have never found anything to equal it.

Yours truly,

HENRY GROW,
Nineteenth Ward, Salt Lake City.

SALT LAKE CITY, May 8th, 1884.

Z. C. M. I.,

GENTLEMEN.—I take great pleasure in recommending the Miller Wrought Iron Range, as being decidedly the Best Range in the Market; it requires very little fuel; a person can work around it without soiling or scorning the dress, the heat seems concentrated within, so that the kitchen is not over-heated, even during the warmest weather, the dampers are arranged to perfection, so that the heat may be regulated as desired; the Water-back is so protected that it does not wear out as in other Ranges, at the same time it heats the water wonderfully, and we are never without plenty of water in the bath room; the Oven bakes perfectly and is very large. In the opinion of my housekeeper (who is a very competent woman of twenty years experience) this Range is unequalled and should be called the "Kitchen Treasure."

Sincerely,

MRS. DR. WHITE.

SALT LAKE CITY, April 21st, 1884.

Z. C. M. I. Institution,

GENTLEMEN.—Replying to yours of 19th inst., will say that I take great pleasure in saying a word in favor of the Miller Wrought Iron Range. I have had one in constant use for one year, and it has proved satisfactory in every particular. Its general Cooking and Baking qualities are all that can be desired, and as an Economizer of Fuel I believe it has no equal; since using it we have had, every day, a constant supply of Hot Water in all parts of the house. I would not exchange it for any Range I have ever examined.

Very respectfully yours,

M. B. SOWLES.

SANDY, Salt Lake County, April 19th, 1884.

Z. C. M. I. Institution,

GENTLEMEN.—I take great pleasure in giving a Testimonial in regard to the merits of The Miller Wrought Iron Range, which I purchased from you, it is the best I have ever used in all respects, the Cooking and Baking qualities are excellent, the Hot Water Apparatus is splendid, and as an Economizer of Fuel I have never seen its equal. In fact, it is perfect in every particular.

Respectfully yours,

SARAH M. DRIGGS,
Sandy, Utah.