

story of the wreck of the Arctic relief steamer *Proteus* and the journeying afterwards by the crew is given by a special correspondent of the *New York Tribune*: While endeavoring to force her way through to clear water, the *Proteus* was caught between two immense floes. These pressing on at both sides, quickly crushed in her stout walls. Her hold filled with water, and it was soon evident that no efforts would avail to keep her from sinking. The hatches were broken open and all hands went to work throwing clothing, provisions and other stores out of the doomed ship upon the ice. The greater part of the cargo thus unloaded fell into the water, and was lost; but enough was saved to ensure the comfort of the party during their retreat toward Upernavik, and also to make no inconsiderable cache for the Greeley party, should it, as now seems inevitable, be forced to make its own way homeward. Lieut. Caldwell succeeded most fortunately in saving three boats from the wreck. As quickly as possible, Lieutenant Caldwell loaded one boat with stores and with a crew of four men set out for shore. The trip was made with great difficulty, on account of ice, but by perseverance and unsparring exertions, he forced a passage through. Several successive trips were thus made, and a large quantity of clothing and provisions safely landed and placed in a cache. The last trip was made on the morning of July 24th, and as the ice had closed in rapidly the boat and its load had to be dragged across the ice two miles before it could be launched in clear water. Even the floating morsels of ice closed in so rapidly and so angrily that the boat escaped being stove in only by the narrowest possible chance. The goods placed in cache were rendered as secure as possible, and the spot marked so as to be readily discovered by the party from Fort Conger. Having thus done all in their power to carry out the design of the expedition, the party on the afternoon of the 25th of July set out to cross Smith's Sound, and after spending a weary night amid the ice, landed safely on the morning of the 26th at a cove near Life Boat Cove. The crew of the *Proteus* had gone on to Life Boat Cove in their own boat, in advance of the smaller relief party, and now on the latter's safe landing on the east shore of the Sound all started forward again for Pandora Harbor, which they reached the following morning. The journey during the night was a most unpleasant one, a hard rain storm raging nearly all the time. Thinking either the *Yantic* or the Swedish steamer *Sophia* might be at Cape York, the party next directed its way thither. The coast was hugged as closely as possible all the way, the boats being too heavily laden to venture far from shore. Every night a landing was made for the sake of safety, and further delay caused by several days of bad weather, during which it was impossible to make any progress. The ice was troublesome, and Aug. 7th, as the party was passing a conical rock, the boats had to be hauled up on the floe to avoid total destruction. After waiting an hour the ice opened sufficiently to allow the boats to be launched again, but it continued to block the way so much that the boats had the most of the time to be pushed and dragged along by the crews, who found footing on the ice alongside. Cape York was at last reached without serious accident, but there was no sign of any vessel, so on August 16th the weary voyagers set out again for the south, making Upernavik the next objective point. Lieut. Colwell with one boat set out boldly across Melville Bay, intending to keep in the direct course southwest until he could find the *Yantic*, but Lieut. Garlington, with a boat and crew of the *Proteus*, chose the more circuitous but safer route along the shore. A snow storm set in August 17th, which was ridden out by the boats at anchor. The storm was severe, and many of the icebergs foundered, so that the party had to change its anchorage several times. Upernavik was reached August 24, and then the *Yantic* picked up the shipwrecked men and brought them into St. Johns.

Washington, 13.—Capt. Cascare, Acting Chief Signal Officer, said to-night, that a telegram had been sent to Lieut. Garlington this afternoon, asking him to state what stores, if any had been deposited by him on Littleton's island. Cascare said the Department realized fully the critical situation in which Lieut. Greeley and his party are placed, and that nothing that could possi-

bly be done to relieve them will be left undone. He said there was no ground for hoping that Lieut. Garlington had landed any of his stores on Littleton Island, since if he had done so, his party after the wreck of the *Proteus*, would have wintered there instead of retreating five hundred miles to Upernavik. Lieut. Garlington, he said, fully appreciated the necessity of landing stores on Littleton Island before endeavoring to force a passage up Smith's Sound, and the supplementary orders issued to him just before he sailed directed them to do so; but the *Proteus* having been wrecked about twenty-five miles to the north and west of Littleton Island, must have passed the last mentioned place. The only way in which he could account for the failure to land the stores before proceeding northward, was that it had been impossible to do so. The fact that the *Yantic* afterward found it impossible to make land in search of the *Proteus* boats, he thought established this assumption. He said Lieut. Greeley had supplies for his party sufficient to maintain it until next spring, but added that the question of the quality of supplies formerly at his station at Lady Franklin Bay was not an important one. The great misfortune was the failure to provide supplies for him at Littleton Island, and this was what made the loss of the *Proteus* such a disaster. Under the instructions upon which he was acting, Lieut. Greeley would break camp, he said, at Lady Franklin Bay about the latter end of September, and endeavor to make his way to Littleton Island, where he would count on finding stores. At several stations on the way down he would find supplies and boats for use where open sheets of water were to be crossed, but the trouble would be met when Lieutenant Greeley reached Littleton Island. If he found no supplies his situation would be critical indeed. He might be able to send back sledging parties to pick up provisions deposited along the route, especially a two months' supply left by the Nares expedition at Cape Hawkes, and in this way maintain his party until relief could be sent to them there. He did not know what could be done, not having heard from Lieutenant Garlington, but thought a sledging party dispatched from Upernavik might be able to reach Lieutenant Greeley at Littleton Island, if he should succeed in getting there before his supplies failed, and bring food and assistance to enable him to retreat further south.

Following is the report from Commander Wildes of the U. S. S. *Yantic*, with regard to the failure of the Greeley relief expedition, received to-night by the Acting Secretary of the Navy:

St. Johns, N. F., 13.—Hon. W. E. Chandler, Secretary of the navy, Washington: The U. S. Steamer *Yantic* has arrived, and brought Capt. Pike and the crew of the *Proteus*. Lieut. Garlington and the Greeley relief party all well. The steamer *Proteus* was crushed in the ice six miles north of Cape Sabine, July 23d. The crew and relief party, after depositing records at Littleton Island and Pandora Harbor, retreated south in six boats to Upernavik, suffering much hardship in Melville Bay. The *Yantic* reached Littleton Island Aug. 3d, without much difficulty, and proceeded southward searching the coasts and islands. The icepack then closed in, and she could neither get around nor through and was obliged to retreat under the lee of Northumberland Island. August 8th, a southward wind having loosened the pack, she was able to get through and continue her search of the coast about the cape. Her route was filled with ice, packed close. She could not get within 29 miles of land. August 10th, having ice in all directions but the southeast, she proceeded to Upernavik, sent 17 days' rations to Lesnake, and a whale boat to Cape Shackleton. [Note.—Probably intended for Tess-huck, a small settlement between Capes Shackleton and Upernavik, and about 40 miles north of the latter.] On the 20th sailed for the coal mine, thence to God Haven. On the 31st, Lieut. Caldwell arrived in a launch from Upernavik, having been thirty days in an open boat. They had separated under orders at Cape York; sailed the same day for Upernavik, found the party arrived; Sept. 2nd, proceeded homeward, having a rough passage. Permission is asked to coal here.

(Signed) FRANK WILDES. The Signal Officer has received the following from Lieutenant Garlington, commanding the Greeley relief expedition:

St. Johns, N. F., 13.—It is my painful duty to report the entire failure of the expedition. The *Proteus* was crushed in a pack, in latitude 73 degrees 52 minutes, longitude 72 degrees 25 minutes, and sank on the afternoon of the 23rd of July. My party and crew and ship were all saved. I made my way across Smith's Sound and along the eastern shore to Cape York, thence across Melville Bay to Upernavik, arriving there the 24th of August. The *Yantic* reached Upernavik the 2nd of September, and left the same day, bringing our entire party here to-day. All well.

(Signed) E. A. GARLINGTON. Officers of the Signal Service here freely admit that the present situation of affairs is a serious one, but they do not regard it in any sense as hopeless. In the first place they say, Lieut. Greeley's party's original supply of provisions was calculated to last three years, or until the summer of 1884. This supply, they think, must have been very considerably augmented by fish and game procurable in the immediate vicinity of Lady Franklin Bay Station; so, if the party remain there, it will not be in danger of starvation before next summer. However, it seems more probable to the authorities here that he should have abandoned his station on the 1st of September, and retreated down the coast of Grinnell Land to the mouth of Smith's Sound, expecting there to find a relief party and deposit of stores. His situation may shortly become critical. How large a quantity of provisions he would find at Cape Sabine and Littleton Island is not known, but it is feared the supplies left there last year and the small quantity saved from the wreck of the *Proteus* would not maintain Lieut. Greeley and his men at the mouth of Smith's Sound through the coming winter, even if the party had shelter and fuel. Some help might be obtained from the Eskimo of the Greenland coast, could Lieut. Greeley find and open communication with them; but this is admitted to be an uncertain reliance. It has been suggested that another ship be sent from St. John's to the mouth of Smith's Sound at once, and also that a sledging party be dispatched from Upernavik up the Greenland coast; but no course of future action has yet been decided upon. The War Department authorities say they can form no plans until they receive fuller information from Lieut. Garlington, who has been asked for suggestions.

Persons here who are not contented with the War or Navy Departments, but who have long been interested in Arctic research, and are familiar with explorations in Smith's Sound, express grave doubts as to the ability of Lieut. Greeley's party to retreat down the coast of Grinnell Land on sledges after the 1st of September. Autumn sledge travel along the coast was found by the officers of the British Arctic expedition of 1875 to be practically impossible. If, therefore, he waited at his station until Sept. 1st for the arrival of the relief steamer, he is probably there still, and will remain there until next spring.

It is thought, however, by those who express their opinions, that Lieut. Greeley, foreseeing the impracticability of making his escape on sledges in the fall, and desiring to obey his peremptory orders to start down the coast not later than Sept. 1st, would perhaps abandon his station as early in the summer as open water should appear in Robertson Channel, say the last week in July, and attempt to reach Littleton Island in boats. It is thought in this way his journey might be effected under an average condition of ice and weather, because small boats could be dragged across the intervening barriers of ice between lanes and pools of open water where the ship would be stopped. If Lieutenant Greeley left Lady Franklin Bay in boats late in July or early in August, they might perhaps reach the mouth of Smith's Sound by the 15th or 20th of August, two or three weeks after the departure of the *Yantic*. Upon finding the records at Littleton Island of the loss of the *Proteus*, they would have before them two possible courses of action. First if the season was not too far advanced, they might provision their boats from the caches at Cape Sabine and Littleton Island and make a desperate attempt to reach the Danish settlements of Northern Greenland; or second, if it was too late for such an attempt, they might try to find and distribute themselves among the Esquimaux who live along the Greenland coast between Littleton

Island and Cape York. The Esquimaux are few in number, one or two hundred in all, and generally short of provisions; but they might be able to carry a few of Lieut. Greeley's party through the winter. At any rate, this would be a part of the only hope. Nothing, it is thought, can be done to rescue the unfortunate men this fall. Their lives are now in their own hands, and their future depends almost entirely upon their own skill and judgment, and upon the chances of wind and ice. The next information with regard to them is likely to come either from Upernavik or from the Esquimaux of Greenland between the mouth of Smith Sound and Cape York.

WASHINGTON, 15.—The Korean Embassy arrived from Chicago this morning. They were met at the station by Mr. John Davis, First Assistant Secretary of State, and Lieutenant Mason and Ensign Foulk of the Navy. The latter two were assigned by the President to extend civilities to the visitors, and were in full dress naval uniform. The Embassadors were at once driven to the Arlington Hotel. Nothing has been determined as to their future movements, but they will probably remain here only a few days, and will then go to New York and probably to Boston, returning here when the President is in the city.

The report of the Commissioner of Immigration of the State of New York shows that 363,740 immigrants landed at the port of New York from August 3d, 1892, to June 30th, 1893, inclusive. The largest number landed in any month (69,590) was in May, 1893, and the smallest (8,343) in January of the same year. The duty imposed on the board of returning paupers and persons unable to take care of themselves to the ports whence they came, has been carefully exercised, and a large number of undesirable persons have been sent back.

Commodore English, Acting Secretary of the Navy, received the following dispatch:

St. Johns, Sept. 15th. Commodore English, Acting Secretary of the Navy:

To charter another foreign ship with a foreign crew for this duty, to go north at this late season, would be simply to invite a fresh disaster. The *Proteus* was handled very unskillfully, and the crew behaved shamefully at the wreck. The ship must be American manned and officered by the navy, and thoroughly equipped. Unless winter quarters can be reached north of Cape Athol, the attempt would be useless. This cannot be done. Melville Bay will be impassable by October 1st at latest. The ship cannot winter at Upernavik, and cannot sledge north of there.

(Signed) F. WILDER, Commander U. S. *Yantic*. The following dispatch from Lieut. Garlington was received at the Signal Office to-day:

ST. JOHN'S, N. F., 15. Chief Signal Officer, United States Army:

The stores were not left at Littleton Island, because it was not in my programme to do so. It was my intention to establish a depot at or near Cape Prescott, and to the northward, as recommended by Lieut. Greeley, to fill the gaps caused by the *Neptune's* failure to get above Cape Sabine. See Greeley letter, Beebe report, and my instructions. Five hundred and fifty-five rations were left at Upernavik by the *Yantic* for my party. Part of these met me at a point forty miles north of Tessuak; all since returned to the *Yantic*. The ultimate result of any undertaking to go north at this time is extremely problematical, with the chances against its success, owing to the dark nights now beginning in those regions, making ice navigation extremely critical work. There is no safe winter anchorage on the west shore of Greenland between Disco and Pandora Harbor, except perhaps North Star Bay, the winter quarters of Saunders.

However, there is a bare chance of success, and if my recommendations are approved I am ready and anxious to make the effort. My plan is to buy a suitable sealer, take a crew of volunteers from the crews of the *Yantic* and *Powhatan*, now in this harbor, paying them a compensation; Lieut. J. O. Cowell to command the ship, two ensigns and one engineer to be taken from those who may volunteer from the same ship; also employ a competent ice pilot here. The ship must be under U. S. staff, and subject to mili-

tary discipline. I believe nothing can be done with foreign officers and crew. In the event of not enough seamen volunteering, the remainder to be enlisted from here. Commander Wilder will communicate with the Navy Department. If anything is to be done it must be done at once.

(Signed) E. A. GARLINGTON. WASHINGTON, 17.—The Korean embassy left Washington this morning for New York.

Secretary Lincoln, Secretary Chandler and Commodore English had a consultation this morning for the purpose of discussing the question of attempting relief of the Greeley party this fall. After the conference Secretary Chandler sent word to Dr. Bessels, the well known explorer, that he would like to confer with him upon the subject.

New York, 17.—Minnie Smith, aged 25, and a prisoner on Blackwell's Island, jumper from the upper tier in the prison to the ground floor last night and was instantly killed.

FOREIGN.

PARIS, 15.—The official dispatches state the numerical strength of the Black Flags in the recent battle at four thousand. The Black Flag commander expected reinforcements from Sontag, but the French gunboats prevented their arrival.

Berlin, 14.—It is denied that Bismarck has been taken seriously ill and his physicians suddenly summoned.

There was a general demonstration at Wurtemberg this evening, dense crowds thronged the streets, singing national and religious songs, especially Luther's hymn, "Eine feste burg." The eloquent order of the Emperor and speech of the Crown Prince created a profound impression throughout Protestant Germany. Their emphatic avowal of staunch Protestant convictions and earnest faith in the lasting benefits of the Reformation, have been received with sincere sympathy by the entire Protestant world.

Simultaneously with the Luther Festival, a general Catholic convention is held at Dusseldorf to-day. Windthorst proposed that an association of Catholics of all nations be formed, and that religious meetings to pray for Catholic unification be held November 10th, the anniversary of Luther's birthday.

Vienna, 14.—The London correspondent of the *New Free Press* says China and France have accepted in principle the mediation of England for the settlement of the Tonquin question.

Madrid, 14.—The Spanish legation at Washington has informed the Government that there is a Spanish exile in Cuba making preparations for a rising of colored people, who are reported to be discontented. The plot, however, is destined to fail.

Amsterdam, 14.—A Congress of Commerce and Industry began to-day. A resolution was adopted declaring that the principal cause of the depreciation of silver results from the decrease in its coinage in Europe. The resolution also expresses a wish for the adoption of a common double standard throughout Europe and America.

The American Consul at Canton thinks there need be no further anxiety for the safety of foreign residents at Canton.

Shanghai, 14.—Trouble is reported in Woo Chang, on the Yang-tse-Kiang, fomented by the White Lily, a secret society opposed to the present dynasty. Tricou, late French Minister to China, accompanied by Sir Geo. Rowen, British Governor of Hong Kong, has gone to Peking.

Berne, 17.—Doctor Stintzing, the eminent professor of jurisprudence of the university of Baor, was killed recently while climbing the Alps.

London, 17.—The steamer *Athenian*, with O'Donnell, the murderer of Carey on board, arrived off Plymouth. A force of detectives has left on a tender to board the *Athenian*. It is rumored that a gunboat will be dispatched from the victualling yard, to intercept the *Athenian*, and O'Donnell will be landed at the yards. Suspicious characters have been observed in this vicinity and extra precautions will be taken by the authorities to prevent any attempt at rescue.

Later:—O'Donnell was not taken to Plymouth as anticipated, but landed at Southampton. He maintains a lazy demeanor, reiterates his former statement, that in killing Carey he only acted in self-defense and he expresses himself confident of acquittal.