# DESERET EVENING NEWS.

TRUTH AND LIBERTY.

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ESTABLISHED 1850.

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### AMERICAN.

GREETING LIEUTENANT GREELY OF THE ARCTIC EXPEDION.

GREAT CONFLAGRATION IN JERSEY CITY.

GERMAN FORGER ARRESTED.

A DEMOCRAT SHOT DEAD BY A REPUBLICAN.

MUTINY AND MURDER ON THE HIGH SEAS.

**Lieutenant Greely's Reception.**

PORTSMOUTH, N. H., 4.—The city is thronged, public and private buildings are decorated, and, "Welcome to Our Arctic Heroes" is placarded on bunting everywhere. The harbor is filled with craft laden with people. At 11.20 a. m., amid considerable enthusiasm, Commander Schley, Lieutenant Emery and Commander Coffin disembarked; following them were the other officers of the Greely expedition, and the saviors of the *Thetis, Bear* and *Alert*. They were enthusiastically greeted as they landed, the crowd pressed forward to shake their hands, and a roar of welcome went up when at 11 o'clock Greely was discovered with his comrades coming towards the landing in the Admiral's barge. Greely was clothed in white, and with a slouched hat and wearing spectacles. As he and his companions alighted all crowded to welcome him. Greely leaned upon Lieutenant Powell, and languidly lifted his hat. His every movement indicated weakness. His comrades received much attention. All were placed in a coach and immediately driven to Rockingham House, it having been decided they should not appear in the procession. At the hotel crowds gathered to catch a glimpse of them. Lieutenant Greely said to an Associated Press reporter that he felt very well this morning, and he looked it. He expressed himself much moved by the cordiality of reception. Mrs. Greely joined her husband at the hotel.

At 12.20 the procession began to march. The streets were packed and applause greeted the sailors of the relief squadron, and the ovation continued to the end of the route. Commander Schley, Lieutenant Emory and Commander Coffin were received with tremendous applause. As the head of the procession neared the Rockingham House, where Lieutenant Greely and the survivors were waiting to review the procession the pressure of the crowd became so great that the column was delayed several minutes; Lieut. Greely and comrades were seated upon the balcony, and cheer after cheer greeted them. As the crews of the *Thetis, Bear* and *Alert* passed Greely bowed very low, and seemed to look his gratitude to the men who so recently rescued him from an Arctic grave. The scene was affecting. Commanders Schley and Coffin and Lieutenant Emory raised their hats as they passed the hero. After the procession, Greeley and party were driven to the grand stand, where they again reviewed the procession and received the plandits of the multitude. Among the prominent men on the stage were Secretary Chandler, Gen. Hazen, Governor Hale, Mayor Lathrop of Dover, the mayor of Newburyport, Samuel J. Randall, Congressman Robinson of New York, the officers of the relief expedition and the North Atlantic squadron, and members of the city governments of many New England cities. The procession was dismissed at 2 o'clock, and shortly after the invited guests were entertained at dinner by the city of Portsmouth.

The meeting of citizens in the Music Hall this morning to extend the official welcome of the city to Lieut. Greeley and his surviving companions, was largely attended and was characterized by unbounded enthusiasm. In the auditorium were Portsmouth's foremost citizens, and on the stage were the officers of the North Atlantic squadron and the Arctic relief fleet, and on the front seats in the orchestra sat the crews of the *Thetis, Bear* and *Alert*. The sailors were enthusiastically received on entering the hall as were their officers, who appeared shortly after. W. E. Chandler, Secretary of the Navy, Gen. Hazen, chief signal officer, Admiral Luce, Commodore Wells, Gen. B. F. Butler, Congressman S. J. Randall, Congressman Robinson, Gov. Hale, of New Hampshire, and Senator Hale, of Maine, occupied seats on the stage.

The meeting was called to order by Rev. W. A. McGintry. Rev. W. H. Alder made a prayer, and was followed by Mayor Treat, of Portsmouth, who read an address in which he extended the hospitalities of the city of Portsmouth to Greely and his little band. Rev. McGintry then announced that a committee of citizens had secured Hon. W. E. Chandler's consent to act as permanent chairman of the meeting. When Secretary Chandler came forward to address the meeting, he was very warmly applauded, and when he referred to the efforts of Samuel J. Randall in the House of Representatives, and Senator Hale in behalf of the Greely relief bill as well as the noble work of Commanders Senley and Coffin and Lieut. Emory, the audience became almost wild with enthusiasm. Mr. Chandler in his address told 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, 1883, 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 Wilden 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 40,000 rations were taken into the steamers *Yantic* and *Proteus* up to and beyond Littleton Island. Of this number about 1,000 were left in the *Proteus*, 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 receptions and festivities of Friday and To-day have been added a most grateful one, and we are here [illegible] 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, after exhibitions of fortitude and patience, perished as truly on the field of battle 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. Emroy 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 early acquaintance with Greely, whom he described as the sagest 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.

**Fire in New Jersey.**

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 & Condito 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 Harsimus 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. Vehslange, 318 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 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.

**Fire in New York.**

NEW YORK, 4.—Twenty-three occupants of a tenement on Chariton 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.

**Forger Arrested.**

NEW YORK, 4.—Wm. Bliss, who is charged with having forged nine drafts aggregating 8,971 marks on the firm of Mannheim Bros., of Mannheim, Germany, for whom he was a broker, was arrested to-day on board the steamship *City of Chicago*, on its arrival. Ten dollars cash and a list of forged securities were found on his person. He admitted his guilt.

**Election Fight.**

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. Geere, republican, resulting in Geer shooting Stewart through the head, killing him instantly. Another row occurred between Jack Cleary and Dick Murphy, in which Cleary was disemboweled, and has since died. The result from an old difficulty. It was not to say the result of the election.

**Mutiny and Murder.**

NEW YORK, 4.—Mate Walker of the *Julia Baker*, a Nassau packet, commanded by Captain Lyle, the desk master of that vessel, this 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 to relieve trouble. 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 Forture islands, 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.

## FOREIGN.

THE EGYPTIAN CONFERENCE.

A STEAMER SUNK IN THE THAMES.

FURORE IN FRANCE OVER THE EGYPTIAN QUESTION.

THE STEAMER LYDIAN MONARCH DISABLED.

**Egyptian Conference.**

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.

**Sunk in the Thames.**

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.

**Stormy Scenes in the French Parliament.**

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.

**Disabled Steamer.**

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, Ills., 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 affected. 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 board 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 steamboats. 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.

## BRIEF TELEGRAMS.

Thomas Stevens, the bycicle tourist, arrived in Boston yesterday, on his way around the world, having made the trip from San Francisco, 3,500 miles, in three months and twelve days.

Afton, a thriving village of New York State, was half destroyed by fire Sunday. The losses aggregate $75,000.

An American frigate, believed to be the *Lancaster*, is ashore southwest of Shinglebans, off Hurst Castle.

San Francisco, 4.—Fred Sharon, son of the ex-senator, and Mrs. Louise Breckenridge, daughter of Lloyd Tevis, President of Wells Fargo & Co., and the divorced wife of Hon. O. C. Breckenridge, son of the late Vice-President, were privately married last night at the residence of Lloyd Tevis in this city.

San Francisco, 3.—The *Chronicle* publishes this morning a four column communication from Wm. Neilson, the original attorney of Miss Hill in her suit for divorce against ex-Senator Sharon. After stating the reasons for his withdrawal from the case, he reaffirms the word "wife" in "My Dear Wife" letters is a forgery.

New York, 4.—A case of sudden death from a disease resmbling yellow fever was investigated by the health officials Saturday. The victim was a sailor on the steamer *Accapulco*, which had come direct from Panama. After a thorough investigation the health authorities say the case was one of Chagres fever. Orders were issued to bury the body at once.

Boston, 4.—The June statement of the Atchison, Topeka & Santa Fe Railroad Co. shows gross earnings for July of $1,254,029; operating expenses, exclusive of taxes, $801,534; net earnings $452,495. For the six months ended June 30, 1884, the gross earnings were $7,646,815; operating expenses, $4,110,870; net earnings, $3,535,945.

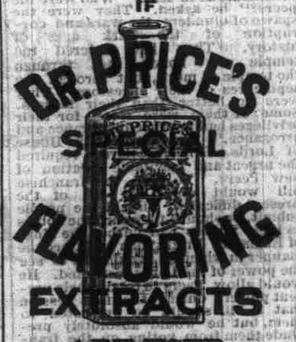
At a meeting of the Mexican Central Railroad directors, the resignation of President Nickerson was formally presented and the thanks of the company voted him.

Ocean Grove, N. J., 4.—The final services of the reunion of chaplains of the Union and Confederate armies, and the Christian and sanitary commissions, were attended my large numbers of persons. George P. Stuart and Gen. C. B. Fisk delivered eulogies on Bishop Simpson. Rev. W. R. Stowe, chaplain of the 27th Wisconsin regiment, preached from St. John, 6, 47. At the close of the discourse, reminiscences were heard from chaplains and others, after which all joined hands and sang "Blest be the tie that binds our hearts in Christian love." Thus closed a most interesting meeting.


**NO POISON**

IN THE PASTRY

IF

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Dr. Price's Lupulin Yeast Gems, Best Dry Hop Yeast.

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ON THE 30TH OF JULY, FROM MY place near the Warm Springs, a bay MARE, branded JR combined on the right fore leg, four white feet. Has a young colt with her. Any person giving information of the whereabouts of said animal will be suitably rewarded by

JAMES WHITTOOK,

At Taylor, Romney and Armstrong's.

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FROM POINT OF MOUNTAIN, SOUTH, a roan MARE, branded DP and X on left shoulder and X on left thigh, halter on when lost.

A reward will be paid for information that will lead to recovery of above described animal. THOS. E. TAYLOR,

DESERET NEWS OFFICE, Salt Lake City. dtf

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TO HAUL LUMBER FROM SAW MILL in East Cañon Creek, two miles below Big Mountain to Park City. Enquire of C. Hidder, Park City; E. H. Young, Washington, or at Saw Mill. d 1w

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