The Sun.

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LIEUT. GREELY RESCUED.

THE ARCTIC RELIEF SHIPS REACH HIM JUST IN TIME.

Eighteen of his Men Dead, and the Rest Slowly Dying of Starvation and Cold—The Seven Survivors Found at the Mouth of Smith's Sound—All the Instruments and Records Saved—Penetrating Fourteen Miles Further North than any Previous Expedition—A Narrative of Terrible Suffering and Heroic Achievement.

WASHINGTON, July 17.—Rear Admiral Nichols, acting Secretary of the Navy, this morning received a telegram from Commander Schley, at St. Johns, N. F., that the relief ships Thetis and Bear had found the survivors of Lieut. Greely's party, seven men in all, near the mouth of Smith's Sound, on June 22, and that the ships with the survivors were at St. John. Rear Admiral Nichols immediately communicated the contents of the despatch to Lieut.-Gen. Sheridan, acting Secretary of War, and together they went to the White House, and showed the telegram to the President. A copy of the despatch was telegraphed to Secretary Chandler at West Point, and to Secretary Lincoln at New York. The families of Lieut. Greely, Lieut. Commander Schley, and Lieut. Emory were also informed of the rescue. Commander Schley's despatch is as follows:

ST. JOHNS, N. F., July 17—9 A. M.

To Wm. E. Chandler, Secretary of the Navy, Washington:

The Thetis, Bear, and Lock Garry arrived here to-day from West Greenland. All are well. We separated from the Alert 150 miles north during a gale. At 9 P. M. on June 22, five miles off Cape Sabine, in Smith's Sound, the Thetis and Bear rescued the following alive:

Lieut. A. W. GREELY.
Sergeant BRAINARD.
Sergeant FREDERICKS.
Sergeant LONG.
Hospital Steward BIERDERBICK.
Private CONNELL.
Sergeant ELLISON.

They are the only survivors of the Lady Franklin Bay expedition. Sergeant Ellison had lost both hands and feet by frostbite, and died on July 6, at Godhaven, three days after amputation, which had become imperative.

Seventeen of the twenty-five persons composing this expedition perished by starvation at the point where found. One was drowned while sealing to procure food. Twelve bodies of the dead were rescued, and are now on board the Thetis and Bear. One Esquimaux, Turnevik, was buried at Disco in accordance with the desire of the Inspector of Western Greenland. Five bodies, buried in the ice at a fort near the camp, were swept away to sea by winds and currents before my arrival, and could not be recovered.

The names of the dead recovered, with date of death, are as follows: Sergt Cross, Jan. 1; Bierderbick, Esquimaux, April 5; Sergt. Linn, April 6; Lieut. Lockwood, April 9; Sergeant Jewell, April 12; Private Ellis, May 19; Sergeant Ralston, May 23; Private Whistler, May 24; Sergeant Israel, May 27; Lieut. Kingsbury, June 1; Private Henry, June 6; Private Schneider, June 18, 1884.

The names of the dead, buried in the ice at the fort, with the date of death, whose bodies were not recovered, are as follows: Sergeant Rice, April 9; Corporal Salem, June 8; Private Bender, June 16; Acting Assistant Sergeant Pavy, June 16; Sergeant Gardner, June 12, 1884. Drowned while breaking through the newly formed ice while sealing, Jans Edwards, Esquimaux, April 24.

I would urgently suggest that the bodies now on board be placed in metallic cases here for safer and better transportation in a seaway. This appears to me imperative.

Greely abandoned Fort Congor Aug. 9, 1883, and reached Baird Inlet on Sept. 29 following, with the entire party well. He abandoned all his boats and was adrift for thirty days on an ice floe in Smith's Sound. His permanent camp was established on Oct. 21, 1883, at the point where he was found. During nine months his party had to live upon a scant allowance of food brought from Fort Conger; that cached at Payer Harbor and Cape Isabella by Sir George Nares in 1875, but found much damaged by lapse of time; that cached by Beebe at Cape Sabine in 1882, and a small amount saved from Lady Franklin Bay, the Proteus in 1883, and landed by Lieuts. Garlington and Colwell on the beach where Greely's party was found camped. When these provisions were consumed the party was forced to live upon boiled sealskin strips from their sealskin clothing, lichens, and shrimps, present in good weather when they were strong enough to make exertion. As 1,300 shrimps were required to fill a gallon measure, the labor was too exhausting to depend upon them to sustain life entirely. The channel between Cape Sabine and Littleton Island did not close on account of violent gales all winter, so that 240 rations at the latter point could not be reached. All Greely's records and all instruments brought by him from Fort Conger are recovered and are on board.

From Hare Island to Smith's Sound I had a constant and furious struggle with ice in impassable floes. Solid barriers of ice were overcome by watchfulness and patience. No opportunity to advance a mile escaped me, and for several hundred miles the ships were kept in ram their way from lead to lead through ice varying in thickness from three to six feet, and, when rafted, much greater. The Thetis and Bear reached Cape York on June 18, after a passage of twenty-one days in Melville Bay, with the two advance ships of the Dundee whaling fleet, and continued to Cape Sabine. Returning, seven days later, fell in with some of the others of this fleet off Wostenholme Island, and announced Greely's rescue to them that they might not be delayed from their fishing grounds nor be tempted into the dangers of Smith's Sound in view of the reward of $25,000 offered by Congress.

Returning across Melville Bay we fell in with the Alert and Lock Garry off Devil's Thumb, struggling through heavy ice. Commander Coffin did admirably to get along so far with the transport so early in the season before an opening had occurred. Lieut. Emory, with the Bear, has supported me throughout with great skillness and unflinching readiness for accomplishing the great duty of relieving Greely. I would ask instruction about the Lock Garry, as the charter party held by her master differs in several respects from mine.

The Greely party are very much improved since the rescue, but were critical in the extreme when found, and for several days after. Forty-eight hours' delay in reaching them would have been fatal to all now living. The season north is late, and the closest for years. Smith's Sound was not open when I left Cape Sabine. The winter about Melville Bay was the most severe for twenty years.

This great result is entirely due to the unwearied energy of yourself and the Secretary of War in fitting out this expedition for the work it has had the honor to accomplish.

W. S. SCHLEY, Commander.

DESPATCH FROM LIEUT. GREELY.

Gen. Hazen this afternoon received the following telegram from Lieut. Greely:

ST. JOHNS, N. F., July 17.

Chief Signal Officer, Washington:

Brainard, Bierderbick, Connell, Fredericks, Long and myself, sole survivors, arrived to-day, having been rescued at the point of death from starvation by the relief ships Thetis and Bear, on June 22, at Camp Clay, northwest of Cape Sabine. All now in good health, but weak. Sergeant Ellison, rescued, died on July 8. Cross died last January; Christiania, Linn, Rice, Lockwood, Jewell, Edwards, in April; Ellis, Ralston, Whistler, Israel, in May; Kislingbury, Salem, Henry, Bender, Pavy, Gardiner and Schneider, in June. We abandoned Fort Conger on Aug. 9, and were frozen in the pack off Victoria Head on Aug. 29. We abandoned the steam launches on Sept. 11, eleven miles northeast of Cocked Hat Island. When on the point of landing we were three times driven southwest by storms into Lane's Sea. We finally arrived, on Sept. 29, in Baird's Inlet. Learning by scouting parties of the Proteus disaster, and that no provisions had been left for us from Cape Isabella to Sabine, we moved and established winter quarters at Camp Clay, half way between Sabine and Cocked Hat. An inventory showed that, on a daily ration of four and one-third ounces of meat, seven of bread and dog biscuits, and four ounces of miscellaneous, the party would have ten days' full rations left for crossing Smith Sound to Littleton Island on March 1. Unfortunately, Smith's Sound remained open the entire winter, rendering the crossing improbable. Game failed, despite daily hunting from early February. Before the sun returned only 500 pounds of meat had been obtained. This year minute shrimps, seaweed, sassafras, rock lichens, and sealskin were resorted to for food, with results as shown by the number of survivors. The last regular food was issued on May 17. Only 150 pounds of meat left by Garlington compelled me to send, in November, four men to obtain 144 pounds of English meat at Isabella. During the trip Ellison froze solid both hands and feet and lost them, surviving, however, through our terrible winter and spring, until July 8. The survivors owe their lives to the indomitable energy of Capt. Schley and Lieut. Emory, who, preceded by three and accompanied by five whalers, forced their vessels from Upernavik through Melville Bay into the north water at Cape York with the foremost whaler. They gained a yard whenever possible, and always held it. Smith's Sound was crossed and the party rescued during one of the most violent gales I have ever known. The boats were handled only at the imminent risk of swamping. Four of us were then unable to walk, and could not have survived exceeding twenty-four hours. Every care and attention were given us. We saved and bring back records of meteorological, tidal, astronomical, magnetic, pendulum, and other observations; also pendulum, Yale and standard thermometers, forty-eight photographic negatives, collection of blanks and photographic proofs, Esquimaux relics, and other things necessarily abandoned. The Thetis remains here five days probably.

For the first time in three centuries England yields the honor of the furthest north. Lieut. Lockwood and Sergeant Brainard, on May 13, reached Lockwood Island, latitude 83° 24', longitude 44° 5'. They saw from 2,000 feet elevation no land north or northwest, but to northeast Greenland, Cape Robert Lincoln, latitude 83° 35', longitude 38°. Lieut. Lockwood was turned back in 1883 by open water on the North Greenland shore, the party barely escaping a drift into the Polar Ocean. Dr. Pavy, in 1882, following the Markham route, was adrift one day in Polar Ocean, north of Cape Joseph Henry, and escaped on land, abandoning nearly everything. In 1882 I made a spring and later summer trip into the interior of Grinnell Land, discovering Lake Hazen, some sixty by ten miles in extent, which, fed by the ice cap, north of Grinnell Land, drains Ruggles River and Weyprecht Fiord into Conybeare Bay and Archer Fiord. From the summit of Mount Arthur, 5,000 feet, the contour of the land west of the Conger Mountains convinced me that Grinnell Land tends directly south from Lieut. Aidrich's furthest in 1876.

In 1883 Lieut. Lockwood and Sergeant Brainard succeeded in crossing Grinnell Land, and twenty miles from Beebe head of Archer's Fiord, struck the head of a fiord from the western sea, temporarily named by Lockwood Greely Fiord. From the centre of the fiord, in latitude 80° 30', longitud 78° 30', Lieut. Lockwood saw the northern shore termination some twenty miles west, the southern shore extending some fifty miles with Cape Lockwood, some seventy miles distant, apparently a separate land from Grinnell Land. Have named the new land Arthur Land. Lieut. Lockwood followed, going and returning on the ice cap, averaging about 150 feet perpendicular face. It follows that the Grinnell Land interior is ice-capped, with a belt of country some sixty miles wide between the northern and southern ice caps.

In March, 1884, Sergeant Long, while hunting, looked from the northwest side of Mount Cary to Hayes Sound, seeing on the northern coast three capes westward of the furthest seen by Nares in 1876. The sound extends some twenty miles further west than shown by the English chart, but is possibly shut in by land, which showed up across the western end. The two years' station duties, observations, all explorations, and the retreat to Cape Sabine were accomplished without loss of life, disease, scurvy or accident, except two cases of frost bites. No scurvy was experienced at Conger, and but one death from it occurred last winter.

GREELY, Commanding.

CONGRATULATIONS AND THANKS.

The following despatch has just been forwarded by Secretary Chandler from West Point:

Commander W. S. Schley, St. Johns, N. F.:

Receive my congratulations and thanks for yourself and your whole command for your prudence, perseverance, and courage in reaching our dead and dying countrymen. The hearts of the American people go out with great affection to Lieut. Greely and the few survivors of his deadly peril. Care for them unremittingly, and bid them be cheerful and hopeful of the years of life yet has in store for them. Preserve tenderly the remains of the heroic dead, prepare them according to your judgment, and bring them home.

W. E. CHANDLER, Secretary of Navy.

Rear Admiral Nichols to-day telegraphed to Commander Schley at St. John as follows:

Use your discretion about care and transportation of bodies. Report by wire when ready to sail for New York. Department sends most hearty congratulations to yourself, officers, and men.

Gen. Hazen telegraphed to Lieut. Greely as follows:

Our hearts are overflowing with gladness and thanks to God for your safety, and in sadness for those, who without fault of yours, are dead. Your family are well, and in San Diego. Your despatches are most satisfactory, and the arrangements made to have been in the highest degree successful in every particular. This fact is not affected by the disaster.

Gen. Hazen sent a communication to-day to Gen. Sheridan suggesting that Lieut. Greely and the other survivors be directed to remain at St. Johns or some northerly point in the United States until cold weather, as their coming to a low latitude in the summer months after their three years' exposure in the Arctic regions might, he feared, result disastrously. He is of the opinion that the suggestion will be received favorably. In the event that Lieut. Greely remains at St. Johns, Mrs. Greely will join him there.

A STORY OF HEROIC ACHIEVEMENT.

The Greely Party Accomplishing More Than All Other Arctic Explorers.

WASHINGTON, July 17.—Mr. George Kennan of this city, who has taken an active interest in the recent attempts to relieve Greely's party, and who went before the Arctic Relief Board last spring to urge the offering of such a reward as would secure the coöperation of the whalers in the search, was asked by an Associated Press reporter to-night what he thought of the news received from St. Johns. He replied:

"It is a story of remarkable and heroic achievement in the field clouded by disaster, due to incompetence in Washington. If Lieut. Greely and his party had all returned in safety to the United States, as they might have done had they been properly supported, their Arctic record, in point of skilful management and success, would have been unparalleled. No other Arctic expedition has ever spent two consecutive winters and part of a third in such high latitudes and achieved such results without a casualty or a single case of serious sickness. If Lieut. Greely had found at the mouth of Smith's Sound the shelter and food which he had a right to expect there, he would probably have brought his entire party back to the United States in perfect health, after three winters in the highest northern latitudes that anyone has spent there, and after a series of sledging campaigns, which for boldness and skilful execution have rarely, if ever, been surpassed."

"Could the disaster which befel his party have been averted with the knowledge available at the time the relief expeditions were fitted out?"

"Unquestionably; and that is the pity of it. It doubles the grief which must be felt in the face of such a terrible catastrophe, to think that two ships on successive years, and probably a third, were in a position to land stores which would have saved the lives of those eighteen dead men. Beebe, in 1882, anchored in Payer Harbor, just north of Cape Sabine, with a ship full of stores; Garlington, the next summer, anchored in the same place also with a ship full of stores; and a few days later the Yantic, with four months' provisions on board, was only thirty miles away. Any one of these three ships might have landed stores enough exactly where Greely afterward made his winter camp, to have carried that brave party through; but their commanding officers were not ordered to do so, and they did not think of it."

"If Lieut. Garlington had landed stores on his way north at Littleton Island, in accordance with what were known as his 'supplementary instructions,' would such stores have been of any use to Lieut. Greely?"

"As it turned out, not the slightest. There were a few hundred rations on Littleton Island, but Greely could not get across the tossing ice of Smith's Sound to avail himself of them. The place to land stores, as repeatedly pointed out by Dr. Hoadley, Mr. Merriam, and others, and as shown by the example of the Nares expedition, was the western coast of the Sound—the coast that Greely must come down—not the opposite coast, which Greely might never reach. It is to the caches made by the British expedition of 1875 on the western coast that the few survivors of Lieut. Greely's party mainly owe their lives."

"How important are the discoveries made by Lieut. Greely?"

"From the point of view of an Arctic geographer, they are of first-class importance. Lieut. Greely has not only taken away from the Commander Markham of the British navy the blue ribbon of Arctic discovery for the highest latitude ever attained in any part of the world, but he has greatly extended the limits of the Arctic regions, both in Greenland and Grinnell Land, and has given a severe blow to Capt. Nares's 'Palæocrystic Ice' and the theories which the latter founded upon it. The fact that two of Greely's sledge parties were stopped by open water in the polar basin, and that both were at times adrift in strong currents which threatened to carry them helplessly away northward, would seem to show that the polar basin is not the solid sea of ancient immovable ice which Nares described, and which he declared was never navigable. Lieut. Greeley's explorations extended over three degrees of latitude, and nearly forty degrees of longitude. He has virtually ascertained the true outline of Grinnell Land; has crossed from east to west and on the northern coast of Greenland; has gone one degree of latitude and ten degrees of longitude beyond the furthest point reached by Capt. Nares's accomplished sledging officer, Lieut. Beaumont. These achievements alone reflect the highest credit upon Lieut. Greely and his men; but to them must, of course, be added the great mass of scientific knowledge gathered by the party during their two years at Lady Franklin Bay, the records of which have fortunately been saved. When these observations shall have been collated and put in order they will, I think, be found not second in importance to any furnished by the circles of international polar stations."

INTERVIEW WITH DR. BESSELLS.

Dr. Bessells, Chief of the Scientific Staff of the Polaris, upon being asked to-night what he thought of the work Lieely had done, said:

"As to the real scientific work of the expedition, we, as yet, know very little, but Greely probably followed his instructions and made all the observations required by the international conference held at Hamburg. As one of the geographical features of the expeditions we may mention that Lieut. Lockwood and Sergeant Brainard reached latitude 83° 24' north, getting about four miles north of the highest point reached by Capt. Markham of the English expedition under Sir George Nares on May 12, 1876. The highest point reached by the international station officer is apparently an island, which they have named after Lieut. Lockwood. From an elevation of 2,000 feet they saw no land to the north, which proves that Greenland actually does not extend beyond the 84th parallel, as I have proved myself several years ago on theoretic grounds by means of tidal wave observations. The tidal wave, following the east coast of Greenland, passes along its northern border and enters Robeson Channel. Another point of geographical interest is the fact that the expedition supposes it actually sighted the west coast of Grinnell Land, running almost due south from the furthest point reached by Lieut. Aidrich in May, 1876."

Here Dr. Bessells referred to the despatches, and, with compass and pencil, marked out the points referred to and sketched the hitherto unknown western border of Grant Land, Lake Hazen, Ruggles River, Weyprecht Fiord, Congerr Mountains, and Mount Arthur, he said, were newly discovered and newly named places. Continuing, Dr. Bessells said:

"That makes Grant Land a peninsula connected with Grinnell Land by an isthmus, as Boothia Felix is connected with the northernmost coast of the continent. Another point of geographical importance is what they say about Hayes Sound—about the western extension of Hayes Sound—which increases the distance of the latter from its mouth by twenty miles. When the Polaris expedition after having been shipwrecked, wintered near Etah, an Esquimaux settlement, they were informed by the natives that Hayes Sound was not land locked, but that it connected with the western sea, thus making Grinnell Land an island. The English expedition under Sir George Nares, judging from the sluggishness of the tide, considered it a bay."

Dr. Bessells criticised with some severity the judgment of Gen. Hazen in the organization of the new expeditions. The first, he said, was placed in command of an intemperate man, and the second was under the control of a cavalry officer, who had never had any nautical experience, and whose orders were very vague. It would probably turn out. Dr. Bessells said, that Greely had provisions enough to last another year at Cape Sabine.

With respect to Commander Schley's report of the condition of the ice in Smith's Sound, Dr. Bessells said it was yet too early to form an opinion as to what the season would be. The ice never breaks up so early, and it would be folly to attempt to pass north before the middle of August.

GEN. BENET'S VIEWS.

Gen. Benet, Chief of the Ordnance Bureau, who was President of the court of inquiry which investigated the fitting out of the Proteus expedition, was asked if the failure to establish a station at Littleton Island had anything to do with the loss of so many of Greely's party. "I am afraid it had a great deal to do with it," was the reply. "Lieut. Greely confidently expected to find succor at Littleton Island. He abandoned his station at Lady Franklin Bay early in August and proceeded southward. He was so confident of finding supplies further south that he did not use all those which had been cached on his way down. Upon reaching Cape Sabine he found only the stores which the Proteus cached, 250 rations, and the remnant of those left by Nares in 1875. According to the despatch he came below Cape Sabine as far as Baird Inlet, where he abandoned his boats. Why that was done we do not know. He was for nearly a month on an ice floe, which drifted him back to Cape Sabine, where he made his permanent camp. He had but two stores to subsist on, but it was the best he could do. Littleton Island is in a southeasterly direction from Cape Sabine, only about twenty-five miles distant. He could not reach it because the channel was open. If he had been able, under the circumstances, he would have been worse off. He was there because only 250 rations were left there by Beebe in 1882. But suppose a station had been established at Littleton and men left there with provisions, boats, and telescopes, as Greely expected would be the case, the whold party might have been saved. Greely would have signalled from Cape Sabine, and he probably did see them. If the party had been seen, as they probably would have been, the men at Littleton Island would have made an effort, and probably a successful one, to cross over and rescue them, notwithstanding stormy weather."

Adjt.-Gen. Drum expressed views similar to those of Gen. Benet, and relied again the question whether it would not have been advisable to send up a vessel immediately after the loss of the Proteus.

THE NEWS IN LONDON.

Congratulations and Sympathy from Lord Aberdare and C. R. Markham.

LONDON, June 17.—A profound sensation was caused in London this afternoon when the news of the rescue of the survivors of Lieut. Greely's expedition was flashed across the ocean. The earliest intelligence of the arrival of the rescuers at St. Johns was received at the London bureau of the Cable News Company, and your correspondent immediately sought Mr. Clements Robert Markham, Secretary of the Royal Geographical Society, who is the greatest authority on Arctic explorations now living in England, to acquaint him with the news. He was found dining with his son, Capt. Albert H. Markham, R. N., who was second in command to Sir George Nares in the Albert-Discovery expedition. When Mr. Markham had heard the despatch read, and had so far mastered his emotions as to be able to talk connectedly, he said:

"We have all along been hoping against hope, when we thought of the length of time that has elapsed since Greely and his brave fellows were heard from. But we knew the stuff of which the rescuers were composed, and that renewed our hopes. We have always felt certain that Commander Schley would not return without bringing some traces at least of Greely's fate. This news is better than I had hoped, and I am profoundly thankful. But, pardon me. I must not stand talking here. I must share this good news with my friends."

Mr. Markham took a pad of telegraphic forms and rapidly wrote a score of announcements to as many friends throughout the kingdom. He then sent the following to Chief Justice Daly, President of the American Geographical Society:

Hon. Charles P. Daly:

We send you our most heartfelt congratulations on the safety of Lieut. Greely and the others.

CLEMENTS R. MARKHAM.
ALBERT H. MARKHAM.

Mr. Markham then excused himself, saying that he must at once proceed to Portsmouth to join his congratulations with those of his naval friends at that station over the glorious news.

The correspondent then started in search of Lord Aberdare, President of the Royal Geographical Society, and found him at his town house, 1 Queen's Gate, Kensington. He was first informed of the fact of Lieut. Greely's rescue by a pencilled note sent up by the correspondent, and he rushed down stairs with wonderful agility considering his age. He scorned the correspondent with the exclamation:

"This is such sudden and such welcome news! Pray tell me all," and until the recital was finished he kept his informant's hand tightly clasped in his own, frequently interjecting expressions of admiration and sympathy. When the reading of the cablegram was concluded, Lord Aberdare said:

"I have to thank you, sir, for the most comforting geographical news of recent years, and I pray you to express my great gratification. The hopes enunciated in my last annual address to the Geographical Society have been speedily realized, thanks to American gallantry and skill. I also feel great satisfaction because England has been associated in this triumph by the gift of a vessel which contributed to the result. I must deplore the number of the victims which this enterprise has claimed, but their deaths confirm the claims of heroism of the survivors. Pray convey to Lieut. Greely my admiration of his pluck, and my reverence for the noble devotion which has been shown by him and his brave companions. I hope that the admiration of the whole world may in some measure compensate them for their sufferings, and I congratulate America on the possession of heroes worthy to rank with Sir John Franklin."

HISTORY OF THE EXPEDITION.

The Work of Fitting it Out and its Journey to Discovery Harbor.

Lieut. Charles Weyprecht of the Austrian navy, who commanded the Tegetthoff expedition and discovered Franz Josef Land, originated the idea of establishing a series of circumpolar stations for the purpose of making simultaneous investigations of ocean currents, the origin and progress of storms, and other meteorological phenomena. This could only be done by the united action of the civilized nations interested in maritime affairs. Capt. H. W. Howgate was the chief supporter of Weyprecht's plan in this country, but it received the endorsement of scientific men throughout this country and Europe, who believed that valuable results would be obtained by a comparison of scientific observations simultaneously made at different points in the polar basin. As a result of the discussion of Weyprecht's scheme, an International Polar Conference was held in Hamburg in October, 1879, at which France, Holland, Germany, Austria, Russia, Sweden, Norway, and Denmark were represented. A permanent Polar Commission was formed, with Dr. Neumayer as President. At a similar conference, held in Berlin in 1880, Russia, Denmark, Norway, and Austria announced that they were ready to at once begin work. The other nations were not ready, and Neumayer resigned in disgust.

Prof. Wild of St. Petersburg took his place. He was associated with Capt. Hoffmeyer of Copenhagen and Robert H. Scott, the English meteorologist, on the Executive Committee of the Commission. In May, 1881, the committee announced that eight stations had been pledged, of which two were to be supported by the United States Government. One of these two was to be located at Point Barrow, in Alaska, the other on Lady Franklin Bay, in Grinnell Land. Later others were provided for, and twelve stations in all were selected, surrounding the pole. The two most widely separated were about 1,500 miles apart. Three only were south of the 70th parallel of latitude, and that at Lady Franklin Bay was in 81° 44' north latitude. The United States Government selected these men to man this station:

First Lieut. A. W. Greely, Fifth Cavalry, acting signal officer and assistant.
Second Lieut. Frederick F. Bislingbury, Eleventh Infantry, acting signal officer.
Second Lieut. James B. Lockwood, Twenty-third Infantry, acting signal officer.
Sergeant Edward Israel, Signal Corps, United States Army.
Sergeant Winfield S. Jewell, Signal Corps, United States Army.
Sergeant George W. Rice, Signal Corps, United States Army.
Sergeant David C. Ralston, Signal Corps, United States Army.
Sergeant Hampden S. Gardiner, Signal Corps, United States Army.
Sergeant William H. Cross, general service, United States Army.
Sergeant David L. Brainard, Company L, Second Cavalry.
Sergeant David Linn, Company C, Second Cavalry.
Corporal Daniel C. Starr, Company F, Second Cavalry.
Corporal Paul Grimm, Company H, Eleventh Infantry.
Corporal Nicholas Salor, Company H, Second Cavalry.
Corporal Joseph Ellison, Company E, Tenth Infantry.
Private Charles B. Henry, Company E, Fifth Cavalry.
Private Maurice Connell, Company B, Third Cavalry.
Private Jacob Bender, Company F, Ninth Infantry.
Private Francis Kislingbury, Company F, Ninth Infantry.
Private William Whistler, Company F, Ninth Infantry.
Private Henry Bierderbick, Company G, Seventeenth Infantry.
Private Julius Fredericks, Company L, Second Cavalry.
Private James Ryan, Company H, Second Cavalry.
Private William A. Ellis, Company L, Second Cavalry.

The expedition sailed from St. Johns, Newfoundland, July 7, 1881, on the steamship Proteus, which was ordered to take them to their destination and return. Stores supposed to be ample for two years were carried. The steamer touched at Godhaven for dogs and sleds. At Disco, Dr. Octave Pavy was taken on board and enlisted as assistant sergeant, Jans Edward, an Esquimaux native, and Frederick Thorley Christiansen, a half breed, were also taken along.

On July 24 the ship reached Upernavik without accident. The party left this port four days later, touched at the Cary Islands, at Littleton Island, and Carl Ritter Bay to leave cairns and records of their trip. They had a remarkably quick passage through Smith's Sound until they were within ten miles of their destination at Discovery Harbor, when they were stopped by the ice. For seven days the Proteus was moored to the ice, but on Aug. 12 a lead was opened, and the vessel dropped anchor within two hours in Discovery Harbor, an indentation on the north side of Lady Franklin Bay.

While the carpenters were erecting a double frame house, 21x61 feet in size, the hunters killed fourteen musk oxen, which dressed an average of 300 pounds each. When all the stores were landed and the house completed the Proteus took on board Corporal Starr and Private Ryan, who were relieved from duty, and bade Greely and his party farewell Aug. 18.

From that time the civilized world heard nothing from the station until Commander Schley arrived with the relief steamers Thetis and Bear at St. Johns, N. F., yesterday morning.

It was understood before Greely sailed that every effort would be made to get to him with fresh supplies and with recruits to take the place of the sick men in his party. In 1882, accordingly, the steamship Neptune was fitted out and placed in charge of Mr. M. W. Beebe. She sailed from St. Johns on July 8, 1882. She reached Godhaven on July 17, after a rough passage. On July 28 she passed the Cary Islands. On the 29th, at 3½ o'clock in the morning, she passed Littleton Island, but at 4 o'clock she encountered a barrier of ice that checked further progress. She then returned to Pandora Harbor, but resumed her voyage on Aug. 7, and sailed up to an ice floe off Bache Island that night. Here on the 9th she was nipped in the ice, but raised up three feet and floated unharmed with the pack. On the 10th she reached 79° 10' north latitude and was then 12 miles from Cape Hawkes and 150 from Lieut. Greely. The ice did not open, and accordingly caches were established on Cape Sabine and Littleton Island, and the Neptune returned to St. Johns, N. F., on Sept. 24. The failure to reach Greely caused much disappointment, but no apprehension as to his safety.

In 1883 Lieut. E. A. Garlington of the Seventh Cavalry was selected to command the second relief expedition. He sailed from St. Johns, N. F., on June 20 in the steamer Proteus, the ship that landed Greely at Lady Franklin Bay two years before. He was followed by the United States steamer Yantic, which was to serve as a supply ship. The Proteus reached Pandora Harbor on July 22. No ice was visible to the north, and Payer Harbor, near Cape Sabine, was entered, the same afternoon. After a very short stop the ship proceeded until within four miles of Cape Albert, where the ice prevented further progress.

Garlington, against the wishes of Capt. Pike, determined to make an effort to push through the pack. Soon after entering it the vessel was terribly nipped, and the pack began to close through her sides. The ship settled slowly, hung for a moment on the ice, and then sank out of sight, her yards catching on the ice floe on both sides, and breaking in two as she went down.

Some of the stores that had been thrown upon the ice were landed on Cape Sabine. The party reached Upernavik in rowboats, and there boarded the Yantic.

This failure created a decided feeling of alarm for the safety of Lieut. Greely. Congress voted ample funds to enable the Navy Department to fit out a third expedition. The Loa, a steam sealer, was purchased in Newfoundland, and the Thetis, a steam whaler, in Dundee, Scotland. The British Government presented the steamer Alert, and another vessel, the Loch Garry, was chartered as a collier. The expedition was placed under the command of Commander W. S. Schley of the United States Navy. The Bear, commanded by Lieut. Emory, sailed on April 24. The flagship Thetis followed a week after, and soon after the other ships sailed. The expedition cost upward of $1,000,000.

Lieut. Adolphus W. Greely, the commander of the expedition, was born in 1844 at Newburyport, Mass. He enlistered in the army during the war, as a private. On March 18, 1863, he was made Second Lieutenant, and in April the following year he became First Lieutenant. He was brevetted Major March 13, 1865, for "faithful and meritorious service." He was made Captain of the Eighty-first Colored Infantry April 4, 1865, and in March, 1867, was honorably mustered out. Upon the reorganization in 1869 he was assigned to the Fifth Cavalry, and became First Lieutenant in 1873, which is his present rank. He is one of the oldest officers in the signal service, having become one of its officers when the bureau was formed. He is tall and slender, and apparently a man who could never survive the hardships of an Arctic expedition. He has a wife and two children.

Dr. Octave Pavy was a Frenchman who was devoted to science and spent a fortune in scientific investigation. He was formerly a resident of San Francisco, where he interested Ralston, the California millionaire, so much in Arctic researches that Ralston at the time of his death had almost fitted out an expedition to cost $20,000. Ralston's suicide affected Dr. Pavy so greatly that he left San Francisco at once. He went to Washington, and Capt. Howgate sent him with Lieut. Doane on the Golnare expedition as naturalist. When the expedition proved a failure, owing to the gross unfitness of the ship, Dr. Pavy declined to come home with the expedition, but remained at Godhaven to pursue his scientific researches. He joined the Greely expedition at Godhaven as surgeon and naturalist.

Dr. Pavy leaves a wife, who was for a time employed in the Census Bureau, and afterward in the Weather Bureau. When he failed to return she went to her friends in Ohio. Her present address is at San Diego, California.

Second Lieut. Frederick F. Kislingbury was born in England. He was appointed from Michigan. He entered the regular army as a private in the Fourth Infantry in 1868, and was subsequently promoted in the signal service to the rank of Second Lieutenant, which he attained on Oct. 1, 1873. He was a widower, and leaves two childran.

Second Lieut. James B. Lockwood was a native of Maryland. He was a son of Gen. Lockwood (retired), United States Army. He graduated at West Point, and was appointed to the Twenty-third Infantry, Oct. 1, 1873. He was unmarried.

Sergeant Edward Israel came from Kalamazoo, Mich. He went to Washington and enlisted for the purpose of going on the Arctic expedition.

Sergeant David C. Ralston was born at Bloomfield, Ohio. He at one time was in charge of the Signal Service Bureau at Washington. He was unmarried.

Sergeant Winfield S. Jewell was born at Lisbon, N. H. He was in charge of the Signal Service Bureau in this city before going on the Greely expedition. He was also stationed on Mount Washington at one time.

Sergeant David Linn belonged to Company C of the Second Cavalry. He was a native of Philadelphia.

Sergeant D. H. S. Gardiner was a member of the Signal Service Corps. He was also a Philadelphian. He was unmarried.

Sergeant William H. Cross was a native of Washington, where he leaves a wife.

Sergeant George W. Rice belonged to the Signal Service Corps. He was a native of Washington, where he leaves a brother, who is a photographer.

Sergeant Joseph Ellison landed in this city from Germany on Jan. 24, 1867. He wandered about the country working as a carpenter for a number of years, and finally enlisted in the regular army at Fort Wayne, Mich. During service in the West he was captured by the Indians, but escaped after ten days' imprisonment. He belonged to the Tenth Infantry. He has a brother at Pottsville, Pa.

Corporal Nicholas Nalon was a member of Company H, Second Cavalry. He was born in Luxembourg, Germany.

Private William Whistler was a member of Company F, Ninth Infantry. He was born in Carroll county, Ind. His father lives at Monon, Ind.

Private Charles B. Henry, Company E, Fifth Infantry, was born in Hanover, Germany.

Private W. R. Ellis of Company C, Second Cavalry, was born in Seneca Falls, N. Y. He enlisted in this city.

Private R. R. Schneider, Company A, First Artillery, was born in Chemnitz, Germany.

Private Jacob Bender, Company F, Ninth Infantry, was born in Friedberg, Germany.

ERIE DISTRICT REPUBLICANS.

Fixing the Repres-ntation in the Congress Conventios—The Candidates.

LOCKPORT, July 17.—The result has at last been reached in the sorely vexed question of proportionate representation in Republican Conventions between the different Assembly districts of Niagara and Erie counties, which compose the Thirty-third Congress district, and which matter went to the State Committee after many fruitless meetings. The result does not suit the Republicans of this county at all, as it leaves them and this county worse off than ever. Thomas Scoville and Lee R. Sanborn of Niagara and John Weber and James Roberts of Erie, at a recent and final meeting in Buffalo, fixed the representation so that the two Erie county Assembly districts shall each have five delegates, and the two Niagara county Assembly districts four delegates each in the Congress Convention. This gives Erie a majority of two. They also reduced the number of delegates, instead of increasing them, as was desired. The Republican Congress Convention is to be called for Wednesday, Sept. 3, at the International Hotel, Niagara Falls. Among the most prominent candidates in the field are ex-Congressman Richard Crowley of this county and Col. John Weter of Erie. The chances favor the former.

A Priest's Crusade Against Eighty Saloons.

Alderman John Callahan of East Newark is helping the Rev. Father O'Connor in his war against the sale of liquor on Sunday in that town. On Tuesday the Alderman went to Jersey City to lay before Prosecutor Winfield the names of forty-one saloon keepers who violated the law on last Sunday. The eighty liquor dealers in the place have large political influence, but, on the other hand, the priest's authority as pastor of St. Pius's parish extends over half the population. Two-thirds of the saloon keepers themselves are Catholics and attendants at St. Pius's Church. It is believed that if anybody can check the liquor traffic in East Newark Father O'Connor can. He is the President of the Catholic Total Abstinence Union of New Jersey, and has several members of his organization to help him in his new crusade. All the Aldermen excepting Callahan are on the side of the liquor dealers.

"We can't afford to close on Sunday," said one of the saloon keepers to a reporter. "We can't afford to close on that day. But we'll have to close the front door and keep our places quiet. I am certain that two thirds of the liquor men go to St. Pius's Church."

His Attempted Suicide Betrayed Him.

Detective Jennison of Boston called at Police Headquarters last evening with a requisition for Louis Bishop, who is wanted in that city on several charges of forgery. Bishop is the actor who shot himself in Mrs. Edgecomb's Lexington avenue boarding house, and whose attempt at suicide is now thought to have been the result of his fears that the Boston authorities had got upon his track. The fact is that the first clue to his whereabouts was furnished to them by the published account of the shooting.

Bishop was arrested at the time by Capt. Clinchy, and a policeman set to watch him to insure his appearance on his recovery in order to be charge of attempting suicide. But his claim that the shooting was accidental and the absence of witnesses convinced the Captain that the charge could not be proved against him, and the watch was withdrawn.

Last evening the police watch on Bishop was renewed, and it is expected that he will be sufficiently recovered to take a trip to Boston by the time the requisition is perfected by the signature of Gov. Cleveland.

Hundreds of Ride-Stealing Boys Arrested.

The killing of a boy who was knocked off the top of a freight car on the Fourth by the elevated railroad at the junction of Third and Fourth avenues, caused the railroad companies to call upon the police to stop the practice of stealing rides on the freight cars.

Yesterday an organized raid was made by the police of all the precincts through which these cars run from the Central Railroad depot up the Bowery and Fourth avenue and from St. John's Park up West street and Eleventh avenue. The result was that boys and young men arrested for this practice were prisoners in the different station houses in numbers varying from a dozen to half a hundred. Anxious parents in unusual numbers crowded police headquarters asking for news of any accident that would explain the absence from home of the missing boys.

Leaving their Child at Rockaway.

John Zettler of Cypress avenue, Cypress Hills, took his wife, child, and mother-in-law to Rockaway on Wednesday. While they sat in a beer garden the