

MERRIMAC SUNK

Blown Up by a Spanish Torpedo in Santiago Harbor.

TRIED TO FORCE A PASSAGE

Spaniards Allowed Her to Cross First Defense Line—Number of Victims Not Reported—Fleet Renewed Bombardment of Forts and Squadron.

Cape Haytien, Hayti, June 6.—The American fleet, according to advices received by cable from Santiago de Cuba, the cable being under Spanish control, opened fire again at 3 o'clock this morning on the fortifications and warships.

The cannonade was well sustained until 4 A. M.

One of the American auxiliary cruisers (well armed) attempted to force the passage into the harbor. The Spanish allowed the cruiser to cross the first line of torpedoes, but before she arrived at the second line, they discharged a torpedo, which broke a great hole in her side and caused her to sink almost instantly, bow first.

One officer, one engineer and six sailors were made prisoners by the Spaniards.



ADMIRAL SAMPSON'S FLAGSHIP, THE NEW YORK.

10:26 A. M.—A dispatch from Santiago says that the vessel sunk is understood to be the Merrimac. Only the extremities of her funnel and two masts are seen above water.

The News From Port au Prince.

Port au Prince, Hayti, June 6.—This morning at 8 o'clock, the American squadron began the bombardment of the fortifications of Santiago de Cuba, and a lively cannonading ensued for two hours, which silenced the Spanish batteries.

An American vessel, the Merrimac, described in the cable from Santiago as an auxiliary cruiser, made a dash to force the entrance, succeeded in passing the first line of defenses, but was torpedoed about 500 feet up the channel. She went down "perpendicularly." An officer, an engineer and six seamen were taken prisoners. The number of victims is unknown.

Only the funnel and masts of the sunken vessel can be seen.

There is great excitement in the city. A part of the population assisted in the fighting on the heights. Everybody is astounded at the audacity of the American vessel.

The American squadron was cruising all the while in the offing.

(It will be noted that there is an important discrepancy as to the time at which the bombardment is said to have begun this morning between the dispatches from Cape Haytien and Port au Prince, the former saying 3 o'clock and the latter 8 o'clock. It is possible that this arises from a confusion between the figures 3 and 8. The Spanish advices in reference to the sunken vessel as an auxiliary cruiser is probably a mistake. The Merrimac is a collier, and has always been a collier.)

Navy Department's Advice.

Washington, June 6.—Notwithstanding the rather positive statement coming from Jamaica to the effect that the second Spanish fleet from Cadiz has crossed the Atlantic and is about to join Cervera at Santiago, the officers of the navy department refuse to be frightened at what they declare to be a hubbub. It appears that the basis of their confidence is a telegraphic report of as late date as yesterday, declaring that the Cadiz fleet is still at Cadiz. Moreover, they know that there are not as many as 16 ships in that fleet.

London, June 6.—According to a dispatch from Madrid, El Heraldo, with regard to the situation at Santiago de Cuba, says:

"It is one more disenchantment which proves that there is no remedy for Spain's misfortunes. Cervera's squadron at Santiago is of little advantage, either to itself or to what it represents. It can neither hinder the Yankees' expedition, nor strengthen the defense of Havana. Spain was never before led through such a strait road of perdition."

A GREAT FLEET.

Sampson and Schley Have Joined Their Forces.

Off Santiago de Cuba, via Kingston, Jamaica, June 6.—Rear-Admiral Sampson, with the cruiser New York, his flagship, accompanied by the battle-ship Oregon, cruiser Mayflower and the torpedo-boat Porter, joined Commodore Schley's squadron of Santiago Wednesday morning, and their combined commands have the Spanish fleet securely locked in the harbor.

Admiral Sampson left the heavy monitors and light gunboats of Cardenas Monday morning, all danger of the appearance of the Spaniards from the eastward having been removed with the definite information that Schley had hunted them to their holes, and under command of Commodore Watson, the monitors and gunboats returned to reinforce the blockade on the north coast of Cuba.

Admiral Sampson did not assume command of the amalgamated squadrons on his arrival. Each squadron retains its separate entirety, and Commodore Schley has his single-starred pennant on the Brooklyn.

The American fleet off Santiago now numbers 12 fighting ships, two colliers and a cable-cutting ship. Neither the Solace, the hospital ship, nor the Red Cross ship State of Texas, which the dispatch boat Dauntless passed on her way here, has yet put in an appearance. The fighting ships are the New York, Brooklyn, Iowa, Oregon, Massachusetts, Texas, New Orleans, Marblehead, Dolphin, Mayflower and Vixen, and the torpedo-boat Porter. There is every indication that active operations will begin at once.

THE FIRST BLOW

Detailed Account of the Bombardment of Santiago.

AMERICAN SHIPS UNINJURED

Dynamite Cruiser Vesuvius Will Continue the Harbor and Then Cervera Will Be Forced to Fight at Once—Spanish Forts Crippled.

Port Antonio, Jamaica, June 4.—For an hour Tuesday afternoon, the Massachusetts, Iowa, New Orleans and Vixen, of Commodore Schley's squadron, exchanged shots with the Spanish fleet, under Admiral Cervera, and with the land batteries guarding the harbor of Santiago de Cuba, behind which the fleet is hiding. The engagement is the first which has occurred between the two naval forces, and was but a prelude to serious work in the latter part of the week.

No attempt was made by the Americans to bring off a general engagement, it being Schley's desire to locate the batteries on the hills above the harbor, and to determine the position of the Spanish fleet.

Shortly before 1 o'clock, Commodore Schley left the Brooklyn for the Massachusetts, on board of which battle-ship he remained during the night. At 2 o'clock the signal to form column was posted on the flagship, and the New Orleans, Iowa and Vixen fell in in the order named.

The Massachusetts steamed slowly until about five miles west of the harbor entrance, when she turned in toward the shore, and when about 5,000 yards off she turned east again and bore down on the harbor, the New Orleans being close up and the Iowa half a mile behind.

When she had passed the harbor entrance by 500 yards, a great cloud of white and yellow smoke burst from the two 13-inch guns in her after turret, and two shells rose over the hull, one of them striking the Spanish flagship Cristobal Colon, as she lay at anchor, and the other falling close alongside.

The two guns on the forward turret were then fired, and their shells exploded, throwing great geysers of spray close to the Colon.

All the shore batteries took up the challenge and began a rapid fire on the Massachusetts, but she was soon beyond their range, and the batteries turned their guns on the New Orleans.

This cruiser had been bid to pay attention to the batteries, and to draw their fire as much as possible, and she obeyed instructions to the letter. Her first shot located a large battery on the hill above Morro. It flew straight into the fort and seemed to have caused much damage, as a great cloud of dust and debris rose when the shell burst.

Two more shots sent part of the walls of Morro flying into the air, and then the New Orleans confined herself to the batteries, her fire being rapid and extremely accurate. Every shot she fired made trouble for Spain.

The Iowa, like the Massachusetts, devoted her attention to the ships in the harbor. Their 13-inch shells made the water fly about that part of the harbor in which the Cristobal Colon lay. The latter, however, was not seriously damaged, and kept up her fire until long after the American ships steamed out of range.

The ironclads bore down on the harbor once more. The flagship kept on until less than 4,000 yards from shore, and then her shells again began to heave up the water of Santiago harbor. This time, the shore batteries were better served, and the Spanish replied to the warships' fire in energetic fashion. But nearly all of the shots of the batteries fell short.

Then came the New Orleans once more, her long black guns doing fearful work and turning up the ground all around the batteries in the most savage manner.

The Spaniards dropped shells close to the Iowa as she came by the second time, sending a stream of shells into the harbor as she did so.

The Spanish warships, with the exception of the Cristobal Colon, were behind the hills, and could not see the enemy, who threw shells around them with such rapidity that they knew he was somewhere on the other side of the hill, and then hopefully raised the muzzles of their guns and banged away. The result was what might have been expected. The fire tore the bosom of the Caribbean sea, but it harmed nothing else.

After the Massachusetts passed the point where she could fire into the harbor with advantage, she returned to the open sea, the other vessels following her. Then the fight was over, as far as the Americans were concerned.

It is likely that the early part of next week will see more serious work.

The dynamite cruiser Vesuvius is coming down, and an attempt will be made by her to explode the triple row of mines extending across the harbor's mouth. With these out of the way, Commodore Schley will sail into the harbor for a death grapple with the fleet and batteries.

New York, June 4.—A dispatch from Washington to the Evening World says: It was determined today to place 75,000 troops at Chickamauga, which is to be made a permanent camp. This will be the largest camp in the United States. Most, if not all, the troops mustered in under the second call will be sent there for equipment, organization and drill.

STOP HALF WAY.

Volunteers of Second Manila Expedition May Defend Hawaii.

San Francisco, June 4.—The report from Washington that the annexation of Hawaii is about to be consummated is given credence by the officers at Camp Merritt and they are already figuring on an order to send troops to the island to look after United States interests, and some of the volunteers who fear they will not be sent to the Philippines are counting on being ordered to Hawaii as a place of second choice.

General Merritt is arranging the details of the second expedition to the Philippines, but has not yet made public the assignments of troops for the expedition and he will not make the order public until the date of the sailing of the fleet has been determined. It is stated in some quarters that the expedition cannot possibly sail for two weeks yet, and it is even semi-officially stated that the vessels will not be ready for 10 days yet. Just who is causing the delay is a mystery. The owners of the vessels say that they have not received any hurry-up orders from Washington and that they can perform their share of the contract at short notice, as soon as definite orders are received.

Transports for the Army of Invasion.

Washington, June 4.—Assistant Secretary Meiklejohn, of the war department, today secured additional transports for approximately 5,000 men for the Cuban army of invasion. This swells the total number of available vessels to over 30, with a carrying capacity of nearly 30,000 men. The ships secured today will be sent to Florida ports, chiefly Tampa, as fast as practicable and prepared for service.

The procuring of these additional ships at this time is taken as an indication of the promptness with which the war department proposes to take the offensive in operations against the Spanish in the West Indies.

Oregon Joined the Fleet.

Key West, June 4.—The battle-ship Oregon joined the fleet this morning, finishing the most remarkable long-distance cruise in the history of modern ironclads. Her reception by the fleet was worth her achievement. The dispatch-boats lying outside the squadron raised their flags as the Oregon bore down between them, while her officers and men waved their hands and caps. The big fighter slowed down to a majestic pace and then the noise began. Rank upon rank of white-clad sailors broke into yells which came over half a mile against the wind and the crew of the Oregon sent them back with interest. Then the ships, each white with men, renewed the greeting, and each vessel of the fleet joined in again as the Oregon came between the flagship and the Indiana, the former's band playing "The Washington Post March." Then an exchange of visits began, and the officers and men of the Oregon were heartily complimented and welcomed by all.

BEHRING SEA CONTROVERSY.

Will Be Settled by the Termination of Pelagic Sealing.

Washington, June 4.—The Canadian negotiations recently concluded here led to the signing of a protocol which formally agreed to the exact subject to be submitted to an international committee. While the protocol makes no preliminary agreement on the several questions, yet it is the general understanding among officials that the Behring sea question will be adjusted and finally settled by the complete termination of pelagic sealing. While no agreement toward giving up pelagic sealing was reached during the meeting, the discussion was along the lines indicating that the commission, without difficulty and with due regard for the interests of both governments, could put an end to the Behring sea controversy by agreeing to a complete suspension of pelagic sealing.

Spaniards Realize Their Blunder.

New York, June 4.—A dispatch to the World from San Domingo says: The American fleet attempting to force the Spanish squadron which has taken refuge in Santiago de Cuba, to engage in battle on Tuesday, bombarded Forts Morro, Socapa and Punta Gorda, discharging 70 shots. The Spanish did not dare to place themselves in a position to return the fire of the American fleet. Only the cruiser Colon discharged a few useless shots. The Spanish feeling at Santiago now is that Admiral Cervera's fleet is in a trap.

Private news from Porto Rico shows that 42 persons were injured during the bombardment of San Juan. The land batteries suffered heavy damage.

Americans and Cubans here resident have transmitted by mail a pre-announced signed petition to President McKinley, expressing the urgent necessity of retaining Consul Grimpke at his post.

French Ammunition for Spain.

London, June 4.—A letter received here from Paris says considerable quantities of large and small ammunition are traversing the Pyrenees from France into Spain, and that there is no attempt to stop the traffic.

Norfolk, Va., June 4.—The United States ship Menlo left the navy-yard for Key West with 2,500 tons of ammunition. A large number of 13-inch shells are in the consignment.

Lake Tug Sunk.

Duluth, Minn., June 4.—The tug Record, one of the Inman fleet, and one of the staunchest on the lakes, was run down and sunk in the ship canal just before midnight. Three of the tug's crew went down with their boat. They were: Captain John Brickier, Elmer Cook, George Riggs, engineer.

In tropical regions when the moon is at its full, objects are distinctly visible several miles away. By starlight only, print can be read with ease.

A SEA TRAGEDY

Schooner Jane Gray Goes Down With 34 Passengers.

NINETY MILES OFF FLATTERY

Sprung a Leak at Night and Sank Almost Immediately—Twenty-Seven Survivors—The Ill-Fated Craft Was Bound for Kotzebue.

Seattle, Wash., June 3.—The schooner Jane Gray, which sailed from Seattle for Kotzebue sound on May 19, with 61 people on board, foundered Sunday, May 22, about 90 miles west of Cape Flattery at 2 o'clock in the morning, while lying in a moderate gale under foresails. Ten minutes after the alarm was given she lay at the bottom of the ocean, with 34 of her passengers. The remaining 27 succeeded in embarking in a launch, and reached this city this afternoon. Those lost are:

Signor Gai, Italy; Signor Bresseta, Italy; Jack Lindsay, Everett; W. H. Gleason, Seattle; W. A. Johnson, Seattle; V. J. Smith, Seattle; C. G. Smith, Seattle; P. C. Little, Seattle; S. W. Young, Seattle; W. D. Millan, Seattle; Horace Palmer, Lebanon, O.; F. G. Sausberry, Minnesota; A. B. Dunlap, Dwight, Ill.; B. D. Ranney, Mexico; B. E. Snipes, Jr., Seattle; J. M. Staudman, Westfield, N. J.; E. M. Taylor, California; F. S. Taylor, California; B. S. Spencer, California; W. F. Doxey, Edward F. Ritter, F. W. Glinther, B. S. Frost, W. F. Levering, William Otter, O. F. McKelvey, M. C. Brown, C. C. Akins, N. Hedlund, Charles Williams; V. C. Gambel, wife and child, missionary on St. Lawrence island, in Behring sea; one other.

Nearly all of the Jane Gray's passengers were prospectors.

It is possible that there may be four or five survivors whose names cannot be ascertained.

Captain Crockett gave the following account of the wreck:

"We were lying to under our foresail. A moderate gale was blowing, and the sea was running high. I had gone to bed, and was asleep when the watchman awakened me with the announcement that something was wrong. I arose at once, and found the vessel leaking. A hurried investigation showed that she would soon sink, and I at once notified the passengers of the situation. Most of them were asleep underneath the deck. A scene of confusion then took place, and it is impossible to give any detailed account of the events that followed. The darkness added to the confusion. The Jane Gray carried two lifeboats and two launches. I at once ordered the boats lowered. The first lifeboat was swamped. The launch Kenhoma, belonging to the Ingraham party, was successfully lowered. At this time the Jane Gray was almost under water.

"A heavy sea struck her, throwing her on her beam. There was no time to launch other boats. The water was over her hatches, and every one below was certainly drowned. Those on deck hurriedly got in the launch. A sack of prunes and one of turnips were hastily taken from the ship's stores, and this was the only food we had till we reached Vancouver island. As the launch drifted away from the almost submerged schooner we saw eight or ten men standing on the lee rail clinging to the rigging. Soon they disappeared from sight. Two of them, Job Johnson and C. J. Reilly, kept afloat by clinging to bundles of boat lumber. Two hours after they were picked up by our launch, making 27 in all we had on board. It is barely possible that there will be four other survivors.

"Just before the Jane Gray disappeared under the waves we thought we saw the second launch that was on board with four forms near it. They were so indistinct that we were not sure. They seemed to be getting into the launch. We saw nothing of them when daylight came.

"We improvised a sail and paddles, and after drifting 30 hours in the launch, finally landed inside of Rugged point, Kuyquot sound, on Vancouver island, 80 miles from the scene of the wreck. A fire was built on the beach, and we made a meal on roasted mussels. We had no food since the night before the disaster, excepting the sack of prunes and turnips that we threw into the launch. We got our drinking water by spreading out a tarpaulin in driving rain. An Indian who chanced to come along informed us that the village of Kuyquot was but six miles away. We went there, and found the sealing schooner Favorite becalmed, and arrangements were made to carry our party to Victoria. We reached there this morning, in time to catch the steamer for Seattle."

The Jane Gray was a schooner of 107 tons. She was built in Bath, Me., in 1887. She was owned and operated by McDougall & Southwick, of this city. Outside of the miners' outfits, she carried no cargo.

General Grant Takes the Oath.

Chickamauga National Park, June 3.—General F. D. Grant today took the oath as a brigadier-general. The oath was administered by Judge Harris, of Rome, Ga., an ex-Confederate, and the ceremony was witnessed by a large crowd. General Grant expressed satisfaction that he should have the privilege of assuming the obligations of his office from so distinguished a Confederate, and, when the ceremony was over, a great shout went up.

WEEKLY MARKET LETTER.

Trade Conditions in the Leading Cities of the World.

[Reported by Downing, Hopkins & Co., Inc., Board of Trade Brokers, 711 to 714 Chamber of Commerce Building, Portland, Oregon.]

The statistical news of wheat for the past week has been very bearish. Beerbohm reported the world's shipment at 14,000,000 bushels, of which North America shipped 5,348,000 bushels. The American supply of visible wheat increased during the week 1,085,000 bushels, and now totals 22,587,000 bushels. The Orange Judd Farmer report for June makes the winter wheat acreage 35,651,000 acres, after allowing for 1,000,000 acres abandoned in California. The spring wheat acreage shows a radical increase everywhere, the total area reaching 17,868,000 acres. The month of May was favorable for wheat everywhere except in California, and the present condition of winter wheat is reported at 90.7, against 87.9 last month and 83.5 last year. The condition of spring wheat is practically perfect, with an average of 99.1, which is the highest figure ever reported on June 1 by any reliable authority. The situation in Oregon and Washington is enough better than last year to practically offset the loss in California. Bearish sentiment seems to be gaining both here and abroad. A private Liverpool cable says: The trade is bearish and lower prices must follow. Upward manipulation is out of the question, with world's shipments so large and American prospect is flattering." Minneapolis reported no buyers of cash wheat in that market today. About the only strong factor has been the New York market, where foreigners are said to have bought large quantities for September and later deliveries. That market has been well sustained, and the foreign support thus given encouraged a belief that prices may do better here, at least temporarily.

Seattle Markets.

Vegetables—Potatoes—Yakimas, \$11 @ 12 per ton; natives, \$8 @ 10; California potatoes, \$1.50 @ 2 per 100 pounds. Beets, per sack, \$1.25; turnips, \$1.25; carrots, \$1.25; hot-house lettuce, 45c; radishes, 12 1/2c.

Fruits.—California lemons, fancy, \$3; choice, \$2 @ 2.50; seeding oranges, \$1.50 @ 1.75; California navela, fancy, \$3 @ 3.25; choice, \$2.50 @ 2.75; bananas, shipping, \$2.25 @ 2.75 per bunch; strawberries, \$1.25 @ 1.50 per crate.

Butter—Fancy native creamery, brick, 18c; ranch, 7 @ 12c; dairy, 12 1/2 @ 15c; Iowa, fancy creamery, 18c.

Cheese—Native Washington, 11 @ 12c; Easter cheese, 12 @ 12 1/2c.

Meats—Choice dressed beef steers, prime, 8c; cows, prime, 7 @ 7 1/2c; mutton, 8c; pork, 7 1/2c; veal, 8c.

Poultry—Chickens, live, per pound, 14c; dressed, 16c; spring chickens, \$2.50 @ 3.75.

Fresh Fish—Halibut, 3 @ 4c; steel-heads, 7 @ 8c; salmon trout, 9 @ 10c; flounders and sole, 3 @ 4c; herring, 4c.

Oysters—Olympia oysters, per sack, \$3 @ 3.25; per gallon, about, \$1.80.

Wheat—\$26; feed wheat, \$23.

Cats—Choice, per ton, \$28.

Corn—Whole, \$25; cracked, \$25; feed meal, \$25.

Barley—Rolled or ground, per ton, \$26; whole, \$25.

Flour—Patent, per bbl, \$5; straight, \$4.75; California brands, \$5.75; buck-wheat flour, \$6.50; Graham, per bbl, \$4.25; whole wheat flour, \$4.50; rye flour, \$5.

Millstuffs—Bran, per ton, \$17; shorts, per ton, \$18.

Feed—Chopped feed, \$21 @ 22 per ton; middlings, per ton, \$18 @ 19; oil cake meal, per ton, \$35.

Hay—Puguet Sound mixed, \$10 @ 13; choice Eastern Washington timothy, \$17.

Portland Market.

Wheat—Walla Walla, 75c; Valley and Bluestem, 78c per bushel.

Flour—Best grades, \$4.50; Graham, \$4.00; superfine, \$2.25 per barrel.

Oats—Choice white, 40c; choice gray, 38 @ 39c per bushel.

Barley—Feed barley, \$22; brewing, \$24 per ton.

Millstuffs—Bran, \$17 per ton; middlings, \$23; shorts, \$17.

Hay—Timothy, \$11 @ 12; clover, \$10 @ 11; Oregon wild hay, \$9 @ 10 per ton.

Eggs—Oregon, 16 @ 17c per dozen.

Butter—Fancy creamery, 22 1/2 @ 30c; fair to good, 25 @ 30c; dairy, 25 @ 30c per roll.

Cheese—Oregon full cream, 12c; Young America, 12 1/2c.

Poultry—Chickens, mixed, \$3.50 per dozen; hens, \$4.00; springs, \$2.00 @ 4; geese, \$6.00 @ 7.00; ducks, young, \$4 @ 6.00 per dozen; turkeys, live, 11 @ 12c per pound.

Potatoes—Oregon Burbanks, 30 @ 45c per sack; sweets, \$1.75 @ 2 per cental.

Onions—Oregon, \$2.25 @ 2.50 per sack.

Hops—5 @ 12 1/2c per pound for new crop; 1896 crop, 4 @ 6c.

Wool—Valley, 14 @ 15c per pound; Eastern Oregon, 8 @ 12c; mohair, 25c per pound.

Mutton—Gross, best sheep, wethers and ewes, 4c; dressed mutton, 6 1/2c; pring lambs, 10c per lb.

Hogs—Gross, choice heavy, \$4.25; light and feeders, \$3.00 @ 4.00; dressed, \$5.50 @ 6.50 per 100 pounds.

Beef—Gross, top steers, \$4.00; cows, \$2.50 @ 3.50; dressed beef, 5 @ 7c per pound.

Veal—Large, 6c; small, 6c per pound.

San Francisco Market.

Wool—Southern coast lambs, 7 @ 8c; San Joaquin, 7 @ 8c; Northern, 11 @ 12c per lb.

Millstuffs—Middlings, \$21 @ 23; California bran, \$16 @ 18.50 per ton.

Onions—New, 40 @ 55c per sack.

Butter—Fancy creamery, 19c; do seconds, 18c; fancy dairy, 17 1/2c; good to choice, 16 @ 17c per pound.

Potatoes—Early Rose, 40 @ 50c.