

THE JANE GRAY LOST

Goes Down With Thirty-Four 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 31 people on board, foundered Sunday, May 22, about 90 miles west of Cape Flattery at 2 o'clock in the morning, while lying to 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 Gaia, 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. Sauleberry, Minnesota; A. B. Dunlap, Dwight, Ill.; B. D. Ranney, Mexico; B. E. Snipes, jr., Seattle; J. M. Stautman, Westfield, N. J.; E. M. Taylor, California; F. S. Taylor, California; B. S. Scencer, California; W. P. Doney, Edward F. Ritter, F. W. Ginther, B. 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 Kennema, 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 hatchways, 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, Kuyukot 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 Kuyukot 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' outfit, she carried no cargo.

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 subjects 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 12-inch shells are in the consignment.

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.]

Indications are that the wheat crop of 1898 will be the greatest in the history of the country. From figures that are being collected and compiled by some of the big Chicago firms, based on the reports of experts in every section of the country, the incoming wheat crop is estimated to exceed 650,000,000 bushels. All the conditions are reported as being of the most favorable nature, and while there is a decrease in acreage the total yield will be more than double that of 1897. In the fall of 1896 there was an extraordinary increase in acreage, but the conditions were such that a large share of the crop was plowed up the following spring, and at harvest time much of the remaining crop was not worth cutting. Kansas looms up as the banner state this year, an increase of 28 per cent in the acreage having been reported. Estimates on the yield vary all the way from 70,000,000 bushels to 100,000,000 bushels, while the combined crops of Kansas, Nebraska and Oklahoma is estimated at 160,000,000 bushels. Of this 30,000,000 to 40,000,000 bushels are credited to Oklahoma and Kansas will have 80,000,000 to 90,000,000 bushels.

As compared with the planting in Illinois in the fall of 1896, there has been a decrease of 16 per cent in the acreage, but in spite of this the conditions in the Sucker State are about the same as in Missouri, and the apparent decrease in acreage is discounted by the amount of wheat that was plowed up in the spring of last year. The 1897 crop in Illinois amounted to a little less than 10,000,000 bushels, whereas it is generally conceded that this year's crop will be nearly, if not fully, treble, or between 25,000,000 and 30,000,000 bushels. Texas will have a 20,000,000 bushel crop. Never before has the wheat looked so fine in the lone Star state as it does now. The harvest will be unusually early and agents writing to their houses here report that a great part of the crop will be harvested and ready for shipment in June.

Portland Market.

Wheat—Walla Walla, 85c; Valley and Bluestem, 88c per bushel. Flour—Best grades, \$4.75; graham, \$4.20; superfine, \$2.50 per barrel. Oats—Choice white, 40c; choice gray, 38c@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, 12½@13c per dozen. Butter—Fancy creamery, 82½@85c; fair to good, 25@30c; dairy, 25@30c per roll.

Cheese—Oregon full cream, 11c; Young America, 12½c. 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@35c per sack; sweets, \$1.75@2 per cental. Onions—Oregon, \$2.25@2.50 per sack.

Hops—5@12½c 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, 8½c; dressed mutton, 7c; spring lambs, 9c per lb.

Hogs—Gross, choice heavy, \$4.75; 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, 5c; small, 6c per pound.

Seattle Market.

Potatoes—Yakimas, \$11@12 per ton; natives, \$8@10; sweets, 2½c per pound; box of 60 pounds, \$1.75.

Butter—Fancy native creamery, brick, 21c; ranch, 10@13c; dairy, 14@16c; Iowa fancy creamery, 20c.

Cheese—Native Washington, 11@12c; Eastern cheese, 12@12½c.

Eggs—Fresh ranch, 16c; California ranch, 14c.

Meats—Choice dressed beef steers, 8c; cows, 7@7½c; mutton, 8c; pork, 7½c; veal, small, 8c.

Poultry—Chickens, live, per pound, hens, 14c; dressed, 16c; turkeys, live, 14c; dressed, 17@18c.

Fresh Fish—Halibut, 6@7c; steel heads, 7@8c; salmon trout, 9@10c; flounders and sole, 3@4c; tom cod, 4c; ling cod, 4@5c; rock cod, 5c; smelt, 3@5c; herring, 4c.

Olympia oysters, per sack, \$3@3.25. Corn—Whole, \$25; cracked, per ton, \$25; feed meal, \$25 per ton.

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

Flour—Patents, per barrel, \$5.25@5.50; straights, \$5.00; California brands, \$6.25; Dakota brands, \$5.00@5.75; buckwheat flour, \$6.50.

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—Puget Sound, new, per ton, \$10@13; Eastern Washington timothy, \$17; alfalfa, \$11; straw, \$7.



ADMIRAL SAMPSON'S FLAGSHIP, THE NEW YORK.

10:26 A. M.—A dispatch from San Domingo 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 10 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 the entrance, succeeded in passing the first line of defenses, but was torpedoed about 500 feet up the channel. She went down "perpendicularly," and an officer, an engineer and six seamen were taken prisoners. The number of times is unknown.

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

There is great excitement in the city. Part of the population assisted in fighting on the heights. Every day is astounded at the audacity of the American vessel.

The American squadron was cruising 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 San Domingo dispatches in reference to the sunken vessel as an auxiliary cruiser is probably a mistake. The Merrimac is a battleship, 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 Spanish fleet from Cadiz has crossed the Atlantic and is about to be destroyed at Santiago, the officers of the navy department refuse to be deterred at what they declare to be a baseless rumor. It appears that the basis of confidence is a telegraphic report of late date as yesterday, declaring the Cadiz fleet is still at Cadiz. However, they know that there are not many as 16 ships in that fleet.

The cable which binds Cuba to Madrid and the outside world was cut today.

Pending the execution of Admiral Sampson's plan of campaign, our ships form a cordon about the entrance of Santiago harbor to prevent the possible egress of the Spaniards.

Communication has also been had with the shore. The mountains and hills which surround Santiago are in full possession of the Cuban insurgents.

The reconnaissance made by our ships, principally the smaller yachts and torpedo-boats, which are able to creep close inshore at night, has pretty definitely determined the location and character of the defenses of the harbor. Several new batteries have been thrown up on the high ground on each side of the entrance, and it is evident the Spaniards are prepared to make a strong resistance.

NOT A SPANISH VICTORY.

Collier May Have Been Sent in to Blockade the Channel.

Washington, June 6.—The Post says: There is absolutely no doubt in the minds of the naval officials in Washington that the sending of the collier into the harbor was a prearranged move on the part of Admiral Sampson. The use of a collier, the unusual hour of the morning, the necessity of blockading the channel so as to relieve some of the ships of the squadron from remaining stationed off Santiago, the importance of discovering whether the mines were effective—all these make it certain that the Merrimac was deliberately sent to her destruction. It was not a Spanish victory—it was a cleverly arranged scheme on the part of the American Admiral, and it was successful.

The eight men in a Spanish prison are the real heroes of the war. If the Merrimac went in under her own crew, it is interesting to know that her complement of officers consisted of Commander J. M. Miller; Lieutenant W. W. Gilmer, executive officer; Ensigns J. R. Y. Blakely and J. M. Luby, and First Engineer R. K. Crank. Miller is from Missouri, Gilmer from Virginia, Blakely from Pennsylvania, and Luby and Crank from Texas.

It is expected that reports will be received today from Admiral Sampson which will give details of the Merrimac's destruction.