

HERO HOBSON'S STORY

How He Escaped From the Merrimac.

TAKEN OFF IN A LAUNCH

The Brave Men Surrendered to Admiral Cervera—Under the Enemy's Terrible Fire—Forced to Lie on Deck Until Daylight—Splendid Discipline.

Off Santiago, via Kingston, July 11.—The return of Assistant Naval Constructor Hobson to his ship, the flagship New York, was marked by wild enthusiasm. When Hobson sat once more among his messmates, he told the story of his experience, his marvelous escape and his imprisonment in Morro castle.

"I did not miss the entrance to the harbor," he said, "as Ensign Powell, in the launch, supposed. I headed east until I got straight in. Then came the firing. It was grand, flashing out from one side, then the other, from those big guns on the hills, the Vizcaya, lying inside the harbor, joining in.

"Troops from Santiago had rushed down when the news of the Merrimac's coming was telegraphed, and soldiers lined the foot of the cliffs, firing wildly across and killing each other with their crossfire.

"The Merrimac's steering gear broke as she got to Estrella point. Only three of the torpedoes on her side exploded when I touched the button. A huge submarine mine caught her full amidships, hurling water high in the air and tearing a great rent in the Merrimac's side. Her stern ran up on Estrella point.

"Chiefly owing to the work done by the mine, she began to sink slowly. At that time she was across the channel, but before she settled the tide drifted her around.

"We were all aft, lying on the deck. Shells and bullets whistled around us. The six-inch shells from the Vizcaya came tearing into the Merrimac, crashing into wood and iron and passing clear through, while the plunging shots from the forts broke through her decks. "Not a man must move," I said,

CAIMANERA, PRINCIPAL SPANISH CAMP ON QUANTANAMO BAY.



and it was only owing to the splendid discipline of the men that all of us were not killed, as shells sailed over us and minutes became hours of suspense. The men's mouths grew parched, but we must lie there until daylight, I told them.

"Now and again one or the other of the men lying with his face glued to the deck and wondering whether the next shell would come our way, would say, 'Hadden't we better drop off now, sir?' But I said, 'Wait till daylight.' It would have been impossible to get the catamaran anywhere but to the shore, where the soldiers stood shooting, and I hoped that by daylight we might be recognized and saved.

"The grand old Merrimac kept sinking. I wanted to go forward and see the damage done there, where nearly all the fire was directed, but one man said that if I rose it would draw the fire on the rest; so I lay motionless. It was splendid the way those men behaved. The fire of the soldiers, the batteries and the Vizcaya was awful. "When the water came upon the Merrimac's decks the catamaran floated amid the wreckage, but was still made fast to the boom, and we caught hold of the edge and clung on, our heads being above water.

"A Spanish launch came toward the Merrimac. We agreed to capture her and run. Just as she came close, the Spaniards saw us, and half a dozen marines jumped up and pointed their rifles at our heads.

"Is there any officer in that boat to receive a surrender of prisoners of war?" I shouted. An old man leaned over under the awning and waved his hand. It was Admiral Cervera. The marines lowered their rifles, and we were helped into the launch.

"Then we were put in cells in Morro castle. Afterward we were taken into Santiago. I had the court-martial room in the barracks. My men were kept prisoners in the hospital. From my window I could see the army moving across the open and being shot down by the Spaniards in the rifle pits in front of me. The Spaniards became as polite as could be. I knew something was coming, and then I was exchanged."

USED THE MACHETE.

Cubans Showed No Mercy to the Spanish Prisoners.

Before Santiago, via Kingston, July 11.—One secret of the determination of the Spanish soldiery in Santiago to fight to the death was the belief which prevailed generally among them that prisoners taken by the Americans would be put to the sword.

It is known that after the fall of El Gauey July 1 the Spanish soldiers who escaped along the foothills marched directly into General Garcia's men, posted to the north of Santiago. They fought desperately, but were shown no mercy by the Cubans, and were marched to the last man. General Delirine, who was in command, was brutally mutilated. The knowledge of this massacre found its way into Santiago and prompted the Spaniards to die rather than surrender.

The voluntary surrender of some of the wounded Spanish officers and men has dispelled the delusion, and is helping to induce General Toral to consider the proposition to capitulate.

After the fall of El Gauey the Cubans sacked the town. Information of the two outrages were promptly sent to General Shafter, who issued orders that any Cuban found rifling the bodies of dead or wounded Spaniards would be promptly dealt with.

To prevent the possibility of Cubans plundering Santiago when it capitulates it has been decided to forbid the Cubans entering the town.

CONDITIONS IN HAVANA.

The Poor Are Dying of Starvation in the Streets.

Kingston, Jamaica, July 11.—The British cruiser Talbot, which left Havana Tuesday, arrived at Port Royal today with 23 passengers, among them Sir Alexander Gollan, British consul-general at Havana, and Mr. Higgins, of the British consulate there, both on leave, which is given as the only explanation of their departure. Mr. Jerome has been left in charge of British affairs in Havana. Mr. Higgins said:

"The city of Havana is quiet, and there are no new complications. The well-to-do inhabitants are subsisting tolerably, but the poor are dying of starvation in the streets. There are many sights of terrible misery. The barracks are filled with starving women.

"The soldiers are fairly well fed. General Blanco has been sending troops into the interior, it is said en

route to Santiago, but I do not see how they will get there.

"The blockade is maintained, and vessels are frequently turned back. Everybody is anxious for the conclusion of the war, though the soldiers wish to fight, and all the officials are resolute. There is no flour in Havana, and no beans, while yams are scarce." Sir Alexander Gollan declined to say anything on the condition of things at Havana. The other passengers on the Talbot are for the most part wealthy refugees.

Losses at Santiago.

Washington, July 11.—The war department has received the following from General Shafter, giving as far as practicable a statement of the total casualties in each division except General Wheeler's as a result of the recent fighting:

Lawton's division—Killed, 4 officers, 74 men; wounded, 14 officers, 315 men; missing, 1 man.

Kent's division—Killed, 12 officers, 87 men; wounded, 36 officers, 586 men; missing, 62 men.

Bates' brigade—Killed, 4 men; wounded, 2 officers, 26 men; missing, 5 men.

Signal corps—Killed, 1 man; wounded, 1 man.

General Wheeler's report has not yet been received.

Manila Spared For a Time.

Chicago, July 11.—A special cablegram to the Record from its correspondent with Admiral Dewey's fleet at Manila bay, July 7, via Hong Kong, says:

The American troops under General Anderson, which have reached the Philippines, are now comfortably quartered in the Spanish military barracks at Cavite, and are busy preparing for active service against the Spaniards. No attack on Manila is probable before the arrival of the second detachment of troops under General Greene, which is expected soon. The present force of soldiers and marines is considered insufficient to protect life and property in Manila in the event of the capitulation of that city. The soldiers, however, are all eager to begin the fighting.

CATASTROPHE AT SEA

La Bourgogne Sank With 562 Souls.

COLLISION OFF NOVA SCOTIA

Ran Into the Ship Cromartyshire in a Dense Fog—Less Than Two Hundred Saved—Fleeting Cruelty of Sailors Prevented More Being Rescued.

Halifax, N. S., July 8.—In one of the thick fogs which at this time of the year hang like a pall over the grand banks and Sable Island in the North Atlantic, occurred early Monday morning one of the most appalling ocean disasters in the annals of trans-Atlantic commerce, and in fact in the history of steam sailing of the world. Almost without a moment's warning the French liner La Bourgogne, with 725 souls on board, was run down by the iron sailing ship Cromartyshire, and sunk within half an hour, carrying with her to the ocean's bottom over 500 of her passengers and crew, while the rest who were not drowned by the fearful suction struggled and fought for life until 163 were at length rescued by the crew of the Cromartyshire, which ship survived the collision.

If the words of the passengers who were dragged aboard the Cromartyshire and later brought into this port by the steamer Grecian, are to be believed, the last few minutes on board the La Bourgogne witnessed some of the most terrible scenes of horror and cruelty that have blotted the history of a civilized race. Instead of the heroic discipline which so often has been the one bright feature of such awful moments, the crew of the steamer fought like demons for the few lifeboats and rafts, battering the helpless passengers away from their only means of salvation, with the result that the strong overcame the weak, for the list of 163 saved contains the name of but one woman.

The disaster occurred at 5 o'clock in the morning, Monday, about 60 miles south of Sable Island, which lies nearly 100 miles off this port. The Bourgogne had left New York, bound for Havre, on the previous Saturday, while the Cromartyshire was on its way from Glasgow with a crew of 21 men. Although the trans-Atlantic ships have a definite course, the Bourgogne was, by all accounts, 40 miles or more to the north of these lines. The fog was very dense and the Cromartyshire was sailing along with reduced canvas and blowing the fog horn. Suddenly out of the fog rushed a great steamer, and in a moment there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer, just under the bridge. The shock was terrific, and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished.

Half an hour after the collision the misty curtain went up, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for life on board the Bourgogne, the collision having come so suddenly and at such a time in the morning that few besides her crew were on deck, but the shock roused nearly everyone, and within a few minutes the decks were crowded.

At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them, but as the steamer began to tremble and list to port, the officers lost control of the crew, and a panic ensued.

Passengers and crew fought for the boats and life rafts, the strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, oars and even knives were used by some of the demons to keep their places.

The officers seem to have been powerless over their men, and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than a half hour she gave a long lurch to port and went down.

As the ship sank beneath the surface, the vortex of the water sucked down everything on the surface within a certain radius. When the suction ceased, those still alive saw about 200 bodies come out of the water with a rush, as if the sea were giving up the dead, after having swallowed the ship.

But the struggle for life still continued after the ship went down. Hundreds still floated about grasping for rafts, boats and wreckage, in frantic endeavors to keep above water. Even then many of those in the boats, if the stories told are to be believed, showed their brutality by beating off those who attempted to climb aboard.

By this time the small boats of the Cromartyshire had come up, and the work of rescue began. The crew of the ship saved everyone who kept afloat. But one woman was rescued.

Austria sends coconut oil to England.

AFTER CAMARA'S FLEET.

Commodore Watson Has Been Ordered to Start at Once.

Washington, July 9.—The president called a council of war to meet at the White House, the purpose being to review the situation and learn exactly what the present conditions are and what changes, if any, should be made in the plans for the conduct of the war. According to one of the members present, it was decided to abide by the plans already laid, at least as to the general conduct of the campaign.

Confirmation seemed to have been given to this statement later in the day, when, after a conference with the members of the war board, Secretary Long announced to the waiting newspaper men that he had ordered Admiral Sampson to detach from his own command immediately the vessels to be embraced in Commodore Watson's Eastern squadron and to direct the commodore to proceed on his mission.

The new Eastern squadron will consist of the battleships Iowa and Oregon, the protected cruiser Newark and the auxiliary cruisers (carrying side armor) Dixie, Yankee and Yosemite; the colliers Averna, Cassius, Caesar, Leonidas and Justin, and the supply-boat Delmonico.

The Iowa, Oregon and Newark are all in the south with Sampson; so is the Yosemite. The Dixie is at Newport and the Yankee at Tompkinsville. The colliers are at Hampton Roads with the Delmonico.

The ships are to sail as soon as they can coal and supply. It will not be required, in the case of the southeastern vessels, to come north, which would mean the loss of several days, but they will start directly from the points where they are now located.

The order provides that each ship shall make her way across the Atlantic to a marine rendezvous, which will be designated in sealed orders to prevent its exposure to the slightest possible danger from the enemy, and the most that is known is that it will be at some point off the Spanish coast. It probably will not be long after that before the American squadron will be in full pursuit of Camara with his remnant of the Spanish navy. Meanwhile, the gathering of the American fleet off the Spanish ports is expected to have a sobering effect upon the inflated prices.

Troops Ashore.

Washington, July 9.—The navy de-



ADMIRAL CAMARA.

partment has received the following cablegram:

"Cavite, via Hong Kong, July 9.—The United States troops have landed and are comfortably housed at Cavite. The insurgents are active. Aguinaldo proclaimed himself president of the revolutionary republic on July 1.

"DEWEY."

As the dispatch makes no mention of trouble with Germany, the report that he had fired on a German vessel is pronounced baseless. No advices could have reached a cable station since July 6.

Still Another Sunk.

Washington, July 9.—Admiral Sampson telegraphs the navy department as follows, under date of July 6, from the flagship New York, off Santiago:

"About midnight last night the dismantled Spanish cruiser Reina Mercedes was seen by the Massachusetts, which vessel had a searchlight on the channel, coming out of the harbor of Santiago. The Massachusetts and Texas opened fire, and the Spanish vessel was sunk opposite Estrella cove. I am inclined to be the intention to sink her in the channel and thus block the harbor entrance. If so the plan was defeated by the fire of the ships, as she lies on the edge of the shore."

Country Around Manila Flooded.

London, July 9.—The Hong Kong correspondent of the Daily Mail says: The whole country within a radius of 18 miles of Manila is flooded. General Monet's arrival astonished everybody. He reported that his soldiers, whom he had deserted, were starving and surrounded by thousands of rebels. He was ordered back to Pampanga.

Hong Kong, July 9.—The British collier Eddie, from Manila July 8, arrived today. It reports that no attack has been made upon the town up to the time of leaving. Four German, three British, two French and one Japanese warships were at Manila.

WEEKLY MARKET LETTER.

The End of the Remarkable Letter Wheat Deal.

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

Wheat traders who have been wrong on the market for a year are now trying to get their money back by selling short after a decline on September of about 30 cents. Prices are down to a normal basis, but sentiment generally is bearish. Every effort has been made to force values down on the idea that the crop will be enormous, and that the exports will be about 50 per cent of those for the year just closing, which will show up nearly 225,000 bushels of flour and wheat. The Leiter wheat, as well as that held by Pillsbury, Peavey and others, who were interested jointly with the late bull leader, has passed into strong hands and is being liquidated at comparatively good prices. Geddes sold nearly 2,000,000 bushels last week, that is in Liverpool and afloat. Armour in two weeks has sold nearly 3,000,000 bushels of the 7,000,000 bushels of Leiter wheat held in this country two weeks ago. There is a sentiment among many good traders that wheat is low enough, and that until harvest conditions are generally improved there is little to be gained by selling short on the breaks. Crop conditions have cut more of a figure, particularly from the Southwest, where efforts have been made to reduce the yield from the extravagant figures sent out early in the season. If Kansas, Oklahoma, and Texas get 100,000,000 bushels to 120,000,000 bushels they will get a big yield. There is some deterioration in quality owing to the wet weather, but this is not a bull argument. In the Northwest there has been deterioration by heavy rains and lodging and a little local damage by grasshoppers, but not enough to cut an important figure. England will be the best buyer of American wheat this year unless conditions change. France will not have to import a great quantity, and Austria-Hungary and other countries which have to buy wheat the past twelve months will be out of the market by the 1st of September, and possibly before. France is expecting new wheat by the middle of August. The weather there has not been favorable, and there has been some crop deterioration.

Seattle Markets.

Vegetables—Potatoes—Yakimas, \$11 @ 12 per ton; natives, \$8 @ 10; California potatoes, \$1.00 per 100 pounds. Beets, per sack, \$1.25; turnips, \$1.25; carrots, \$1.25; hothouse lettuce, —; radishes, 12 1/2c.

Fruits—California lemons, fancy, \$3.75; choice, \$3 @ 3.50; seeding oranges, \$1.50 @ 1.75; California navels, fancy, \$3 @ 3.25; choice, \$2.50 @ 2.75; bananas, shipping, \$2.25 @ 2.75 per bunch; strawberries, 60c @ 75c per crate.

Butter—Fancy native creamery, brick, 19c; ranch, 7 @ 12c; dairy, 12 1/2 @ 15c; Iowa, fancy creamery, 19c.

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

Meats—Choice dressed beef steers, prime, 7 1/2c; cows, prime, 7c; mutton, 7 1/2c; pork, 7 @ 7 1/2c; veal, 6 @ 8c. Poultry—Chickens, live, per pound, 14c; dressed, 16c; spring chickens, \$2.50 @ 3.75.

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

Oysters—Olympia oysters, per sack, \$3.50; per gallon, solid, \$1.80.

Wheat—Feed wheat, \$23.

Oats—Choice, per ton, \$26.

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

Barley—Rolled or ground, per ton, \$25; whole, \$24.

Flour—Patent, \$4.25, bbl; straights, \$4; California brands, \$5.50; buckwheat flour, \$6.50; graham, per bbl, \$4.25; whole wheat flour, \$4.50; rye flour, \$5.

Millet—Bran, per ton, \$15; shorts, per ton, \$18.

Feed—Chopped feed, \$17 @ 21 per ton; middlings, per ton, \$17; oil cake meal, per ton, \$35.

Hay—Puget Sound mixed, \$8 @ 10; choice Eastern Washington timothy, \$15.

Portland Market.

Wheat—Walla Walla, 60 @ 61c; Valley and Bluestem, 60c per bushel.

Flour—Best grades, \$3.75; graham, \$3.50; superfine, \$2.25 per barrel.

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

Barley—Feed barley, \$21; brewing, \$22 per ton.

Millet—Bran, \$15 per ton; middlings, \$21; shorts, \$14.

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

Eggs—Oregon, 14c per dozen.

Butter—Fancy creamery, 35 @ 40c; fair to good, 32 1/2c; dairy, 25 @ 30c per roll.

Cheese—Oregon full cream, 11 @ 12c; Young America, 12 1/2c.

Poultry—Chickens, mixed, \$3.50 per dozen; hens, \$4.00; springs, \$2.00 @ 4; geese, \$3.00 @ 5.50; ducks, young, \$3 @ 4.50 per dozen; turkeys, live, 11 1/2 @ 12 1/2c per pound.

Potatoes—Oregon Burbanks, 30 @ 35c per sack; new potatoes 60 @ 75c.

Onions—California red, \$1.25 per sack.

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