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MORO LEADER.

PUBLISHED....
IN THE INTEREST OF SHERMAN COUNTY.
Keep Your Eye on the Leader.

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DOINGS OF THE WEEK

What Has Happened in the Civilized World.

GIVEN IN THE PRESS DISPATCHES

A Complete Review of the News of the Past Seven Days in This and All Foreign Lands.

A World dispatch from Madrid says: Spain will yield no territory, and will not listen to peace overtures on such a basis.

The schooner Jane Gray, which left Seattle for Kotzebue sound with a party of prospectors, on board has been wrecked off Cape Flattery.

The converted yacht Wasp reports having gone into Cienfuegos harbor and sighting three Spanish cruisers, probably of Cervera's fleet.

Secretary Alger, in a letter to congress says that 15,000 or 20,000 troops will go to Cuba at once and be followed, as soon as possible, by 50,000 more.

The run on the govenment's bank has assumed formidable proportions, and is steadily increasing day by day. Spain is gradually drifting to a paper basis.

The Florida expedition is now safe with Garcia's army. A letter has been received in Key West from one of the American members of the party, which was written after the landing was made.

An unsuccessful attempt was made by two Spanish torpedo boats to destroy the ships of Schley's fleet, but they were repulsed and took shelter beneath the guns of the forts. This engagement, it is said, was the first hostile movement off Santiago.

The war department is massing rations for 30 days for the troops assembled at Jacksonville under the command of Major-General Lee. Officials decline to say how many men are to be concentrated there, or whether they will stay at that place for the full 30 days for which rations are provided.

Amid the music of a hundred bands, the cheers of hundreds of thousands of people, the blasts of many whistles and the waving of innumerable flags, the trans-Mississippi exposition was formally opened in Omaha. Nothing occurred to mar the occasion. President McKinley addressed the assembled multitude by long-distance telephone, touched the magic button and the exposition was dedicated.

Jacksonville, Fla., is likely to be made the base of operations against Porto Rico. General Lee will open headquarters there immediately.

The anti-British demonstrations at Manila are intensifying. The queen's portraits are insulted and all foreigners are preparing to take refuge at Cavite.

On Decoration day a big gathering of Americans proceeded to the tomb of Lafayette, in the Pypus cemetery, Paris, and the tomb was decorated with wreaths and mutual flags.

The British battleship Renown reports being chased by an unknown steamer while on her way from Bermuda. The nationality of the pursuing vessel could not be learned.

The secretary of war has authorized the governor of Nebraska to raise a regiment of infantry, under the president's second call. William J. Bryan will be colonel of the new regiment.

Advices from Cadiz say all the guns of both batteries and forts are being replaced by heavier guns. It is reported that the departure of Camara's fleet has been delayed by defects in the torpedo-boat.

In the campaign against the Spaniards in Cuba, the army and navy will act together. No decisive blow is likely to be struck by either branch of the service until the other is ready to cooperate.

It is stated that there is a possibility of Adolph Sutro, San Francisco's ex-mayor, partly recovering his health, notwithstanding that his physicians have pronounced his mental and physical condition incurable.

According to late Manila advices there is serious sickness on board the United States cruiser Boston. It is believed that fish furnished the vessel at Manila had been poisoned. The Spaniards were caught trying to strengthen their defenses and forced to desist.

The captain of the British steamer Laughton, who saw the Cape Verde fleet in Curacoa harbor reports the Spanish ships in fair shape, but coal was quite low with them. All the vessels took on enough to carry them to the next port. The Vizcaya and Maria Teresa also took on large quantities of provisions and other supplies from lighters.

As a result of the investigation the treasury department has been making into the question of a tariff for the Philippines to be levied as a military cotribution during the occupation of the islands by the United States forces, the administration have practically decided to enforce the existing Spanish schedules only, with such changes as circumstances may make necessary.

Minor News Items.

Maj. Henry T. Stanton, the widely known Kentucky poet, died at Frankfort.

J. C. Fickes, of Steubenville, O., has constructed a boat propelled on the bicycle principle.

Mrs. Frances Hodgson Burnett, author of "Little Lord Fauntleroy" and other novels, has been granted a divorce from Dr. Swain M. Burnett, with permission to use her maiden name, Hodgson.

Count Castellane, who married Anna Gould, was a successful candidate in the parliamentary elections at Paris, France.

Walter C. Sanger, one of the leading bicyclists of the world, has made the announcement of his retirement from the track.

Charles Dewey and wife, of Montpelier, Vt., have just celebrated their golden wedding. Mr. Dewey is a brother of the hero of Manila.

Alfred Nobel, the inventor of dynamite, who died not long ago, has been honored by a beautiful monument to his memory at Hamburg.

LATER NEWS.

A Kingston, Jamaica, dispatch says 16 warships have been sent to reinforce Cervera at Santiago.

A St. Petersburg dispatch says the new Russian cruiser Sveitlana, 3,828 tons displacement, has been ordered to the Pacific.

The steamer Brix just arrived in Seattle brings news of a severe hurricane at Dutch harbor. The schooner Helen was driven ashore, but not seriously damaged. The Point Barrow relief expedition has not yet started on its way.

Two volunteer regiments will embark at San Francisco this week. The troops selected to go immediately are the First Colorado and Tenth Pennsylvania infantry. The coming campaign at the Philippines is being carefully mapped out.

The movement against Porto Rico is likely to be launched immediately. Schley's warships are to be left to dispose of the Santiago matter, while the military forces will at once begin the campaign of conquest at the island further East.

The Pais, a prominent republican organ published in Madrid, says it is reported that the United States fleet made a second attack upon Santiago, and that the Americans forced an entrance into the harbor. A special from Port au Prince confirms the news.

The steamer Albion, from Copper river, reports a second heavy slide on Valdes glacier, Alaska. A number of pack animals were buried in the snow, but no human lives were lost. The glacier is now impassable and traffic for the season is said to be at an end.

Major-General Merritt has been ordered to hasten the departure of the Manila expedition. The administration intends to get the entire Philippines expedition under way at the earliest practicable moment. Measures have been taken to render Manila bay impregnable.

The auxiliary cruiser St. Paul, Captain Sigsbee commanding, has arrived at New York. Sigsbee says he had plenty of target practice off Santiago and that Cervera is bottled up. While cruising before Santiago he went in so close to the harbor that he was able to make sketches of the fortifications, which were sent to Washington.

Commodore Schley's official report of the Santiago fight has been received by the president. He says there is no reasonable doubt that Cervera's fleet is inside the harbor, that his firing was to learn the strength of the enemy's batteries, and was in that respect entirely satisfactory. None of his vessels were hit and no casualties occurred.

A French correspondent at Madrid says he learns on the highest authority that Cervera is well on his way to Manila. The vessels in Santiago harbor, he says, are Villamil's torpedo-boats. The Cape Verde squadron is due at Manila shortly. Cervera's orders are to destroy Dewey's fleet, and to intercept and capture or destroy the American transports en route from San Francisco.

Madrid newspapers maintain that Cervera's fleet is sailing in the direction of the Philippines.

The secretary of war has sent congress a request for appropriations amounting to $53,879,359. These appropriations will be used for the equipment and maintenance until June 1, 1899, of the 125,000 volunteers recently called for by the president.

Santiago is to be invested by a land force. Government officials think a naval attack alone might not be effective. Haste is essential, as the prospect of the early approach of the cyclone season makes Schley's stay in the open sea perilous. Secretary Alger intimates that the invasion of Porto Rico will promptly follow the fall of Santiago.

The state department and the attorney-general, by direction of the president, are working hard in the preparation of a form of government for Cuba after the Spaniards are driven out. An effort is being made to have a complete plan for these operations ready to be put into effect as soon as peace is declared.

Loaded with wealth but deserted and starving, John Rochel, once a well-known manufacturer of Sioux City, Ia., perished last April on the trail between Dawson and Dyea, Alaska. The news of his death reached Sioux City in a letter to his widow by Richard Hendrickson, from Seattle. He was abandoned by his comrades and left to die.

In the engagement at Santiago the Spanish flagship Cristobal Colon was struck twice by shells from the Massachusetts and the batteries were badly damaged by the firing of the cruiser New Orleans. Three hundred shots were fired by the Americans. No American vessel was hit and no one on the ships injured. The Spanish loss was not heavy.

Chas. W. Post, who has just returned from Hong Kong, says that previous to the battle of Manila, Admiral Dewey had a social passage at arms with Prince Henry, a brother of Emperor William of Germany. Prince Henry slighted the United States at a series of toasts tendered at a banquet, and was made to apologize to the hero of Manila. The apology was written.

It is reported that Bishop John P. Newman, of the Methodist Episcopal church, will soon retire from active duty because of ill health.

James H. Mead, one of the oldest theatrical managers in America, died suddenly at his home in New York city. He was 68 years old.

Belgium has been caught in a deliberate violation of neutrality law. She permitted the steamer Ravenna to load at Antwerp with war munitions, supposedly for the Spaniards.

The chiefs of police of the National Association of the United States and Canada at their session in Milwaukee passed a resolution declaring their support of the government in its war with Spain.

The pen with which President McKinley signed the resolutions passed by the senate and house extending the thanks of congress to Commodore Dewey was, at the president's suggestion, given to Secretary Porter to keep until Commodore Dewey's return to this country. Then it will be presented to him.

A NAVAL COMBAT

The Dispatches Report a Battle Off Haytien Coast.

VANGUARD OF CADIZ FLEET

Three Spanish and Four American Vessels Engaged—The Latter Probably Scouts—A Spanish Torpedo-Boat Destroyer Sunk at Santiago.

Cape Haytien, June 7.—The United States troopship Resoulte, formerly the Yorktown, under convoy of the torpedo boat destroyer Mayflower, the convertd Ogden Goelet yacht of the same name, arrived at Mole St. Nicholas Saturday and departed shortly after.

Advices from Mole St. Nicholas say that Saturday, some distance off Jean Rabel, a port on the west coast of Hayti, half way between Port de Paix and Mole St. Nicholas, a combat took place between three Spanish and four Amerian warships. The American ships are said to have withdrawn from the combat. One of the Spanish warships entered the harbor of Jean Rabel for water. Officers of ships lying at St. Nicholas Mole were extremely reticent.

Jean Rabel is an insurgent seaport, and there is no telegraphic station there. It is thought possible that the Spanish ships encountered were the vanguard of the Cadiz fleet. The names of the American ships were not ascertained, but it is believed here that they were probably scout boats.

Troopship Pursued.

Port au Prince, June 7.—According to the latest advices from Santiago de Cuba, there were not more than 17 ships in the offing all day, and it is believed there that the three missing vessels have gone for provisions and munitions of war.

At 6 o'clock this evening, the steamer Nouvelle Voldregue arrived here from Cape Haytien, after touching at all the ports along the coast She reports that yesterday, at Mole St. Nicholas, she saw the United States troopship Resolute awaiting instructions. The vessel was under convoy.

It was ascertained from passengers on the Voldregne that the Resolute had been pursued, between Jean Rabel and Mole St. Nicholas, by two Spanish corvettes. From the same source, it is learned that Admiral Cervera's squadron is not, in its entirety, in the port of Santiago de Cuba, but that only a cruiser, supposed to be the Colon, one torpedo-boat and two auxiliary cruisers are there.

A dispatch from a government source at Port au Prince says:

"A Haytien informant, now in Santiago de Cuba, says the destitution has greatly increased since the bombardment began, and the military commander has been forced to reduce the rations of the soldiers, among whom there is much discontent."

Spanish Destroyer Sunk.

Kingston, Jamaica, June 7.—A dispatch from Port au Prince says a vessel that has arrived there from Santiago de Cuba reports that the Americans sunk on Friday night the Spanish torpedo-boat destroyer Terror.

The assumption, based on dispatches from Madrid, has been that the destroyer Terror, after leaving Fort de France, went to Porto Rico, and it is possible that the Port Antonio dispatch confuses her with her sister destroyer, the Furor, as has several times been done in dispatches from other points.

CHARLES V. GRIDLEY.

Death of the Commander of the Cruiser Olympia.

Washington, June 7.—Captain Chas. V. Gridley, commander of the cruiser Olympia, and one of the heroes of the brilliant victory at Manila, is dead. The announcement of his death was received at the navy department this afternoon in a cablegram from Paymaster Galt, of the navy, dated Kobe, Japan, June 4, and directed to Secretary Long. The dispatch contained this simple statement:

"Captain Gridley died today. The remains accompany me on the Coptic."

Captain Charles Vernon Gridley is the first American officer of great prominence whose death is a direct result of the existing war with Spain. As the commander of Admiral Dewey's splendid flagship and one of the admiral's chief advisers, Captain Gridley achieved distinction at the battle of Manila bay and added to his previous laurels by winning high praise from his superiors for distinguished gallantry and ability. He fought his ship from the conning tower, while Admiral Dewey directed the movements of the squadron from the bridge of the vessel. It was not known for several weeks after the engagement that Captain Gridley had suffered from it, and even now the precise nature of his trouble is not disclosed.

Accident on the San Francisco.

Provincetown, Mass., June 7.—A fatal accident occurred last night on the cruiser San Francisco. By the fall of a whaleboat from the davits, Claus Wessel, coxswain, was drowned and Seaman Stevenson sustained a fractured leg. Wessel was 30 years old. His body was recovered this afternoon.

Great Britain's marine steam tonnage is today 6,720,703—about as much as that of all other nations added together.

Another Strike in Colorado.

Denver, June 7.—A strike has been declared by the miners of Northern Colorado district. Over 1,000 men today decided to quit on the advice of the executive committee of the Colorado Federation of Labor. The miners have the support of the Western Federation of Miners and the Colorado Federation of Labor, the former offering to contribute $50,000 to aid in carrying on the strike. The action of the Colorado coal miners is the outgrowth of long-standing differences between operators and miners, which resulted in several previous walkouts.

MUST MOVE ON.

No Room for Lieutenant Carranza in the Dominion of Canada.

Washington, June 7.—Steps have been taken by which Lieutenant Carranza, who has conducted the Spanish spy system at Montreal, with his associate, Senor du Bosc, the former first secretary of the Spanish legation here, will be expelled from Canada within the next few days, unless they adopt their own means to leave before an international question is raised as to their presence in Canada. The Carranza letter, detailing his spy system, was communicated to the British ambassador, Sir Julian Pauncefote, together with all other information bearing on the operations of the Spaniards in Canada. The ambassador was quick to act in the matter, and, without awaiting the slow process of the mail he cabled the entire matter to the foreign office.

No doubt is entertained as to the speedy action of the authorities at London, now that a specific case has been made out against the Spanish officials in Canada. They would have taken the initiative, had there been more than suspicion as to the operations of Carranza. But the Carranza letter was proof positive, and the British officials will move quickly and of their own volition toward securing adequate redress. The state department has not cabled Ambassador Hay, not deeming it necessary to do more than simply lay the facts before the British ambassador here. It is expected Lord Salisbury will call the attention of the Spanish government to the undesirability of having Carranza and du Bosc remain in Canada, as their actions are so obviously hostile to the United States.

Says He Wrote the Letter.

Montreal, June 7.—Tonight Lieutenant Carranza admitted that he was the author of the letter made public yesterday by the secret service, and that it was the one stolen a week ago from his residence.

"It is a translation," he said, "of the letter I wrote to my cousin, but it is not as I wrote it. Words have been changed and whole sentences—yes, even paragraphs—inserted to make it suit the ends of the United States government.

ON BOARD THE SOLACE.

Wounded and Sick Are Brought Back From the Front.

New York, June 7.—The ambulance ship Solace came into port today, having on board 54 wounded and sick, some of whom had been transferred from the American warships in Cuban waters and others taken from the hospital at Key West. Her after-deck had been tented over with canvas, and in swinging hammocks lay half a dozen of the more seriously ill of the patients. The convalescing room was the basking place of a score or more of the poor fellows who had not given up the fight without a struggle, while the privilege of the decks was accorded all those who were able to move about or anxious to watch the green hills as the good ship moved in shoreward.

The Solace anchored off Tompkinsville early this morning, and she was boarded by press representatives. She left Key West Wednesday afternoon, and came through to New York without incident until Saturday night, when the gale tumbled her about to some extent, and made things uncomfortable for the patients. But the sea voyage was a tonic to the men. They had left behind the sweltering seas of the tropics, and the exhausting winds for refreshing breezes.

Some of them had gathered together in little groups on the voyage up many a time and told again the story of a brush with the Spaniards or the nights on watch at the blockade Four of the heroes of the Nashville and the Marblehead were among the patients on the Solace, Robert Voltz, of San Francisco, and Harry Hendrickson, Joe Davis and Kuchmeister, of New York. They are the wounded of that gallant band of volunteers who cut the cable at Cienfuegos nearly a month ago. It is a tale that has been told before. The effort will live in history, side by side, with the Merrimac's journey down the narrows at Santiago.

The Solace has on board 54 patients removed from southern waters.

BURNED AT THE STAKE.

Negro Fiend a Victim of Mob Vengeance in Texas.

Dallas, Tex., June 7.—A special from Shreveport, La., says: A thousand people gathered at Doyline, on the Vicksburg, Shreveport & Pacific railway, about 18 miles from here, to witness the burning at the stake of William Street, a negro who brutally outraged Mrs. Parrish. The crime was committed May 30. The people erected a post near the railroad track, near town, and had the light wood and kindling saturated with coal oil, preparatory to chaining Street to the post.

The flames were started at 1 o'clock. It was a sickening sight, which lasted 10 minutes, when Street was a charred mass.

Well-known lawyers made speeches warning the crowd of negroes that such crimes would not be tolerated in a civilized community.

Anxious for Peace.

Washington, June 7.—The belief is growing in the best-informed government circles that Spain is sincerely anxious to make peace, and that even now she is seeking a favorable opportunity to make overtures in that direction. Numerous evidences of this have come to the attention of the authorities here, but up to this time no actual move has been made toward ascertaining on what basis the United States would consider peace.

St. Petersburg, June 7.—The Novosti, commenting on the supposed intention of the Spanish government to appeal to the powers to intervene, says:

"It is full time to end this senseless and criminal war. Spain's appeal is a sort of capitulation, but on the other hand, America must voluntarily submit her pretensions to a tribunal of the powers. America cannot avoid doing this, as her position, with two long exposed coast lines, is not such as could withstand the combined fleets of two or three European powers. Let Europe raise her mighty voice and restore peace.

MERRIMAC SUNK

Blown Up by a Spanish Torpedo in Santiago Harbor.

TRIED TO FORCE A PASSAGE

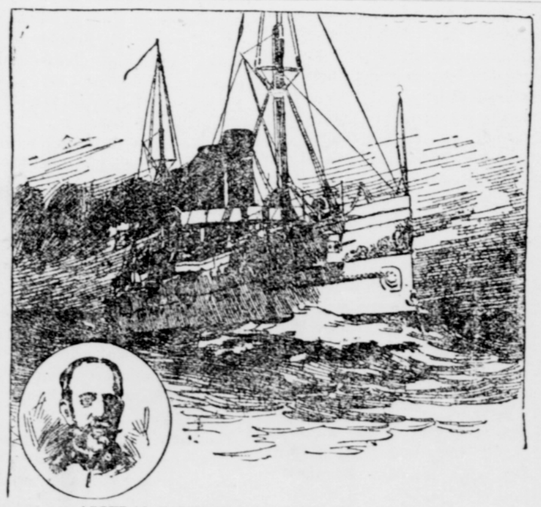
Spaniards Allowed Her to Cross First Defense Line—Number of Victims Not Reported—Fleet Renewed Bombardment of Forts and Squadron.

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 mastheads 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. Every body 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 Santiago 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 Advices.

Washington, June 6.—Notwitstanding 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 bugaboo. 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."

Spanish Prisoners Sent Home.

New York, June 6.—Thirty-nine Spanish prisoners, captured on the steamer Rita, off Porto Rico, arrived in this city today on the steamer Seminole. They were turned over to the French consul for shipment back to Spain.

The Correspondent Released.

Havana, June 6.—The correspondents Whigham and Robinson, recently captured after having been landed on the coast, have been released, owing to the representations made in their behalf by Mr. Gollan, the British consul.

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 reconnoissance made by our ships, principallly 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, and the names of the eight men who have been captured.

John U. Smith Indicted.

Port Townsend, June 6. — The steamer Farallon, which arrived here tonight, from Alaska, brings news that in addition to the indictment of eight customs officers, the grand jury at Sitka has brought in two true bills against John U. Smith, ex-United States commissioner at Skagway, on charges of extortion and accepting bribes. Smith has been arrested.

The Merrimac.

Baltimore, June 6.—The Merrimac was purchased by the government from the Lone Star Steamship Company, in April. She was formerly the Norwegian steamship Solveig. She was built at Newcastle in 1894, and was 330 feet long, 24 feet beam and registered 2,194 tons.

Report Confirmed.

The report that a revolution has broken out at San Domingo has been confirmed, the supposed expedition from Cape Haytien being really the departure of Domirican revolutionists.

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 off 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 off Cardenas Monday morning, all danger of the appearance of the Spaniards from the eastward having been removed with the definited 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 Countermine 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.

Spain's Appeal to Europe.

London, June 4.—The Vienna correspondent of the Daily Mail says: Spain has addressed another appeal to the powers to intervene in the war, and Austria is prepared to accede, but only in conjunction with other powers.

Four Thousand Houses Destroyed.

Bombay, June 4.—A conflagration at Peshawur, which was not mastered for 24 hours, has destroyed 4,000 houses, doing damage to the amount of $20,000,000 This is supposed to be the record fire of India.

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 oncoming 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 is 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, 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, 12½@13c per dozen.

Butter—Fancy creamery, 32½@35c; 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, 3½c; 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.

Oats—Choice, per ton, $28.

Wheat—Feed wheat, per ton, $26.

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@16.50 per ton.

Onions—New, 50@65c per sack.

Butter—Fancy creamery, 20c; do seconds, 19c; fancy dairy, 19c; good to choice, 16@18c per pound.

Potatoes—Early Rose, 40@50c.

Eggs—Store, 14@14½c; ranch, 14½@16c.

Fresh Fruit—Apples, $40@1.50 per large box; cherries, 40c@60; do red and white, 25@40c per box.

Citrus Fruit—Oranges, navels, $1.25@3.00; Mexican limes, $4.50; California lemons, 75c@$1.00; do choice, $1.25@1.50; per box.

Hay—Wheat, $20@24.50; wheat and oat, $20@23; oat, $14.50@16.50; best barley, $16@18.50; alfalfa, $12.00@18.50; clover, $13@15.

Cheese—Fancy mild, new, 9½c; old, 10c per pound.

Hops—9@12½c per pound.