

SAN JUAN BOMBARDED

Capital of Porto Rico Demolished.

AMERICAN SHIPS UNHURT

Battle-Ship Iowa Fired the First Shot—Response From Moro Fortress Was Very Weak—Population Fled to the Interior for Safety.

Port Au Prince, Haiti, May 14.—The American fleet under Rear-Admiral Sampson, bombarded San Juan de Porto Rico today.

The bombardment began this morning. Rear-Admiral Sampson, with nine warships, arrived before San Juan just before sunrise. At a signal, the battle-ship Iowa fired the first shot, which took effect. The battle-ship Indiana then opened fire. In a few minutes more, Moro fortress was reduced to a heap of ruins. The fort made little effort to respond and was silenced almost instantly.

The Spanish steamer Rita was captured by the auxiliary cruiser Yale,

SAW TWO TORPEDO BOATS.

Spanish War Vessels Sighted Off Nantucket Shoals.

New York, May 14.—The British steamer Menantic, which arrived yesterday, reports that two torpedo-boats were passed near Nantucket shoals yesterday. Captain Mann said:

"At about 1 o'clock on the morning of May 11, in latitude 40:50, longitude 68, a long, low-lying craft was seen approaching under the shadows of the Menantic's smoke. It came along rapidly and was seen to be a torpedo-boat. It flashed a light on us and crossed under our stern, going to the east, and fired a rocket, which was answered by dot-and-dash flashes. The night was too dark to distinguish anything of the nationality of the stranger."

"At daylight, about 20 miles east of Nantucket south shoal lightship, another torpedo-boat was seen in the line of the sun which dazzled the water too much to make her out plainly. She was of the destroyer class, and a very large boat with a large funnel. Guns were mounted on the bow. She appeared to be one of the recent English type of torpedo-boat destroyers, and I am sure there is no vessel of her class in the American navy. The Menantic ran close to the lightship on Nantucket and reported to the presence of the torpedo-boats."

DEWEY RAISING GUNS.

Securing Those on the Sunken Spanish Ships.

Washington, May 14.—Secretary Long this afternoon received the fol-

BAD DAY AT CARDENAS

Torpedo Boat Damaged By Spanish Fire.

ENSIGN AND FOUR MEN KILLED

Gunboats Wilmington and Hudson Were in the Fight but Were Uninjured—Dead and Wounded Taken to Key West—Caused by Carelessness.

Key West, May 14.—America's first dead fell yesterday in a fierce and bloody combat off Cardenas, on the north coast of Cuba. Five men were blown to pieces and five were wounded on the torpedo-boat Winslow. The dead are:

Worth Bagley, ensign.
John Varveres, oiler.
John Denfy, first-class fireman.
G. B. Meek, first-class fireman.
E. H. B. Tunnell (colored), cabin cook.

Four were wounded.
The battle lasted 35 minutes. It was between the torpedo-boat Winslow, the auxiliary tug Hudson and the gunboat Wilmington on one side, and the

UNDER HOT FIRE.

San Juan's Forts Were Riddled—Slight Loss on American Side.

On Board the Flagship Iowa, off San Juan de Porto Rico, May 16.—The enemy's loss in the attack by part of Sampson's fleet on the forts of San Juan is believed to be heavy. The American loss is two men killed and seven men injured.

After three hours' firing, the admiral withdrew the fleet, heading for Key West. He said:

"I am satisfied with the morning's work. I could have taken San Juan, but I have no force to hold it. I only wanted to administer punishment. This has been done. I came for the Spanish fleet, and not for San Juan." The men killed were:

Seaman Frank Widemark, of New York.

A gunner's mate, of the Amphitrite. The latter died from the effects of the extreme heat.

Of the injured men, three were on the Iowa and four on board the New York. The names of those slightly injured on the Iowa are: Seaman Mitchell, Private Marine Merkle, Apprentice Hill. Injured on the New York: Seaman Samuel Feltman, seriously; Seaman Michael Morphy.

The four above-named were injured by the bursting of a shell on the New York. This is a complete list of the killed and wounded.

The American ships are uninjured. The engagement began at 5:15 A. M. and ended at 8:15 A. M. The enemy's batteries were not silenced. The town in the rear of the fortifications probably suffered. The ships taking part in the action were the Iowa, Indiana, New York, Terror, Amphitrite, Detroit, Montgomery, Waumpatuck and Porter.

The enemy's firing was heavy, but wild, and the Iowa and New York were probably the only ships hit. They went right up under the guns in column, delivering broadsides and then returned. They passed in front of the forts, pouring tons of steel on shore. It is impossible to judge the amount of damage done to the buildings and forts. They appeared to be riddled with shot, but the Spaniards were plucky.

The after-turret of the Amphitrite got out of order temporarily during the engagement, but she banged away with her forward guns.

After the first passage before the forts, the Detroit and Montgomery retired, their guns being too small to do much damage. The Porter and Waumpatuck also stayed out of range.

The smoke hung over everything, spoiling the aim of the gunners and making it impossible to tell where our shots struck. The officers and men of the ships behaved with coolness and bravery. The shots flew thick and fast over all our ships.

The men who were hurt during the action were injured by splinters thrown by an eight-inch shell, which came through a boat into the superstructure, and scattered fragments in all directions. The shot's course was finally ended on an iron plate an inch thick. Merkle was struck in the arm and may lose it. A fire was started in the boat, but was quickly extinguished.

Moro battery, on the eastern arm of the harbor, was the principal point of attack.

Rear-Admiral Sampson and Captain Evans were on the lower bridge of the Iowa, and had a narrow escape from the flying splinters, which injured three men.

The Iowa was hit eight times, but the shells made no impression on her armor. The weather was fine, but the heavy swells made accurate aim difficult. The broadsides from the Iowa and the Indiana rumbled in the hills inshore five minutes after they were delivered. Clouds of dust showed where the shells struck, but the smoke hung over everything.

The shells screaming overhead and dropping around showed that the Spaniards still stuck to their guns.

At 7:45 A. M., Admiral Sampson signaled "cease firing." "Return" was sounded on the Iowa, and she headed for the shore. The Terror was the last ship in the line, and, failing to see the signal, she banged away alone for about half an hour, the concert of shore guns roaring at her and the water flying high around her from the exploding shells. But she possessed a charmed life, and reluctantly retired at 8:15.

As at Matanzas, the unsatisfactory conditions, the smoke and the distance, prevented any important conclusions being drawn. The town of San Juan must have suffered. Although somewhat protected by the hills, the high shots must have reached it. No traces of the bombardment were discernible on the forts, except small fires, which were apparently extinguished before the fleet left.

Madrid Expects an Encounter.

London, May 16.—The Madrid correspondent of the News says: There are signs of manifest anxiety at the government offices. One high personage is convinced that the hostile squadrons are in sight of each other and that an encounter is probable within a few hours.

Bahia Honda Bombarded.

Madrid, May 16.—A dispatch from Havana says the Americans have bombarded Bahia Honda, province of Pinar del Rio, west of Cardenas.

Crushing Spanish Defeat.

London, May 16.—According to a special dispatch received here from Havana via Kingston, Jamaica, there has been an engagement between the Spanish and insurgents during which 900 of the foreigners were killed. The location of the battle is not mentioned in the dispatch.

Neutrality of Greece.

Athens, May 16.—A proclamation of neutrality in the war between the United States and Spain was gazetted today.

OREGON'S SUGAR INDUSTRY.

The Trans-Mississippi Fair Will Undoubtedly Give It Great Impetus.

A proposition on foot at the Omaha Trans-Mississippi fair this summer which is of vital interest to Oregon farmers, is the manufacture of sugar, illustrated by a plant in operation on the ground. The complete process, it is said, will be illustrated and all grades of the staple article will be made in plain sight of spectators.

In connection with this project, active interest has been manifested by the Oregon commissioners. Special representatives of the commission have visited the Grande Ronde valley and the Willamette valley, and have acquainted those interested with the plan for showing the progress made in late years at utilizing the most plebeian-looking plant known to the agriculturist.

In a general way it is stated the subject of sugar beet growing will be treated from the time the seed is planted until the crop is matured and will be practically exemplified.

Arrangements have been made to demonstrate at the fair that Oregon's wonderfully fertile soil is especially adapted to the growing of the beet, and that if capital in the middle western states is seeking an outlet in this promising industry, Oregon offers the best advantages and every inducement to come here. It will be the purpose of those in charge of Oregon's exhibit to explain what has been done for the industry at La Grande and to show that Willamette farmers will do the same for a factory here.

The agricultural college faculty, which has enlisted its support in a gratifying way, will arrange complete exhibit of Oregon soils with scientific analysis. This will be displayed in the horticultural building at Omaha and all queries relating to soil and crops will be answered in a most complete and satisfactory manner. Whatever shall be accomplished for Oregon at the Trans-Mississippi fair will be practical, as the commissioners have had that end in view in all they have undertaken to do.

R. D. Inman, of Portland, who is largely interested in working for the success of the Oregon display, says that he is satisfied that the Omaha exposition is to be a great success and that Oregon will reap beneficial results in greater proportion from the fact that the exposition city lies in the path of thousands bound westward after gold or a home this season. It is nearer home and the attendance at the fair will be drawn from all the trans-Mississippi states and the East. If the Pacific coast states want more people to settle in their borders, additional capital and fresh industries, Mr. Inman most heartily believes this is the time to let the world hear from us. Too much cannot be done for immigration, for upon future immigration depends Oregon's advancement.

The General Exhibit.

The success of the Oregon display at the Columbian Fair at Chicago will be repeated on a far more comprehensive scale at the Trans-Mississippi Exposition, which opens in June. The state commissioners appointed by Governor Lord, having in charge the work of preparation have gone actively to work and not a day has been lost. Funds are pledged, there is over 6,000 feet of space contracted for on the ground floor of the department buildings at the exposition, and everything is progressing toward a successful end.

From the time the subject was first broached the proposed Oregon exhibit at the fair has met with popular favor. The advantages to be derived from the advertising which every section of the state will receive there this year, seem to be clearly realized. The advantages, it is believed, will be greater in proportion than came from the Columbian fair, although in that world's congress of wonderful sights Oregon did appear as quite a factor. The salmon fisheries of the Columbia, the wool-growing industries, the mines and stock of Eastern and Southern Oregon, the fruits from Hood river and the fertile Willamette valley, and the varied other resources of this state will be represented.

An exhibit at the Trans-Mississippi exposition which will be noted with the deepest interest by the entire medical fraternity will be the baby incubator, and the progress of the poor, puny, little lives that will inhabit it will be watched by thousands of eyes. The invention is designed to assist nature in preserving the lives of newly born babes who are too frail to battle for existence, and the records show that since 1891, when it was first introduced, it has saved several thousand human creatures by forcing pure ozone into their lungs, providing an even temperature for their sensitive little bodies, and protecting them against the thousand and one dangers to which these tiny newcomers in this world are exposed.

Australian Coal for Japan.

The price of coal in Japan has risen very greatly of late, far beyond any expectation. Australia has been shipping coal to Japan and owing to the high price of the commodity has found the venture a paying one, notwithstanding the proximity of the Chinese coal fields. A slight fall in prices, however, will stop the Australian imports.

Marrow of Giraffes' Bones.

The flesh of young giraffes, especially that of a young cow, is extremely good, somewhat like veal, with a game-like flavor. The tongue, from 18 to 20 inches long, is also very good. But the marrow bones afford the greatest luxury to the South African hunter. A giraffe marrow bone, about three feet in length, roasted over the camp fire and sawn in half, furnishes, with the accompaniment of toast or bread, an epicurean feast for a couple of men.

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.]

A combination of circumstances has been at work to make Leiter's position in wheat comparatively easy. Supplies the world over are light, and the foreign stocks are in such a condition that France and Italy have been forced to take off their import duty of 37c. Spain has prohibited exports and imports and Germany and Austria are considering the advisability of removing or reducing their import duty. Admitting that supplies are low and the price of bread everywhere is high, flour being up to \$7 per barrel, the question arises, does the real condition of supply and demand warrant an advance of 40c to 53c a bushel in the leading markets in a week? If so it must be admitted that prices have been too low for months. If there is not manipulation behind it. Short sellers are chiefly responsible for the advance, but, even taking into consideration the light stocks in store in Europe, there is no sound argument in the supply and demand theory, to sustain \$1.70 for wheat here, when it is considered that over 40,000,000 bushels are afloat for Europe, against 17,000,000 bushels a year ago. If all other grains were equally scarce, there might be sound argument in the assertion that wheat was worth fancy prices. Speculation is more responsible for these prices than the actual demand, as values are up to a famine point, and higher than during the wild speculation that prevailed at the time of and following the close of the civil war, allowing for the premium on gold. One dollar and fifty cents for cash wheat in Liverpool and \$1.85 for it in Chicago, when the freight charges from Chicago to Liverpool, which are about 30c, including the cost of selling there do not strike the public as indicating a sound condition.

Portland Market.

Wheat—Walla Walla, 93@94c; Valley and Bluestem, 95@96c per bushel. Flour—Best grades, \$5.00; Graham, \$4.85; superfine, \$2.75 per barrel. Oats—Choice white, 40@42c; choice gray, 38@40c per bushel. Barley—Feed barley, \$23; brewing, \$24 per ton. Millet—Bran, \$19 per ton; middlings, \$25; shorts, \$19. Hay—Timothy, \$12@13; clover, \$11@12; Oregon wild hay, \$9@10 per ton. Eggs—Oregon, 11c per dozen. Butter—Fancy creamery, 32 1/2@35c; fair to good, 25@30c; dairy, 25@30c per roll. Cheese—Oregon full cream, 12 1/2@13; Young America, 13@14c.

Poultry—Chickens, mixed, \$3.00 per dozen; hens, \$4.00; ducks, \$2.50@3; geese, \$6.00@6.50; springs, young, \$6@7.00 per dozen; turkeys, live, 12@13c per pound. Potatoes—Oregon Burbanks, 30@40c per sack; sweets, \$1.75@2 per cwt. 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@16c per pound; Eastern Oregon, 8@12c; mohair, 25c per pound.

Mutton—Gross, best sheep, wethers and ewes, 4c; dressed mutton, 6 1/2c; spring 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, \$3.50@4.00; cows, \$2.50@3.25; dressed beef, 6 1/2@7c per pound. Veal—Large, 5 1/2c; small, 6c per pound.

Sentinel Market.

Potatoes—Yakimas, \$11@12 per ton; natives, \$8@10; sweets, 2 1/2c per pound; box of 60 pounds, \$1.75. Butter—Fancy native creamery, brick, 21c; ranch, 10@12c; dairy, 15@16c; Iowa fancy creamery, 21c. Cheese—Native Washington, 11@12c; Eastern cheese, 12c. Eggs—Fresh ranch, 14 1/2c; California ranch, 14c.

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

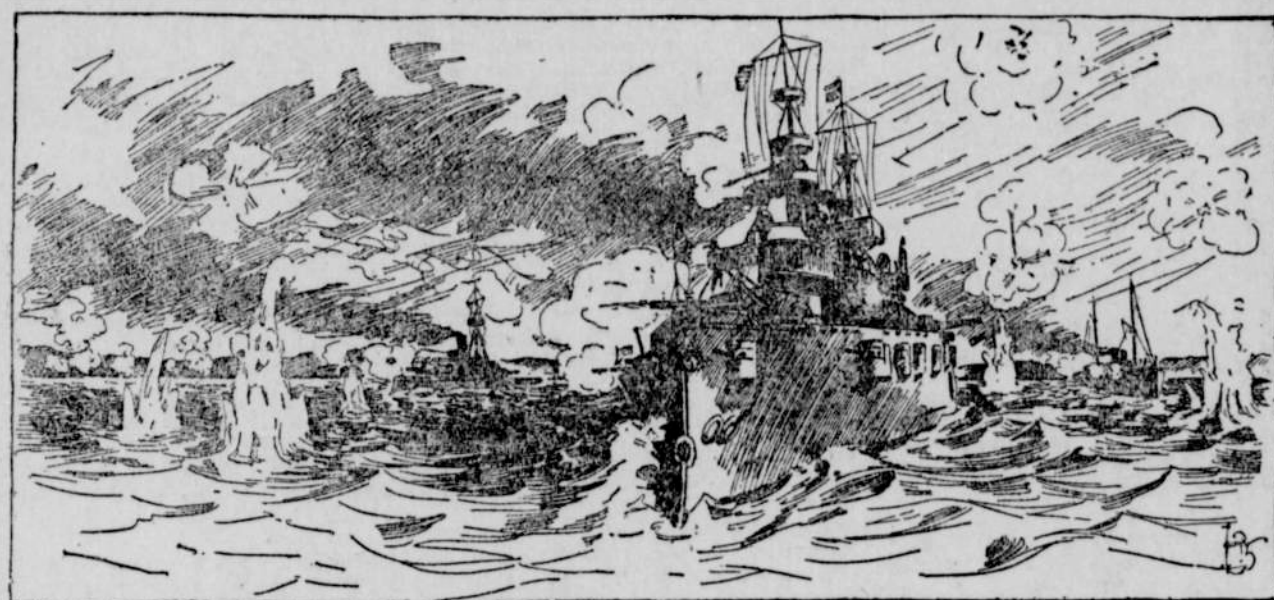
Flour—Patents, per barrel, \$5.25@5.50; straights, \$5.00; California brands, \$6.25; Dakota brands, \$6.00@6.75; buckwheat flour, \$6.50. Millstuffs—Bran, per ton, \$17; shorts, per ton, \$18.

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@30. Wheat—Feed wheat, per ton, \$26.

San Francisco Market.

Wool—Southern coast lambs, 7@8c; San Joaquin, 7@8c; Northern, 11@12c per lb. Millet—Middlings, \$22.50@24; California bran, \$18.50@19.50 per ton. Onions—New, 65@75c per sack. Butter—Fancy creamery, 21c; do seconds, 20c; fancy dairy, 19 1/2c; good to choice, 16@19c per pound. Potatoes—Early Rose, 30@40c.



BOMBARDMENT OF SAN JUAN BY THE ATLANTIC SQUADRON.

which took her crew on board.

Moro fired but three shots from her heavy guns. There were but seven shots fired from the big guns of the American squadron. These left Moro castle a crumbling ruin. Her guns were mute and her gunners killed or in flight.

Then began the attack on the land batteries and fortifications about the government buildings and the palace. Here the cruisers did effective service and soon the postoffice and palace of the governor were tumbled about the ears of the officials, the guns dismounted or abandoned, wreck, ruin and death everywhere. The Spaniards pluckily served their guns as long as there was any hope, but their fire was slow and wild.

One American seaman aboard the flagship New York was killed and nine wounded. Not a single American ship was harmed.

The city had been deserted by merchants and non-combatants. The foreign consuls had followed the refugees into the country and the troops were reported panic stricken. The volunteers had fled.

But Governor Macias stuck to his post, giving orders and asserting that he would die before he would surrender. A woman remained by his side. It was his daughter Paulina, the belle of San Juan. When other women fled in yellow fear, she remained. As great shells shrieked and burst, throwing the city into confusion, she was urged to go, but she elected to stay by her father. As the terror-stricken volunteers rushed pell-mell through the streets, disordered and leaderless, she appeared and tried to rally them.

As a last resort she urged the men to stand by the mines which have been laid under San Juan's streets, and to blow the Yankees into the air if they should succeed in effecting a landing. But her importunities were in vain, and the story, as it is told here, represents the Spaniards as eager to surrender before the city itself is battered down.

The Garrisons Surrender.

London, May 14.—The Evening News says: San Juan de Porto Rico surrendered at 6 o'clock yesterday evening. The dispatch adds that damage was done to the city and that a number of important buildings collapsed.

The Iowa and Detroit, according to this dispatch, fired 430 shots with terrible effect.

The New York was hit once, and one seaman was killed and four wounded. The Iowa was hit once and two men were slightly wounded. The dispatch winds up with announcing that the American fleet is now outside San Juan awaiting the coming of the Spanish fleet.

Suicide of a Spanish Spy.

Washington, May 14.—George Downing, the Spanish spy arrested here several days ago, committed suicide this morning by hanging himself at the barracks in which he was confined.

Auburn, Cal., May 14.—George Downing, the suspected Spanish spy, who hanged himself in Washington, is believed by many here to have been at one time a resident of this place. He was a barber and had a shop at Newcastle.

lowing dispatch, dated Hong Kong:

"There is little change in the situation since my last telegram. I am transferring to transports the steel breech loading rifles from the sunken Spanish men-of-war. All the stores from the arsenal are in my possession. I am maintaining a strict blockade. Add the Argos to the list of destroyed vessels. The El Correo is probably the El Cano."

DEWEY.

The dispatch is evidently a few days old and does not show that Dewey has possessed himself of Manila or that he has received the last orders of the department. The nature of these orders in indicated by the assignment of two such persons as Major-Generals Merritt and Otis to command the troops to be hurried to the Philippines as rapidly as steam will take them. General Merritt is the senior general in the United States service after General Miles, and in ordinary cases is entitled to the most important commands, so his designation for this work may be taken as an evidence of the president's estimate of the importance of this expedition.

THE CABINET CRISIS.

Four of the Spanish Ministers Have Already Resigned.

Madrid, May 14.—It is said that Senor Moret, secretary for the colonies, and Senor Gullon, foreign minister of marine, and Count Xiquena, minister of public works, are also said to have resigned.

According to the last forecast, the new ministry will consist of Senor Sagasta, president; Senor Groizard, minister of justice of the dissolving cabinet, as minister of foreign affairs; Senor Annon, minister of marine; Senor Romero Giron, minister of justice, and the Duke of Veragua, minister of public works.

The whereabouts of the Atlantic squadron still remains undivulged, the ministers refusing to give any information on the subject.

Official dispatches from Havana confirm the reports of an American repulse at Cienfuegos. They assert that the firing lasted eight hours, and that the American losses were heavy. According to these dispatches, great enthusiasm prevails in Cuba.

Took Carbolic Acid.

Long Creek, May 14.—Word comes from Canyon City that Jack McDonald, a prisoner in the county jail, committed suicide Tuesday night, by taking carbolic acid. McDonald was arrested several months ago for assaulting a Chinaman with a deadly weapon. He was sentenced Tuesday to two years in the penitentiary, and immediately after on being taken to his cell, he swallowed a half ounce of carbolic acid, expiring 10 minutes later.

Chased by a Spaniard.

Halifax, May 14.—Captain Brunst, of the German steamer Sophie Rickmers, reported that while crossing the Newfoundland banks he was chased by a Spanish warship. The latter was very speedy and fired three shells at the Rickmers, but the latter, being an 18-knot boat and the weather becoming hazy, got away. Captain Brunst says the Spaniard was a torpedo-boat with three funnels, and was very low in the water. The Rickmers has proceeded to New York.

Cardenas batteries and four Spanish gunboats on the other.

The Winslow was the main target of the enemy, and was put out of service. The other American vessels were not damaged, except that the Hudson's two ventilators were slightly scratched by flying shot. The enemy's loss is largely conjectural. One of their gunboats caught fire and the men of the Hudson think it sank. The fire spread to the barracks and swept away several small warehouses, and for a time the whole waterfront seemed to be ablaze.

The Winslow was within 1,500 yards of shore when the shells struck her. How she came to be so close was told by her commander, Lieutenant John B. Bernard. He said:

"We were making observations when the enemy opened fire on us. The Wilmington told us to go in and attack the gunboats. We went in under full steam and there is the result."

He was on the Hudson when he said this and with the final words he pointed to a huddle of American flags on the deck nearby. Under the Stars and Stripes were outlined five rigid forms. The land batteries of Cardenas supported the fire of the Spanish gunboats. The engagement commenced at 2:05 P. M., and lasted for about an hour. The Wilmington and Hudson were ahead, and opened fire on the Spanish boats, which were lying at the dock. The firing began at a range of 3,500 yards. A few minutes later, the Winslow came up and also opened fire. In an instant, the entire attention of the Spanish gunboats and land batteries was directed upon her. From all sides, shot and shell poured in on the little torpedo-boat. The Wilmington and Hudson still kept up their fire. The crew of the Winslow never faltered for a second. At 2:35, a solid shot crashed into the hull of the Winslow and knocked out her boiler. In a moment, she began to roll and rock helplessly. Then there was a moment of awful suspense. A fierce cheer of triumph went up from the Spanish on the gunboats and in the batteries.

The storm of fire was continued upon the helpless boat. The gunboat Hudson, lying near by, started to the assistance of the Winslow. After about 20 minutes, the Hudson approached near enough to throw a line. Ensign Bagley and six men were standing in a group on the deck of the Winslow ready to catch a rope. A line was thrown, and at about the same instant a shell burst in the very midst of the group of men on board the Winslow. Bagley was instantly killed and a few others dropped about him. Half a dozen more men fell groaning on the blood stained deck. One of the men plunged headlong over the side of the boat, but his feet caught in an iron rail, and he was hauled back. Bagley's body was stretched on deck, with his face completely torn away, and the upper part of his body shattered.

When the shell burst, another wild shout of triumph went up from the Spanish boats and batteries, and again a heavy fire was opened on the torpedo-boat.

Finally, the Hudson succeeded in getting a line on board the Winslow, and was towing her out of the deadly range when the line parted and again both boats were at the mercy of the Spanish fire.