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OFFICIAL DIRECTORY.

Official Directory listing various government and local officials including President, Vice-President, Secretary of War, and Gilliam County officials.

Table listing train routes and schedules for Eastbound and Westbound directions, including destinations like Astoria, Portland, and Eugene.

Advertisement for Dr. J. J. Hogan, Physician and Surgeon, located in Condon, Oregon.

Advertisement for W. Darling, Attorney at Law, Notary Public and Conveyancer, in Condon, Oregon.

Advertisement for Gurley & Dobyns, Attorneys and Counselors at Law, in Astoria, Oregon.

Advertisement for ARLINGTON-FOSSIL Stage Line, listing fares for various routes and services.

Large advertisement for O.R. & N. (Oregon Railway & Navigation Company) featuring routes to the East, Great Oregon Northern Ry., and Short Line routes to various cities.

CONDON GLOBE.

VOL. VII. CONDON, GILLIAM CO., OREGON, FRIDAY, FEBRUARY 25, 1898. NO. 50.

HAS THREE TIMES THE CIRCULATION OF ANY PAPER IN THE COUNTY.

ADVERTISING RATES.

Advertising Rates table listing prices for professional cards, one square, one-quarter column, one-half column, and one column for different durations.

THE MAINE IS DESTROYED

Terrible Accident in the Harbor of Havana.

OVER TWO HUNDRED KILLED

Number of Wounded Unknown—Cause of Explosion a Mystery—Spaniards Come to the Aid of the Injured.

Havana, Feb. 17.—At a quarter to 10 o'clock this evening a terrible explosion took place on board the United States battleship Maine, in Havana harbor. Many were killed or wounded.

All the boats of the Spanish cruiser Alfonso XIII are assisting.

As yet the cause of the explosion is not apparent. The wounded sailors of the Maine are unable to explain it. It is believed that the battle-ship is totally destroyed.

The explosion shook the whole city. The windows were broken in all the houses.

A press correspondent says that he has conversed with several of the wounded sailors, and understands that the explosion took place while they were asleep, so they can give no particulars as to the cause.

The wildest consternation prevails in Havana. The wharves are crowded with thousands of people. It is believed the explosion occurred in a small powder magazine.

At a quarter of 11 o'clock what remains of the Maine is still burning.

Captain Sigsbee and the other officers have been saved.

It is estimated that over 200 of the crew were killed, but it is impossible yet to give exact details.

Admiral Manterola has ordered that boats of all kinds should go to the assistance of the Maine and her wounded.

The Havana firemen are giving aid, tending carefully to the wounded who are brought on shore. It is a terrible sight.

General Zolana and the other generals have been ordered by Captain-General Blanco to send troops to help the Maine crew in every way possible.

A press correspondent has been near the Maine in a boat of the cruiser Alfonso XIII, and has seen others of the wounded, who corroborated the statements of those first interviewed that they were already asleep when the explosion occurred.

Captain Sigsbee says the explosion occurred in the bow of the vessel.

Orders were given to the officers to save themselves as best they could. The latter, who were literally thrown from their bunks in their night clothing, gave the necessary orders with great self-possession and bravery.

At 1:30 the Maine continues burning.

The first theory was that there had been a preliminary explosion in the Santa Barbara magazine of powder or dynamite below the water.

Admiral Manterola believes that the first explosion was of a grenade that was hurled over the navy-yard.

The report that Captain Sigsbee was wounded is inaccurate. Captain Sigsbee, with other officers, went in a small boat to the Ward line steamer City of Washington. Two officers and more than 200 of the crew are missing.

Some of the crew who were able to support themselves by swimming were saved by the boats. Six of the wounded crew and one of the officers have been taken to the military hospital by General Blanco's orders.

News at the Navy Department.

Washington, Feb. 17.—The secretary of the navy received the following from Captain Sigsbee:

"The Maine was blown up in Havana harbor at 9:45 and destroyed. Many were wounded, and doubtless many were killed and drowned. The wounded and others are on board the Spanish man-of-war and the Ward line steamer. Send the light-house-tender from Key West for the crew and the few pieces of equipment still above water. No one had other clothes than those upon him. Public opinion should be suspended till further reports. All the officers are believed to be saved. Jenkins and Merritt are not yet accounted for. Many Spanish officers, including representatives of General Blanco, are now with me and express sympathy. SIGSBEE."

The officers referred to in the above dispatch are Lieutenant Frank W. Jenkins and Assistant Engineer Darwin R. Merritt. From the wording of the dispatch, the navy department thinks it is possible that they were on shore at the time of the accident.

The secretary of the navy received another dispatch from Key West at the same time as the above, but its contents were not made public.

ONLY NINETY-SIX SAVED.

Scenes in Havana at the Time of the Maine's Explosion.

Havana, Feb. 18.—Out of 354, the total number of the crew of the Maine, 96 were saved.

Captain-General Blanco's official cable message was filed at midnight.

Half an hour after midnight 36 of the crew of the Maine had been carried to the military hospital of San Ambrosio. They were all seriously wounded.

Five others of the crew were taken to the Alfonso XIII hospital. On board the Spanish cruiser Alfonso XIII 26 of the wounded were treated, and 36 were succored on board the City of Washington.

George Cowler, an accountant of the Maine, is among the men seriously wounded.

The crew of the steamer Colon saved two wounded men.

The Maine, at the time of the explosion, was at anchor about 500 yards from the arsenal, and some 200 yards from the floating dock. The explosion put out the street lights near the wharf and blew down telegraph and telephone wires in the city. Admiral Manterola and General Salona put off to the Maine soon after the explosion and offered their services to Captain Sigsbee.

The first explosion is said to have been caused by over 600 pounds of gun cotton, and the subsequent explosion is alleged to have been caused by shells and cartridges.

The passengers of the City of Washington gave up their staterooms to the injured men.

An iron truss from the Maine fell on the pantry of the City of Washington, breaking the tableware of the steamer.

Lieutenant-Commander Wainwright, of the Maine, was half undressed at 9:45 P. M., and was smoking in his cabin next to that of Captain Sigsbee, it is said, when the explosion occurred and put out the electric lights.

Wainwright then lit a match and went to Captain Sigsbee's cabin. The captain, it appears, had been thrown from his bed, but was uninjured. They both went on deck and gave orders to flood 2,500 pounds of gun-cotton which was on board. The demand was carried out, but the men who fulfilled it never returned. Havana, however, was saved from a still more terrible explosion.

Four boats were lowered, all manned by officers, and one of them was lost. Captain Sigsbee went in his own launch on board the Spanish cruiser Alfonso XIII to thank her captain and officers. He afterward went on board the City of Washington, where Lieutenant-General W. T. Brunner, acting sanitary inspector of Havana, and the correspondents of American papers had already gathered.

Captain Sigsbee, interviewed this evening by a correspondent with reference to the cause of the explosion, said:

"I cannot determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Lieutenant-Commander Wainwright believes the explosion was due to the short-circuiting of the dynamo.

One of the officers of the Maine said today that at 8 o'clock last night all the magazines on board the battle-ship Maine were closed, and the keys turned over to Captain Sigsbee, the commander.

The mutilated bodies of 13 men were washed ashore at Regia and Casa Blanco, opposite Havana. Seven bodies were identified by Chaplain Chadwick as those of Graham, McDonald, Kayand, Nero, Kinsman, Dierking and Brown. The others have not yet been identified. They have been taken to the morgue and will be buried tomorrow at 2 P. M.

A monument will be erected by subscriptions, headed by the American newspaper correspondents.

An immediate investigation ordered.

Washington, Feb. 18.—Secretary Long has undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction of the Maine. There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a single investigation by a diver. Secretary Long has taken immediate steps to make this investigation. He has telegraphed to Admiral Sicard, at Key West, to appoint a board of naval officers to proceed at once to Havana, employ divers and generally make such inquiries as the regulations of the navy department demands shall be made in the case of the loss of a ship.

All flags on department buildings and on naval vessels have been ordered at half mast.

Public men express their opinions with reserve when approached, but everywhere there was a demand for an investigation and full details, in the light of which the horror may be justly viewed.

Capitulated With Fatal Results.

New York, Feb. 18.—A tugboat said to be the Frankie capitulated and sank in the lower bay. It is said at least five men were lost.

AN INVESTIGATION BEGUN

A Court of Inquiry to Look Into Maine Disaster.

THE WRECK WILL BE RAISED

Many Absurd Rumors Afloat Concerning Cause of Disaster—Burial of the Dead and Caring for the Wounded.

Washington, Feb. 19.—The government has settled back into a waiting attitude in respect to the terrible Maine disaster in Havana harbor. The great shock caused by the news has given way to a calmer and more judicial state of mind, and, realizing from the events of the day that the court of inquiry is the sole dependence in the search for the cause of the Maine's disaster, the naval officers are now resigned to await the results of that inquiry by a court opened today by the navy department.

There was little news to add to the sum of information as to the disaster received during the forenoon. No telegrams came, and the only news gleaned was a denial of some absurd story or other that had crept into print or become current gossip. All the news of the day came in the late afternoon in the shape of Captain Sigsbee's report of the authorization of the funeral of his dead sailors, and General Lee's graphic story of the terrible struggle for life in the dark hull of the Maine.

The officials at the navy department devoted the day to the effort of correcting the list of living and dead, to answering frantic telegraphic appeals from relatives of men on the battleship, and last, but not least, in meeting with unwavering courtesy and patience the exacting demands upon their time by the press reporters.

The disposition of the survivors, Captain Dickens, acting chief of the navigation bureau, has arranged for as well as could be done from this distance.

The wounded sailors in the Havana hospitals, on the Spanish flagship and elsewhere, when not in condition to be brought back to Key West, will be carefully looked after by Miss Clara Barton, who has been given carte blanche to buy anything and everything necessary, food and delicacies, and hire nurses and physicians.

The wounded able to get across to Key West will be taken care of in the marine hospital there. The sound survivors will be quartered in the army barracks there.

As for the Maine herself, notwithstanding discouraging reports from Lieutenant Howe as to her condition, the navy department will try to raise her. They say they are bound to remove the hull from the small harbor, in any case, and it may be as easy, or easier, to raise her as it would be to destroy the hull and machinery by the use of divers and dynamite. It is believed the work can be done by private wrecking corporations, and negotiations are already afoot for placing the contract, based on work by the day, at an estimated cost of \$200,000.

At the navy department specific denial was given of the report emanating from Madrid that a torpedo boat was about to leave Key West for Cuba. It was stated that only two torpedo boats, the Cushing and Ericsson, are at Key West, and these have not been ordered, and will not be ordered, according to the present plans, to Cuba.

It was strongly asserted that no present purpose existed of sending another warship there.

On the streets there was noticeably less excitement than yesterday, when the people were loth to believe that the loss of the Maine could be traced to other than Spanish sources.

All the flags throughout the city, including those on the capitol and the department buildings, are flying at half-mast, and among the others is conspicuously that of "Cuba libre," which flies from the staff of the Hotel Raleigh, the headquarters of the Cuban Junta.

Believes a Harvey Torpedo Did It.

Chicago, Feb. 19.—Emil Gathman, the inventor, believes the Maine was destroyed by a Harvey torpedo. He is conversant with Havana harbor, and from personal examination is familiar with the equipment of the Maine. Mr. Gathman served two years as a naval apprentice aboard the training-ship Portsmouth when Captain Sigsbee was her commander. Three years ago he was a member of the engineering corps which conducted the second trial trip of the Maine.

The Insolence of Weyler.

Barcelona, Feb. 19.—Lieutenant-General Weyler, who arrived here today, expressed the opinion, in the course of an interview, that the disaster which had befallen the United States warship in Havana was due "to the insolence of her crew." He announced his intention to ask the government's permission to go to Havana and stand as a candidate for the chamber of deputies for the Havana district.

Divers and Wrecking Gear.

Key West, Feb. 19.—The coast survey steamer A. D. Bache arrived this afternoon from Dry Tortugas in command of Lieutenant Barnett. Early tomorrow morning she will leave for Havana, taking divers and such wrecking gear as is obtainable.

EXPECTED TO BE BLOWN UP.

Prediction of One of the Men on the Battle-Ship.

Detroit, Mich., Feb. 19.—A special to the News from Bay City, Mich., says: A letter was received today from Elmer Meistrup, a gunner on the Maine, dated February 11, in which Meistrup wrote that he would not be surprised if it should be blown up any day; that the ship was surrounded with torpedoes and could not leave the harbor without the consent and direction of the Spanish authorities.

Meistrup's letter says: "The Spaniards have a couple of gunboats and a cruiser and there are two German gunboats. The guns of Morro castle are pointed at us as I write. The whole bottom of the harbor is covered with torpedoes, so, if they did not want to let us out, we would not be able to go very well. We are lying between the Spanish and German men-of-war, and they have picket boats out all night watching us."

In a letter of February 7, Meistrup says: "Don't look for any trouble unless something very unexpected should happen."

In a letter of January 15, Meistrup told of an accident aboard the cruiser Marlehead, when five men were injured by a shot. Commenting, he says: "It is a wonder some of the ships don't blow up; they are so careless."

These letters were addressed to the writer's mother, Mrs. James Meistrup.

Washington, Feb. 19.—Elmer M. Meistrup, of West Bay, Mich., according to the naval records, was not a gunner, but was rated as an ordinary seaman on the Maine.

Messages of Condolence.

Washington, Feb. 19.—A number of messages have been received at the state department from foreign governments, expressing regrets in connection with the Maine disaster. Among them are the following:

"Secretary of State: I have the honor to inform you that I am commanded by the queen to convey to the president the expression of her majesty's sympathy with the American people on the occasion of the sad disaster which has befallen their navy by the loss of the battleship Maine and the members of her crew. I request that you will be good enough to transmit the above message to its high destination. I have the honor to be, with the highest consideration, your most humble servant."

"JULIAN PAUNCEFOTE"  
Berlin, Feb. 19.—To the President of the United States, Washington: "Let me express my sincere sympathy to you and your country at the terrible loss of the Maine and the death of so many brave officers and men."

"WILLIAM III."  
Secretary Long received the following cablegram from the Russian minister of marine at St. Petersburg:

"I have just received the news of the Maine's terrible disaster. I beg you to accept my own and the Russian navy's sincere sympathy."  
"VICE-ADMIRAL P. TYRLOW."  
"Minister of Marine."

Secretary Long received the following during the day:

"I regret with all my soul the terrible catastrophe of the Maine, and send my condolence for the victims and their families. The Spanish navy is in mourning for the American navy."  
"SOBRAL."  
"Naval Attache, Spanish Navy."

WRECK OF THE FLACHAT.

Only Surviving Passenger Tells of the Disaster.

Teneriffe, Canary Islands, Feb. 19.—M. Munoz, the only surviving passenger of the Campagne Generale Transatlantic steamer Flachat, bound from Marseilles for Colon, that was wrecked at Anaga point, this island, early yesterday morning during thick weather, says:

"When the Flachat grounded, her engineers let off the steam and thereby prevented the boilers from bursting. The passengers, under charge of the doctor and the second officer, were shut up in the deckhouse under the bridge. The captain ordered the boats out, but the vessel took a heavy list to port, and three of the port boats were carried away by a heavy sea directly after launching. An attempt was then made to launch the starboard lifeboat, and, after working steadily from 2 till 9 in the morning, it succeeded.

"Those on board made a rush and 50 jumped into the sea in an endeavor to reach the boat. Only 16 succeeded, and two of these were washed out. The boat was full of water, and it was impossible to use the oars. After half an hour the steamer Sasie arrived and picked up the 14 in the boat.

"There were still about 40 people on the wreck, but when the Sasie returned from Santa Cruz not a soul was to be seen, and the sea was washing over the wreck. The captain and officers did their best, but owing to the mountainous seas it was impossible to save the women and children. All were obliged to jump to save their lives. The captain was in bed when the vessel struck, and the second officer was in charge."

The fastest railroad in the world is "The Flying Welshman;" its fame has extended around the globe.

CURRENT EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.

TERSE TICKETS FROM THE WIRES

An Interesting Collection of Items From the New and the Old World in a Condensed and Comprehensive Form

The secretary of the interior has dismissed the appeal of the state of Oregon from the decision of the land office, holding for cancellation the indemnity school selection of lands in The Dalles land district of Oregon.

Authentic reports have reached Shanghai of recent date from all sections of the Chinese empire, indicating that riot and attack upon foreigners is the order of the day. The attacks seem to be those of isolated ruffians rather than a concerted action on the part of the populace.

Another rich strike is reported as having been made in the Blue Jay mine, on Yorrison gulch, a tributary of Coffee creek, Trinity county, California, by the Graves brothers. The new pocket is said to be worth \$50,000. It will be remembered that a \$10,000 strike by the Graves brothers caused a rush to Coffee creek last summer.

The senate committee on education and labor has decided by a unanimous vote to report favorably the bill prepared by the trainmen of the country, and recently introduced in the senate by Kyle, providing for the arbitration of railroad strikes by a board of arbitration to be chosen by the strikers and the interstate commerce committee.

A special from Washington says: A cablegram received by the secretary of state from Minister Woodford, at Madrid, announces that the government of Spain has disavowed the letter of De Lome to Senor Canalejas. This disclaimer, as the administration officials are pleased to call it, is regarded as satisfactory, and the president has authorized the announcement that the incident is closed.

Rev. C. O. Brown, the California minister who figured in the Overman case, has been formally dropped from membership in the Chicago Congregational Association.

The outlook in France is gloomy, and many prominent men fear a downfall of the government may result from the recent agitation. One writer declares that anarchy prevails in the army, the law and the streets.

Dispatches from Guatemala state that anarchy reigns supreme throughout the country, as a direct result of the assassination of President Barrios and the plotting of the leaders of various factions to get into power in the republic.

The house library committee has made a favorable report on the bill to appropriate \$10,000 to erect a statue in Monterey, Cal., to Commodore John D. Sloat, who, on July 7, 1846, landed at Monterey and declared the land United States territory.

A dispatch to the New York World from Havana says: General Blanco's fiasco in Eastern Cuba, the postponing of the elections, De Lome's retirement, and the recent activity of the insurgents make the outlook black for autonomy and for Spain. The failure of the scheme of election will be proof to all nations that autonomy is dead, and the government is naturally delaying the evil hour.

There is a rumor in Havana that the palace authorities have a letter written by Consul-General Lee, the contents of which are as interesting, even exciting, for Spain, as the De Lome letter to Canalejas was for the United States. Another report was set afloat that General Lee had resigned. This, however, is known to be untrue. A strong effort is being made to get General Lee in the same boat with De Lome. The members of the autonomist cabinet do not like him.

There is a general impression among the pan-American diplomats in Washington, says a correspondent, that Costa Rica and Nicaragua are very near war. Both governments have assumed belligerent attitudes, according to information which has reached Washington, and it is the expectation of Central Americans in Washington that President Zelaya will demand a disavowal of Costa Rica's responsibility in connection with the revolution in San Juan del Sur. Two British warships are now in Nicaraguan waters, and more are expected. One of these now in Nicaragua is at Corinto and the other at San Juan del Sur.

The annual report of the civil service commission for the fiscal year ended June 30, 1897, has been presented to the president. It begins with a statement to show that after an experience of nearly 15 years the hopes of the advocates of the civil service law have been largely realized. In practice the law has proved effective in the direction of economy. Considering the few changes in the service under the merit system, following the wholesale removals system the economy and efficiency of the one stands in striking contrast to the extravagance and inefficiency of the other. The report speaks highly of the promotion system, based on the efficiency record.