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CONDON, OREGON.

The Regulator Line. The Dalles, Portland & Astoria Navigation Co.

THROUGH FREIGHT AND PASSENGER LINE...

Daily Line of Steamers Between Portland, Vancouver, Cascade Locks, Hood River and all points on the Washington side.

The Boers attacked Hammond, but were repulsed.

The United States cruiser Drogmiza has proceeded to Taku.

Chinese have begun the destruction of missions at Shan Tung.

Today and hereafter you can send a letter to Hawaii for two cents.

At Angeles, Luzon, General Aquino surrendered to General Grant.

Chinese situation exercises depressing influence on trade in Germany.

Many workers in Pittsburgh are tiling pending the adjustment of wage scales.

The postoffice at Union, Oregon, was looted by burglars and \$150 was carried away.

A weeks' scourge in North Luzon resulted in 50 rebels being killed and 40 wounded.

The Indians on Rainy river, Ontario, threaten an uprising.

The great lumber yards, covering half a mile, at Black Rock, a suburb of Buffalo, N. Y., were burned, with a loss of \$400,000.

The steamship Nome City, which made the trip from Portland to Nome, rescued 47 people on the way.

Over \$10,000,000 worth of property was destroyed, many lives lost, many persons injured and at least 1,500 lives imperiled by a fire on a dock at Hoboken, N. J.

The transport Sumner arrived at San Francisco from Manila with 48 sick soldiers, 70 discharged men, 12 insane patients and 10 members of the hospital corps.

A special dispatch from Shanghai, dated June 30, says that all on board the United States battleship Oregon which went ashore in the Gulf of Pa Chi Li, have been saved.

W. H. HURLBURT, General Passenger Agent, Portland, Or.

CONDON GLOBE

VOL. X.

CONDON, GILLIAM CO., OREGON, THURSDAY, JULY 12, 1900.

NO. 18.

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

ADVERTISING RATES.

Advertising rates table with columns for professional cards, one square, one-half column, one-third column, one-fourth column, and business cards.

Legal advertisements will in all cases be charged to the party ordering them, at legal rates, and paid for before advertising is furnished.

EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.

TERSE TICKETS FROM THE WIRES

An interesting collection of items from the two hemispheres from 't' in a condensed form.

Twenty thousand Chinese soldiers are within Peking walls, 30,000 outside.

Admiral Kempff reports that the Oregon is not in a dangerous position.

The German minister at Peking has been killed and other legations are under siege and starving.

The cruiser Philadelphia arrived at Astoria to take part in the Fourth of July celebration there.

The steamer Danube arrived at Nainaimo, B. C., five days from Skagway, with 40 passengers and \$70,000 in gold dust.

As a last hope of saving foreigners in Peking, the powers may now threaten to destroy the graves of the imperial ancestors.

Fire destroyed the large soap and fertilizing plant of the Walker-Stratman Company at Pittsburg, causing a loss of \$75,000.

A scandal in Klondike. Gold Commissioner Senkler is charged with illegal grants to persons with whom he was partner.

Lou Cramer, of Independence, Or., a pioneer of 1852, committed suicide by hanging himself. No cause is known for the deed.

The four-armed race between Pennsylvania, Columbia and Cornell crews was won by the former.

At Chester park, Cincinnati, W. A. Rutz and F. Hausman, of New Haven, Conn., on a motor tandem, made a mile in 1:29 4/5.

The bursting of a reservoir of the city water works of Grand Rapids, Mich., 100,000 gallons of water was precipitated upon a thickly populated district of the city.

The Boxer war is carried into Texas. According to advice a light recently occurred between eight cowboys and ranchmen and Chinamen belonging to the Pei Chung colony.

The strength of the foreign forces at present in China are as follows: Germany, 44 officers and 1,400 men; Great Britain, 184 officers and 1,700 men; Austria, 12 officers and 137 men; America, 20 officers and 329 men; France, 17 officers and 387 men; Italy, seven officers and 131 men; Japan, 119 officers and 8,709 men; and Russia, 117 officers and 5,317 men.

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LATER NEWS.

Many prostrations from heat in New York city.

Two more British warships have been ordered to China.

A Franco-American alliance is proposed by an enthusiastic Frenchman.

Fire in the business section of Pittsburg caused the death of four persons and injury to six others.

Fire in the Cramp's shipbuilding yard near Philadelphia, destroyed property to the value of \$200,000.

Nine deaths in one day in Chicago from extreme heat.

The total number of bodies recovered from the recent Hoboken fire now number 143, and 140 persons are reported missing.

A cyclone, accompanied by a cloud burst and hail storm, swept over Kalamazoo, Mich., resulting in damage to property of \$100,000.

On June 17, the Chicago & North-western railway opened for traffic their new line from Belle Plaine, Ia., to Mason City; also their new Fox Lake branch.

The length of this new line is 195 miles, which added to their mileage gives them a total of 8,462.85 miles, the largest mileage of any railroad in the world.

The dock laborers' strike at Rotterdam, Germany, is assuming threatening proportions.

The orders recently issued for the removal of a large number of troops from Cuba have been gladly welcomed by the Cubans.

James W. Porter, of Chicago, has received a cablegram from Che Foo, announcing that his brother, the Rev. Henry J. Porter, and his sister, Miss Mary H. Porter, missionaries of the American board of commissioners for foreign missions, stationed at Pang Chuang, 200 miles south of Tien Tsin, had arrived safely at Che Foo, July 5, coming overland from Chinan Fu, capital of the province.

President Kruger is reported to have moved to Neilsburg.

Eight deaths from extreme heat are reported from Chicago.

In a wild plunge of a street-car into a gulch at Tacoma, 36 people were killed and 60 injured.

Elizabeth Chapman, a Salem pioneer of 1848, died at that city in her 81st year, of a complication of diseases.

An explosion of fireworks in Philadelphia caused the death of four children and the fatal injury of three others.

By the explosion of an oil tank in Parkersburg, W. Va., six men were blown to atoms and three others fatally injured.

Three men were killed; one wounded in a wreck on the Delaware, Lackawanna & Western road at Durkin's Cut, near Hairyville, Pa.

Southern provinces of China are drifting away from the empire.

The foreigners in Peking will be left to their fate.

The United States battleship Oregon, which ran ashore off the island of How Ke, in the Mitan group, 35 miles northeast of Che Foo, on June 28, has been floated.

The steamer Dirigo arrived at Seattle from Skagway, bringing 10 boxes of gold dust, valued at nearly \$800,000.

Rear-Admiral Bare, now commandant of the Norfolk navy yard, has been selected to succeed Rear-Admiral Philip, deceased, as commandant of the New York navy yard.

Charles W. Dickinson, inventor of the geometry C lathe, which made a successful counterfeiting of bank notes impossible, is dead at his home in Belleville, N. J., aged 77 years.

June 30 the grand staff of the Russian army estimated the Chinese army to number 1,720,000 men.

A dispatch from Bombay says that in all except three districts cholera is raging in Bombay presidency.

An ordinary sight in Manila is a Filipino market or washerwoman smoking a large cigar and clothed in a low necked gown, with flowing sleeves and a handsomely embroidered silk scarf.

BRYAN IS NOMINATED

Unanimous Choice of Kansas City Convention.

ON A FREE COINAGE PLATFORM

Webster Davis Arraigns the Republican Party for Lack of Sympathy for the Boers.

Kansas City, July 6.—William J. Bryan, of Nebraska, was tonight unanimously placed in nomination as the Democratic candidate for president of the United States.

The nomination came as the culmination of a frenzied demonstration in honor of the party leader, lasting 27 minutes, and giving utterance to all the pent-up emotions of the vast multitude.

It followed also a fierce struggle throughout the last 36 hours concerning the platform declaration on silver and on the relative position which the silver question is to maintain to the other great issues of the day.

It was late this afternoon when the convention was at last face to face with the presidential nomination.

Early in the day there had been tedious delays, due to the inability of the platform committee to reconcile their differences and present a report.

Until this was ready the convention managers beguiled the time by putting forward speakers of more or less prominence to keep the vast audience from becoming too restless.

The first session, beginning at 10 o'clock this morning, was entirely fruitless of results and it was not until late in the afternoon, when the second session had begun, that the platform committee was at last able to report an agreement.

Already its main feature, embodying the 16 to 1 principle, had become known to the delegates, and there was little delay in giving it unanimous approval.

This removed the last chance for an open rupture on questions of principle and the way clear for the supreme event of the day—the nomination of the presidential candidate.

The vast auditorium was filled to its utmost capacity when the moment arrived for the nomination to be made.

Not only were the usual facilities afforded by tickets taxed to the utmost, but the doorkeepers were given liberal instructions, under which the aisles and areas and all available spaces were packed to their fullest limit.

When the call of states began for the purpose of placing candidates in nomination, Alabama yielded its place at the head of the list to Nebraska, and Oldham, of that state, made his way to the platform for the initial speech, placing Mr. Bryan in nomination for the presidency.

The orator was strong-voiced and entertaining, yet to the waiting delegates and spectators there was but one point to his speech, and that was the stirring peroration which closed with the name of William J. Bryan.

This was the signal for the demonstration of the day, and with a common purpose, the great concourse joined in a tribute of enthusiastic devotion to the party leader.

All of the intensity of former demonstrations and much more was added to this final tribute to the leader.

When the demonstration had spent itself, the speeches endorsing the nomination of Mr. Bryan were in order.

Then came the voting. State after state recorded its vote in behalf of the Nebraska candidate, giving him the unanimous vote of all the states and territories.

The convention managers had already agreed that this was sufficient work for the day, and the vice-presidential nomination was allowed to go over until tomorrow.

Next to the demonstration for the party candidate, the greeting of the announcement that imperialism was to be the paramount issue of this campaign was the most spontaneous and significant of the day.

Another stirring event of the day was the appearance of Webster Davis, ex-assistant secretary of the interior under McKinley's administration, in a speech severely arraigning the Republican party for its lack of sympathy for the Boers and formally announcing his allegiance to the Democratic party.

Victims of Hoboken Fire.

New York, July 5.—Up to 11 o'clock last night 120 bodies had been recovered from the waters of the North river. There are yet over 125 people missing.

A large electric light plant will be put in at the Cornucopia mines in Union county, Or.

The waters of Pius creek will be utilized to operate the machinery. Work on the same will begin immediately.

CAR'S WILD LEAP.

Carried 30 to Death—Three Score Others Injured, Many Fatally.

Tacoma, July 5.—Nearly 100 people, passengers on a car bound for this city, were plunged down a gulch at Twenty-sixth and C streets, shortly after 8 o'clock yesterday morning.

Those who were standing on the platform dropped off only to be crushed and wounded by the heavy body of the coach, while others inside were killed and maimed before they knew what had happened.

The car jumped the track and was smashed to kindling wood in the bottom of the chasm over 100 feet below. The dead will number nearly three score, for there are many of the injured who will never recover and who are expected to die at any moment.

There are at least 60 of the passengers of the car now in the various hospitals and under the care of their own physicians.

The car which carried its human freight into a deep ravine instead of to the Edison line, of the United Traction Company's cars, and was on the Edison line.

It left Edison at about 8 o'clock, in charge of P. L. Boehm, motorman, and J. D. Calhoun, conductor. The car, which is one of the big box-like affairs, was crowded to the doors, and every inch of space on the platform was taken.

Men hung on the railings, and were glad to be able to get a ride to the city, for, like those inside, they were anxious to arrive early, so as not to miss any of the Independence day exercises.

The car ran moderately along; the passengers chatting with each other, for they were nearly all acquainted, and everything was pleasant until it reached the crest of the hill just beyond Tacoma avenue.

From this point the stories differ. One is that the motor man, after starting down the hill, turned on his current instead of shutting it off, and when the car had gained such a momentum as to threaten to get away from him, he turned off the current, but it was then too late, for the car was going at lightning speed, and there was nothing to bring it to a standstill, for the incline is steep.

Passengers on the front platform, who saw the sharp curve on the bridge as it leaves DeLin street, endeavored to jump. Several of them succeeded, and reached the ground in safety, but others were as badly injured as they might have been had they remained on the car to the bottom of the chasm.

Where the car went off there is a sharp curve, at the foot of a steep grade. As the car struck the curve, instead of following the rails, it whirled completely over and pitched from the bridge, striking on its top, the heavy trucks and body of the car crashing the frail upper works to splinters and smashing down upon the mass of men, women and children, with which the car was loaded.

It was one of the most appalling accidents that has ever occurred in this city, and it came at a time when it was least expected.

Here were happy people, residents of the nearby towns, Edison, Lakewood, Parkland, Lake Park and other places, coming to Tacoma full of joy and patriotism to spend the Fourth of July.

Their journey was nearly at an end when death interfered, and claimed them as his own in a most frightful manner.

Crushed, maimed and mangled, the unfortunates were dragged from beneath the wreck of the car, and kind hands ministered to their untimely deaths.

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WRECK OF A YACHT

Six Persons Perished in a Lake Erie Disaster.

BOAT WENT DOWN IN A STORM

Bad Seamanship Is Said to Have Been the Cause of the Accident—One Passenger Was Saved.

Cleveland, O., July 10.—The schooner yacht Idler was lost in a terrific storm 16 miles off this port this afternoon, with six persons, all members of the family of James Corrigan, wealthy vessel-owner of this city.

Mrs. John Corrigan was the only passenger aboard who was saved. C. H. Holmes, the captain; Samuel Biggan, the mate; four sailors, two cooks and the ship's carpenter were also saved.

The yacht left Port Huron yesterday with the family of Mr. Corrigan aboard and started for Cleveland. Mr. Corrigan was ill, and left by the train.

At 2 o'clock the storm came up, and inside of five minutes the yacht sank. All the women, except Mrs. John Corrigan and Miss Etta Corrigan, were in the cabin when the gale came up.

They became panic stricken, and refused to leave the place. The men implored them to come to the deck, but they refused.

Mrs. John Corrigan clung to a cork sofa when the gale came, and was saved. When rescued, Biggan said:

"It was about 2:05 when the squall struck us. The yacht laid down on her beam ends, and the water rushed through the deadlights and companionways, and in three minutes she sank. Mrs. James Corrigan, Miss Etta Corrigan, Miss Jane Corrigan, Mrs. Charles Reilly and the infant daughter of Mrs. Reilly were all in the saloon below when the storm came on us.

Captain Holmes gave me orders to take in sail, and I transmitted the order to the men. They obeyed quickly. The captain, myself and the crew made efforts to save the women, but without success. We told them the yacht was sinking, but they could not or would not come on deck. I waded into the saloon when the water was up to my neck, but Mrs. James Corrigan would not come out. She may have been rendered incapable of action by fear and knowledge of the impending doom.

An effort was made to take the infant daughter of Mrs. Reilly out, but Mrs. Reilly would not let the child go.

"It was realized that nothing could be done to save those in the cabin, and attention was turned to saving those on deck. The latter, outside of the captain, mate and crew, were Mrs. John Corrigan and her daughter, Miss Etta Corrigan. The captain and the crew tried to get Mrs. Corrigan and her daughter up on the cross-trees in the rigging, but the heavy sea washed them all overboard.

"For God's sake, Mrs. Corrigan, you and your daughter keep a tight hold on the rigging," we called to them. "Even as we yelled the sea swept them and us overboard. Fortunately, Mrs. Corrigan had succeeded in taking hold of a cork lounge. She clung to it and was saved."

According to the testimony of several sailors, the topsail, mainsail and jib were all set when the storm came up. This is denied by Biggan, who declares that they were in good condition to face the storm.

Captain James Corrigan declared tonight that good seamanship could have averted the tragedy. He is almost frenzied with grief. The Idler was a staunch schooner yacht, which Captain Corrigan recently purchased from John Cuddey, of Chicago. The survivors of the wreck were picked up by tugs a few minutes after the accident and brought into this port.

Pittsburg Fireman Died.

Pittsburg, July 10.—Stewart Burns, of Engine Company No. 4, who was taken out of the wrecked Evans building last night, died at an early hour this morning, making the list of dead number five.

Captain Dan Campbell, also of No. 4, who was thought last night to have suffered the least injury of any of those buried, is tonight in a very critical condition, suffering internally. The physicians considered his chances of recovery very slight.

The other injured men are getting along nicely. All of the wounded men unite in saying that their rescue was little short of miraculous. None expected to be taken alive.

No Bodies Yet Recovered.

Cleveland, O., July 10.—None of the bodies of the six persons drowned by the capsizing of Captain James Corrigan's yacht, the Idler, 15 miles off this port yesterday, have yet been recovered. On account of the high sea still running, divers were unable to do anything towards recovering the bodies today. Another attempt will be made tomorrow.

Seattle, Wash., July 5.—A \$50,000 fire caused by a skyrocket in the handle of a careless boy last night burned a business block occupied by Holden & Wilson, Randolph Gross and Rhodes Bros., on Second avenue. The building and most of the contents is a total loss. All are believed to be fully insured.

The Ashantee War.

London, July 9.—The colonial office has received a dispatch from Governor Hodgson, of the Gold Coast colony, saying that owing to the non-arrival of the relief column at Atekwata, June 26, and the reduction of the food supply he had decided to push through the rebels and had decided the enemy regarding the route followed.

The column suffered great privations, but the loss was only six men killed and several wounded.

DEMOCRATIC PLATFORM.

Imperialism Announced as the Paramount Issue.

Kansas City, July 6.—Following is the official text of the platform as agreed upon by the committee on resolutions and presented to the convention:

We, the representatives of the Democratic party of the United States, assembled in national convention on the anniversary of the adoption of the Declaration of Independence, do reaffirm our faith in that immortal proclamation of the inalienable rights of Americans and our allegiance to the constitution framed in harmony therewith by the fathers of the republic.

We hold with the United States supreme court that the Declaration of Independence is the spirit of our government, of which the constitution is the form and letter. We declare again that all governments instituted among men derive their just powers from the consent of the governed; that any government not based upon the consent of the governed is tyranny; and that to impose upon any people a government of force is to substitute the methods of imperialism for those of the republic.

Believing in these fundamental principles, we denounce the Puerto Rican law enacted by a Republican congress, against the protest and opposition of the Democratic minority, as a bold and open violation of the nation's organic law and a flagrant breach of the national good faith.

We condemn and denounce the Philippine policy of the present administration. It has embroiled the republic in an unnecessary war, sacrificed the lives of many of its noblest sons and placed the United States, previously known and applauded throughout the world as the champion of freedom, in the false and un-American position of crushing with military force the efforts of our former allies to achieve liberty and self-government.

We oppose militarism. It means conquest abroad and intimidation and oppression at home. It means the strong arm which has ever been fatal to free institutions.

We pledge the Democratic party to an unceasing warfare in nation, state and city against private monopoly in every form. Existing laws against trusts must be enforced and more stringent ones must be enacted providing for publicity as to the affairs of corporations engaged in interstate commerce and requiring all corporations to show, before doing business outside of the state of their origin, that they have no water in their stock, and that they have not attempted and are not attempting to monopolize any business or the production of any articles of merchandise.