

# OREGON CITY ENTERPRISE.

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Use Patent Flour Manufactured by the Portland Flouring Mills Company, Oregon City, Or. All our Flour is Ground From Old Wheat.  
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## A BATTLE NEAR

The Boers and British Cannot Long Delay a Decisive Engagement.

### ENGLAND CALLS OUT RESERVES.

Several Outposts Have Exchanged Shots. Boers are Trying to Flank British Forces.

LONDON, Oct. 16.—Dispatches from the Cape are very meager tonight, but they include an important message from Glencoe camp, dated 3:50 this (Monday) afternoon, announcing that the Boer commandos, which invaded Natal through Laing's Nek, and, after occupying Newcastle, advancing to Dannhauser, retired on Ingagene yesterday evening, their transport service being reported defective. This will delay indefinitely the anticipated and hoped-for assault on the strong British position at Glencoe.

Another dispatch reports activity on the part of the Free State command in the neighborhood of Aliwal North, on the southern frontier. The Boers' advance patrol, the dispatch says, go to the frontier bridge nightly to keep watch, firing shots at intervals as signals. It is believed the enemy intends shortly to rush the railway station, with the help of artillery posted on a ridge commanding the town.

There are rumors that the Boers have been repulsed at Mafeking and are attacking Vryburg. A Cape Town paper has a dispatch from the Orange river stating that the telegraph wires have been cut between Vryberg and Kimberley, and it is believed that the Boers are taking advantage of the presence of a large gathering of disloyal farmers at Vryburg, celebrating Nachmaal, to attack the town, hoping the farmers will assist them against the British. The same dispatch says that the British force at Kimberley is confident of its ability to hold out, but advises the dispatch of a relief force.

This question of a possible rising of the Dutch farmers in the northern portions of Cape Colony is very important. The Daily Mail's correspondent at Colesburg has been inquiring regarding the matter, and on the whole thinks the chances are against a rising. He bases his opinion on the prospects of good crops after four lean years, which he believes will predispose the farmers to peace. Nevertheless, there is serious distrust and much anti-British agitation in these districts, while the Free State Boers threaten an immediate invasion of Colesburg and Aliwal North.

### Cape Volunteers Called Out.

The Daily Mail's correspondent asserts that Sir Alfred Milner is worked to death and that Cape Town is surging with bitter resentment at what is called the Schreiner cabinet's betrayal of Mafeking by its constant refusal to send volunteer artillery forces to its relief. Many residents of Cape Town have relatives at Fryburg, and they are furious with Messrs. Merriem and Sour, respectively colonial treasurer and commissioner of public works, and the ministers are mobbed whenever they appear in public. Mr. Hofmeyer, the Afrikaner leader, has gone to the country in order to escape the outbursts of indignation. Sunday night the streets were filled with angry citizens, and it was feared that rioting would occur. This, combined with the pressure of the imperial government to a sense of its peril, as well as of its duty, and moved it to decide to call out the volunteers. The ministerial party also worked its hardest to prevent the ovation to Conyngham Greene on his arrival from Pretoria, but failed. The volunteers are 7000 strong and have 11 pieces of artillery. There is no further news regarding the present position.

### The Natal Invasion.

The Natal invasion was made in three columns at dawn on the 12th, through Pothas pass, Laing's Nek and from Wakerstrom, the objective point of the invaders being Newcastle. The Boers utilized several thousand natives who were tramping from the Rand, to drive their heavy guns up Laing's Nek. Precautions are being taken for the defense of Pietermaritzburg and Durban in the remote contingency that the enemy may elude the vigilance of the British at Ladysmith and Glencoe camps. A dispatch from the latter place says the partial closing down of the Natal commercial lines will not interrupt the supplies for the imperial transports at Durban, as is imagined by the Boers, large quantities of coal being already on the way there from India. Regular shipments will arrive from India until the Natal mines open again.

### Situation at Kimberley.

Many stories of the brisk fighting are in circulation, but although the forces may have come in contact, all alleged details must be regarded as premature and speculative, especially if the report be true that the Orange Free State troops are now in complete possession of the railway from Kimberley to Orange river, 70 miles away.

The alleged virulence of the Boers' attacks upon Mafeking and Kimberley can readily be understood when it is realized that Alsace-Lorraine is to France. It is therefore probable both towns will be forced to undergo a long and dreary investment before the British are in position to send a relief column.

On the other side of the country the Boers are closing around the British outposts, and have already come into touch with them and exchanged shots. Therefore more stirring news is expected.

Advices from Cape Town relates that excitement is kept up there by ceaseless reports of battles, but that little uneasiness is visible in official circles where the opinion prevails that Mafeking and Kimberley are safe. The last message from Kimberley, prior to the cutting of the telegraph and railway by the Boers, said: "All troops from Kimberley are well."

The calling out of the Cape Colony volunteers is supplemented by a decision to raise 2000 more volunteers in Cape Colony and 1000 in Natal. Thus the total strength of the volunteer forces will amount to 12,500 men.

### Embarkation of Troops.

According to the programme of embarkation from Great Britain, next Friday and the four following days, which has been published, there will be shipped a total of 18,000 troops of all ranks and 1,500 horses. Among the new chartered vessels are the White Star steamer Britannic and the National liner America.

### WATCHING THE PASSES.

Free State Burgers Preparing for a Move.

DURBAN, Oct. 16.—It is estimated that from 11,000 to 13,000 Free State Boers are watching the passes in the Drakenberg range from Olivier's Hook to Collins pass. They have pushed a few patriots down the berg, but hitherto the main force has not debouched from the actual passage, which is being entrenched. Commandant-General Joubert is heavily fortifying Laing's Nek. Two Boer spies have been arrested at Ladysmith and handed over to the military authorities.

The enrollment of 1000 Uitlanders under the imperial governments' action is proceeding briskly at Durban and Pietermaritzburg. Reports are persistently circulated of a break-down in the Boer commissariat and transport departments.

### Free State Boers Destroy a Railroad.

CAPE TOWN, Oct. 16.—The Orange Free State troops have cut the telegraph wires and destroyed the railroad track at Norvalspont, just across the Orange Free State southern border.

A dispatch from Dundee, Natal, says a Boer command, estimated at 2000 men, with 16 field guns, has reached Dannhauser, northeast of Dundee, with the probable intention of surrounding Dundee and cutting off the garrison from communication with Glencoe and Ladysmith. It is supposed this force is commanded by Commandant Viljoen, and comprises the German gunners. The best of the Boer force from Newcastle is believed to be marching around Glencoe to sever its connection with Ladysmith. As the refugees in Cape Town threaten to become troublesome, and have hooted and mobbed a number of leading Dutchmen, there is some expectation that martial law will be proclaimed.

### COLUMBIA BEATS THE SHAMROCK.

The First Race of the International Series Won by America's Boat.

NEW YORK, Oct. 16.—The cup which the old schooner America won so handsily against all comers over the course around the Isle of Wight in 1851, and brought back across the ocean, will probably remain here another year, a defiance to the world. In a glorious breeze, over a windward and leeward course of 30 miles the Columbia scored against the Shamrock today in the first race of the 1899 series for the trophy. She bounded across the finish line fully a mile and half ahead of the challenger, defeating her by ten minutes and 14 seconds actual time, or 10 minutes and 8 seconds corrected time, after allowing the six seconds' handicap which the Columbia must concede to the challenger on account of her longer water line. It was a decisive contest, a magnificent race, magnificently sailed and magnificently won.

Opinion as to the merits of the two boats had been somewhat divided as a result of the flukes during the past two weeks. Although the preponderance of expert opinion never wavered in its loyalty to the wonderful speed and ability of the white flyer, no nautical sharp expected that the Shamrock would be so overwhelmingly vanquished as she was in today's race. The Yankee boat out-generated her at the start, beat her hopelessly in windward work to the outer mark, and gained 22 seconds in the run home before the wind. There was a good, strong 10 or 12 knot breeze, and it held good throughout the race. This is doubtless a bitter blow, because the

English hopes of lifting the cup have never been higher since the Thistle met the Volunteer in 1877. Like the Shamrock, she was decisively defeated in the first hour's sailing.

The regatta committee, as a result of the showing made by the Columbia today, is convinced that the cup is safe. Blow high or blow low, the Columbia, it is believed by the manager, Mr. Iselin, can beat the Shamrock. Sir Thomas Lipton, like the true sportsman that he is, confessed, after the race, that he had been fairly beaten. He had no apologies to make.

### A Decisive Contest.

Today's race was a magnificent duel, and made up for the repeated disappointments the sightseers have suffered. It was anything but a comfortable day on the water. Still the mist wreaths were carried along by a good 10-knot breeze right in from the east, and the old shellbacks said there was more wind where that came from. But the excursionists who went down the bay were not very hopeful until they got outside. The low clouds overhead shut out the sky and the streaked water matched them. The mist made everything look ghost-like and indistinct. The shores were uncertain and shadowy. The sails of the oyster fleet were simply gray daze in the haze. The meteoric torpedo-boats sliding swiftly out to the lightship, were like black shadows flitting across the water. The only color in the dull landscape were the ensigns and the brilliant streams of the checkered flags which adorned the excursion fleet and the dash of red from the big hulk of the lightship. Outside the wind was fresher, and whipped some foam out of the waves.

Both yachts were towed out from the anchorages and raised mainsails before casting off. Mrs. Iselin was not to be deterred by the bad weather, and was a conspicuous figure on the Columbia, wrapped up like an old salt in a yellow oilskin. The crew had on their working suits of white, and wore watch caps of black and red, Iselin's private colors. Several of the crew of the Shamrock had on sun-westers. From the truck of the Shamrock's topmast floated Lipton's flag, a green shamrock in a yellow field. The wind kept freshening all the way out to the lightship, and the seas split more of their froth. No large assemblage was on hand to witness the start, the repeated flukes having made the public very chary about coming out. A few side-wheelers the regular fleet of ocean-going tugs, and a score or two of steam yachts were all.

Promptly at 10 o'clock the committee-boat signaled the course, 15 miles dead into the eye of the wind to the eastward and return. Both yachts set No. 2 topsails, their skippers evidently agreeing that it would not be wise to carry their large skyscrapers in such a breeze. Just as the warning gun boomed, a drying mist swept in from the east, beating into the face of the patriots and adding to their discomfort.

### Jockeying at the Start.

There was lively jockeying behind the line before the start, and the Columbia got the better of it. She clearly out-manuevered her rival, eventually forcing her over the line first by half a length, but leaving the Columbia in the weather position. Close-hauled on the starboard tack, the yachts plunged seaward, heeling to the 12-knot breeze.

### Played Out.

Dull Headache, Pains in various parts of the body, sinking at the pit of the stomach, loss of appetite, feverishness, pimples or sores are all positive evidences of impure blood. No matter how it became so it must be purified in order to obtain good health. Acker's Blood Elixir has never failed to cure Scrofulous Syphilitic poisons or any other blood diseases. It is certainly a wonderful remedy and we sell every bottle on a positive guarantee. Geo. A. Harding Agt.

### For Young Men and Young Women.

There is nothing that will arouse the ire of a young man or woman so quick as to have inferior laundry work put off on them. They may dress ever so well, but if their shirt front or shirt waist is mussed their neat appearance is spoiled. The Troy laundry makes a specialty of ladies' and gentlemen's fine work. There can be no better work than is done at the Troy. Leave your orders at Johnson's barber shop.

Eat plenty, Kodol Dyspepsia Cure will digest what you eat. It cures all forms of dyspepsia and stomach troubles. E. R. Gamble, Vernon, Tex., says, "It relieved me from the start and cured me. It is now my everlasting friend."  
GEO. A. HARDING.  
Millions of dollars, is the value placed by Mrs. May Bird, Harrisburg, Pa., on the life of her child, which she saved from croup by the use of One Minute Cough Cure. It cures all coughs, colds and throat and lung troubles.  
GEO. A. HARDING.  
I have taken the agency of the Albany nursery. All persons wishing trees can call on me or send word through the post office box 132, R. H. Tabor.