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The Morning Astorian.

VOL. L.

ASTORIA, OREGON, TUESDAY, OCTOBER 3, 1899

NO. 109

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YACHTS WILL SAIL TODAY

Race Between Columbia and Shamrock Starts at 11:30

COLUMBIA TO GIVE HANDICAP

More Than Six Seconds Asked Over Thirty-Mile Course—Measurements of the Yachts.

NEW YORK, Oct. 2.—The first race of the international series between the American yacht Columbia and the British challenger Shamrock will be sailed tomorrow, weather permitting, over a course of 15 miles to windward or leeward and return. The start is to be made at 11 o'clock, from Sandy Hook lightship, unless a postponement is ordered. But no race of the series is to be started later than 12:30 p. m. One of the greatest surprises of yachtsmen since the arrival of the Shamrock was the announcement officially made tonight that the Columbia would have to allow the Shamrock 6.31 seconds on a 30-mile course.

Designer Fife while giving the Shamrock a larger sail plane than the Columbia has, at the same time so constructed her hull as to give her great freeboard, less displacement, and consequently a shorter line by almost two feet.

Official announcement of the dimensions of the two yachts follows: Length of water line, Columbia, 59.66 feet; Shamrock, 57.69 feet. From after and main boom to forward point measurement, Columbia, 151.62 feet; Shamrock, 152.13 feet.

From foremast of foremast to forward point measurement, Columbia, 73.55 feet; Shamrock 72.46 feet. Extreme of spinnaker boom, Columbia, 73.35 feet; Shamrock 72.46 feet. In gaff, Columbia 64.95 feet; Shamrock, 67.64 feet.

Top-mast, Columbia, 57.60 feet; Shamrock, 46.65 feet. Height of upper side of main boom to top-sail halyard block, Columbia, 134.75 feet; Shamrock 128.25 feet. Square foot of sail area, as per rule, Columbia, 114.61 feet; Shamrock 114.15 feet. Sailing length, as per rule, Columbia, 102.125 feet; Shamrock 101.52 feet.

COLUMBIA'S MEASUREMENT.

NEW YORK, Oct. 2.—The cup defender Columbia was measured today by John Hyslop, the official measurer

of the New York Yacht Club, at the Brooklyn navy yard, and her water line was found to be 59.66 feet and a small fraction. Her main boom is 162 1/2 feet in length, the same as the Defender. It is the fact the boom that the latter boat has been using is the Columbia's spare spar.

THE COLUMBIA'S RECORD.

NEW YORK, Oct. 1.—Since the Columbia was launched on June 10, and the Shamrock on June 25, a number of mishaps have befallen these boats.

The most serious of these fell to Columbia's lot when the New York Yacht Club's annual cruise off Newport she had her steel mast broken when far ahead of the old Defender. The Shamrock has been aground in these waters, has just escaped collision twice and has been the victim of numerous small accidents, but she is now in the most perfect condition, as is her rival Columbia. Both are lying at their docks in Brooklyn, ready for the battle which is to begin within a few hours.

Both boats have been well tried out and they have been found wanting. The Britisher had an insignificant brush or two with the old time Britannia on the other side, and beat her by many minutes without an effort, an adequate test of her speed. On this side she has been out in the lower bay a number of times during the past six weeks and on occasions has shown nervous speed and wonderful capabilities.

She has shown herself to be essentially a rough weather boat, standing up stiffly in the strongest kind of breeze and cutting through the water in a marvelously smooth manner. In lighter weather the Shamrock has not had much testing, beyond the ordinary trials which permitted Designer Fife and Sailmaker Halsey to study her weaknesses and improve her rig. Since her first trials the Shamrock has been fitted with a new set of sails, much larger in area than the first and cutting her better.

The Columbia has had many more trials than her British rival and probably the trials have been better. They certainly could not have been more satisfactory. She has been pitted half a dozen of times against the old cup defender, and has won in every case. Her trials took place off Newport and so decisive were her victories during the annual cruise of the New York Yacht Club that it was deemed unnecessary immediately after to further test her qualities. However, in order to give her a more thorough trial, additional races with Defender were arranged, and with some improvements that had been made the Columbia won more marked triumphs.

Some of her victories over Defender are as follows: August 5, thirty mile course, light weather, won by four minutes, one second. August 10, heavy sea, strong breeze, 37 mile course, won by one minute 36 seconds. August 15, fair breeze, triangular course, 21 miles, won by eight minutes. Off Newport, all kinds of weather, 20 mile course, won by six minutes forty seconds.

Off Newport, triangular course, ten miles to the leg, in a whole sail breeze, won by ten minutes.

The Shamrock has had in all but seven trials. The Columbia has had an average of three or four weeks since the latter part of June. The Columbia has had the Defender constantly with her, and the Defender has been in charge of a crew that drove her to the last inch of speed. The trials through which these two yachts passed were genuine races. The Columbia and her crew form a thoroughly well tried racing outfit and Captain Charley Barr, who will be at the wheel, is an expert. The Shamrock's crew number more than that of the American boat and are well tried men every one of them. Captains Archie Hogarth and Wringe will have the handling of the Britisher.

As to the course to be laid, there are three races in which the yachts must be at 15 miles to windward and run 15 miles before it. The other two courses are around a triangle, where in 10 miles of each leg are to be covered by reaching, so the Columbia gets three races to her liking, where the Shamrock has two races to her liking.

The races may be sailed, as they have been, where the wind rose above 30 miles an hour. The races will be started in any wind under which the yachts can carry a roofed mainsail and jib and that means weather in which nine-tenths of the excursionists will be glad to find shelter under Sandy Hook.

Analysis of the weather conditions of the past twenty years during the yacht racing period for the America's cup, shows that the weather is almost likely to favor the Columbia. Indeed, the past few series nothing like half a gale has ever been experienced on any of the days.

Both the Columbia and the Shamrock were dry docked some days ago, thoroughly scrapped and cleaned, and put in the best condition for the contest. They will be measured today by official measurer, Hyslop, of the New York Yacht Club. One of the conditions of the race for the cup is that the yacht that challenges shall cross the shore or come from whatever country she is built on her own bottom.

If the Columbia is the victor it is thought it will be many years before another try is made for it. If the Shamrock wins there will be a challenge for it immediately and the yachtsmen of the country will send over to England a yacht to bring back the cup as soon as one can be built and a match arranged.

PROMINENT PEOPLE.

Admiral Dewey's alleged declaration that he agrees with President Schurman concerning the proper policy for the Philippines is sufficiently diplomatic and indefinite, and for all that President Schurman has said concerning his policy in his rather lengthy interview he might have still been more explanatory if he had said he agreed with Admiral Dewey. Since everybody wants to know what the sailor thinks the professor should speak out.

The New York World, which has probably published more exclusive rumors about the Philippines than any other paper in the country, now says that General Otis has been confined to his bedroom for three days as a result of what the home newspapers are saying about him and has declared that if Washington does not relieve him he will relieve himself. The ambiguity of this statement evidently puzzles the World and it prints the rumor under a modest double column head.

In the island of Mull, on the west coast of Scotland, there is still living a cousin of Dr. Livingstone, the famous African explorer. Mrs. McQueeney, as she is better known, Kate Livingstone, has now reached the age of one hundred and two years, and though able to go about, is in her dotage. Her people belonged to Ulva and she was well acquainted with Dr. Livingstone who visited her whenever he came to Mull. She still talks of her famous cousin and sets much store by a silver brooch which he presented her and on which her name is inscribed.

"The Brooklyn Times" gives an interesting account of a fine oak tree which stands on the grave of a Presbyterian minister in the cemetery at Huntington, Long Island. The clergyman's son has just encircled the tree with a bronze tablet with the following inscription: "This tree was grown from an acorn taken from the historic watch oak tree of England and planted by Rev. James McDougall, 1862. The watch oak tree referred to stands near the town of Battle, England. The place was formerly called Senac. It is near the spot where Harold II, the King of England, gathered his army for a battle with William the Conqueror on October 14, 1066. Tradition has it that the oak tree stood in a prominent position, and that from its branches Harold's men observed the movements of the invading Normans. The name watch oak was given it, and as such it has been known during the centuries since that memorable battle."

Hoax—I believe that constant association has its effect upon the physiognomy. For instance, the pork butcher grows to look like a pig.

Joax—Sure. I know a golf fender who isn't very far from the lynx—Philadelphia Record.

"All work and no play makes Jack a dull boy," remarked the jokemith, "and all work and no plagiarism makes a dull newspaper column."

WAR SAID TO HAVE BEGUN

Unconfirmed Report That Boers Have Captured Dundee.

COMMONS MAY SOON MEET

Belief Few Will Go to Extreme of Voting Against War—Salisbury's Statement.

LONDON, Oct. 2.—No confirmation is obtainable from any source of the report contained in a dispatch to the Exchange Telegraph Co., that the Boers have captured Dundee. No exceptional activity was shown at the government office today.

Chamberlain and the Earl of Selborne were absent from the colonial office, but Lord Lansdowne, General Lord Wolseley and General Sir Evelyn Wood, were busily engaged at the war office this afternoon and a special board meeting was held. Naturally nothing of the discussion was made public but it is understood that General Buller will not proceed for the cape until next week, except in case of unforeseen developments.

Many members of parliament are returning to town in anticipation of an early summoning of the house of parliament. It is the general impression that although speakers may express disapproval of the government's policy, few will go to the extreme of voting against the required credit. It is considered more probable that they will abstain from participating in a division.

Sir William Vernon Harcourt, liberal leader, in a speech at Treznagar, said: "The first and last words of those gold hunters is war, in order to lead to annexation."

A correspondent wrote to Lord Salisbury asking if it were not true that the government would make every effort to avoid war and had no desire to annex the Transvaal if a settlement could be obtained peacefully. Lord Salisbury replied answering affirmatively.

A letter from an Ulsterer, received in Birmingham, was published today. It reflects the general feeling of British residents in Johannesburg, they must be in an awful funk. The writer says "if it comes to fight, I believe the Boers will make a massacre of it, blow Johannesburg to pieces and shoot us on sight. In fact I have been told so by one in office."

NEW YORK, Oct. 2.—A dispatch to the Times from Paris says: With war between the Transvaal and Great Britain imminent, French opinion as to its justification and probable issue is beginning to express itself. France sympathizes with the Transvaal republic on the same grounds, with the same motives and in the same language as she did with Spain.

France is always against the nation which has the highest civilization, for it is that which she fears.

She is against Great Britain today because she fears the power of that nation and is irritated at having to count with the opinion policy and commercial rivalry of her neighbor across the channel.

But that is the sole reason, and much as she pretends, or rather, as her principal press organs pretend, to the contrary, she does not seriously believe that the Boers will beat the British or even that the Boers have justice on their side.

I have excellent reason for stating that the French government, though silent on the subject for fear of irritating the Nationalist press, is well pleased to see a European power overriding native pretensions in Africa, which, if at once acceded to, would render the opening up of Africa an impossibility. The French people would have as much to lose as anybody in the near future by a triumph of Kruger.

"Whatever interferes with progress in Africa," says an influential statesman to me today, "will have to be swept away, whether it comes from Boer or black American."

HIS MOTHER'S BREAD

He says was always so light and well baked. Well there is a knack in making it. But don't forget the kind of stove or range used makes a difference. His mother used a

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