

The Morning Astorian.

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ASTORIA, OREGON, FRIDAY, OCTOBER 20, 1899

NO. 124

STOVES TO BURN ANY OLD THING.

Bought before the advance and sold regardless of it on account of moving.

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505 BOND STREET



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New Crape and Type-writing.

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The Silverfield Fur Manufacturing Co.,
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To the Ladies of Astoria:

We will save you one-fourth on every garment you purchase from us, because we are direct manufacturers, and you will save the middleman's profit.

Fur Collarettes, from	\$4.00 up
Fur Neck Bands, from	1.50 up
Ladies' Fine Tailor Made Suits, from	\$12.00 up
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Ladies' Fine French Flannel Waists, from	\$1.75 up
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Remodeling of Fur Garments into the latest style at very low figures.
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- Fancy Creamery Butter in Kegs and Rolls.
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Largest and Best Equipped Offices in the Northwest.



Best work at our Prices, because we have the largest volume of Dental Work in Portland.

Best Crown and Bridge Work, 22 karat gold per tooth	\$3.50
Best Teeth, fully guaranteed rubber	\$5.00
Best Gold Filling	\$1.00 up
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Teeth extracted without pain	50c up

We employ only the most modern methods and guarantee satisfaction.

Take elevator on Washington street, near Fourth, and ask for the Portland Dental Parlor, Top Floor.

Phone Oregon, Brown 402. Columbia 1560.

BOERS HAVE POSSESSION OF THE TOWN VRYBURG

The English Police Abandon the Place and the Boers Immediately Enter.

INHABITANTS WERE PANIC STRICKEN

Chamberlain Boldly Answers His Accusers in the House of Commons, Denies That He Was Implicated With Rhodes in the Transvaal Raid.

LONDON, Oct. 19.—The Cape Town correspondent of the Daily Mail, telegraphing at 10 o'clock tonight says: "Vryburg surrendered Sunday. Tonight's dispatches from Kuruman, ten miles east by south of Vryburg, state that the police have withdrawn from Vryburg, and the town has surrendered to the Boers, with the inhabitants fleeing in all directions, mostly toward Kuruman. When the police withdrew the Cape Boers notified the fact to the enemy, thus inviting them to take possession. There was a fearful panic.

LONDON, Oct. 19.—The house of commons was densely crowded today in anticipation of a speech by Chamberlain on the government's policy in South Africa.

Chamberlain, who was loudly cheered on rising, began with a severe criticism of the action of the opposition at the previous meeting of parliament. His statements, he said, were calculated to encourage Kruger's resistance and embarrass the government in its most difficult and most critical functions. He characterized Sir John Stanhope's criticism as neither honest nor honorable. The speaker intervened, saying the language was beyond parliamentary bounds. Chamberlain retorted that it was impossible to adequately describe Stanhope's accusation that he (Chamberlain) and Milner had fomented war.

Stanhope jumped to his feet and demanded the withdrawal of the words, wild Irish cheers and shouts of "withdraw" in the meanwhile creating a perfect bedlam in the hall. Chamberlain calmly waited until the uproar subsided and said: "I bow with all respect, Mr. Speaker, to your decision. I withdraw everything I have said."

With regard to the accusation regarding his associations with Cecil Rhodes, he said at the time of the Jameson raid he had no communication either direct or indirect with Rhodes on any subject connected with the South African policy.

WAR OFFICE BESIEGED.

Londoners Anxious Concerning the Safety of Friends and Relatives.

LONDON, Oct. 20.—Yesterday was one of the most exciting days known at the war office since the crowd attended there to learn the result of the relief expedition to Gordon at Khartoum.

News that the Fifth Lancers had been engaged brought many ladies and other friends of the regiment to inquire for news.

The gravest news today seems to be the report of the capture of a train with officers at Flandislaagte, because it was understood that the whole cross-country line was regularly patrolled.

As no correspondents are allowed at the front, it is impossible to gain definite information. Developments are hourly expected.

BRIDGES BLOWN UP.

CAPE TOWN, Oct. 19.—The Boers have blown up bridges at 14 streams and the Mooter river, the former north and the latter south of Kimberly.

A GHASTLY RUMOR.

Report That 1,500 Boers Were Killed by Mines Before Mafeking.

LONDON, Oct. 20.—The Daily News Cape Town correspondent says it is rumored that news has reached Deaz Junction that the Boers attacked Mafeking in force, but were repulsed. The defenders, seeing the enemy retreating, pursued them for some distance.

Then a feint was made and they commenced to retire on the town, allowing themselves to be driven in by the Boers, who, eager to retrieve their position, again advanced to attack, and were drawn over lyddite mines, laid for the defense of the town. It is rumored that 1,500 Boers were killed by the explosions.

300 WOUNDED BURGHERS

LONDON, Oct. 20.—The Daily Mail's Cape Town correspondent says a refugee who has reached Grahamstown from Rand states that a train arrived at Johannesburg Monday from Klerksdrop with 300 wounded burghers.

LEE GUNS VS. MAUSERS.

GLENCOE CAMP, Oct. 19.—(Evening.)—The British troops here have been under fire. A strong Boer patrol was encountered eight miles from the camp, and was repulsed, the British suffering no casualties.

SERIOUS FIGHT AT NATAL.

Two Columns of Boers Advancing on Ladysmith.

NEW YORK, Oct. 19.—A dispatch to the Tribune from London says:

The latest intelligence from the seat of war indicates that fighting of a serious nature has commenced in Natal. Details are very scant at present, but hostilities were evidently started by the Free State troops, who advanced from Tintawa Pass and engaged the British cavalry patrols in a long range artillery duel. Firing continued for the greater part of yesterday, but it is not known with what result, although it is admitted there are several casualties on the British side. Sir George White has pushed up his supports, and everything points to a big engagement today.

Ladysmith has fully 3,000 troops, and at Glencoe, on the other flank of the British defensive line, there are 4,000. The very risky and daring movement of the Boers is directed toward enveloping this line, two columns advancing against Ladysmith, General Joubert directing the forces in the neighborhood of Dundee. Should the attack be directed simultaneously at both places it will prove the Boers have carried out the plans of considerable complexity with a precision which might excite the envy of any soldiers in the world. Should they succeed at the same time in thrusting their columns between Ladysmith and Dundee, they will practically isolate the latter place and may be able to mask the British garrisons at that point and Ladysmith while the concentration described as having Greytown as its objective advances unopposed to Pietermaritzburg.

OF INTEREST TO THE O. R. & N.

Supreme Court Decision on Joint Traffic Arrangements.

DES MOINES, Ia., Oct. 18.—The supreme court has decided the case of Blair against the Chicago & North-western and Sioux City & Pacific roads. The roads established voluntarily joint rates in Iowa. Blair, a shipper, charged discrimination in that in many cases more was charged for a long haul. The roads claimed in case roads voluntarily established joint rates they could not be held liable for discrimination.

The supreme court says the promulgation of joint rates makes the two roads for all traffic purposes one. It awards Blair a verdict for the unjust charges claimed and triple penalty in addition as exemplary damages.

THE STORM AT YAQUINA.

YAQUINA, Ore., Oct. 19.—A gale for the past 24 hours was accompanied by heavy rain, thunder and lightning. A heavy sea today carried away about 700 feet of the north jetty works. FOLLOW PICA LEAD

COLUMBIA THE WINNER HAD THE WIND KEPT UP

The Irish Boat Was Hopelessly In the Rear When the Breeze Died Away.

THE SHAMROCK NOT WELL HANDLED

Her Crew Have Thrown Up the Sponge and Acknowledged the Columbia to Be the Better Boat—A Prospect for Two Additional Races.

NEW YORK, Oct. 19.—Had the wind held today the Columbia-Shamrock series for America's cup would have ended in three straight wins for the defender and the Irish hunter would have sailed home without the trophy, beaten as decisively as any former candidate.

Only the failure of wind saved the Shamrock from defeat more stirring than on Monday. Today she was beaten on the run to the outer mark five minutes and fifty-one seconds of elapsed time and on the leg home, which should have been beaten, but owing to shift of wind was a broad reach, the Columbia sailed away from her like a witch.

NEW YORK, Oct. 19.—When the race was declared off, about 10 minutes before the expiration of the time limit, the Columbia was leading by about three miles. She was then four miles from the finish. Had the race been ended, the Shamrock would have been beaten by at least 20 minutes.

Sir Thomas' hard luck continued to follow him. His boat was very badly handled today, in spite of the aggregation of talent aboard of her. The two English captains and the captain of Emperor William's yacht Meteor failed to get the Shamrock over the line before the gun was fired, and she went into the race penalized by two seconds on that account. The additional ballast which was put into her yesterday also seems to have been a blunder on the part of her managers, as it increased the size of the body to be forced through the water, and, in the light air that prevailed today, retarded instead of increased her speed.

What the Shamrock may be able to do in rough weather and a stiff wind is still problematical, but, after the drubbing she has received, experts are almost unanimous in the belief that the Columbia can take her measure in light airs or in a gale of wind. The crew of the Shamrock have given it up. They are now convinced that we have the better boat. Before the race of Monday they had the most supreme confidence in their ability to win with the Shamrock. "There was no living with them," said one of the Yankee tars on the Shamrock's tender, Lawrence. "They did not think their boat would win—they absolutely knew it. They would not even hear arguments. After they returned from the race Monday they were sore, and would not speak to each other. Now they are frank enough to admit that the Columbia is the better boat by 10 minutes over a 30-mile course." The boats will race again tomorrow, and even if the Columbia wins, it is possible that two more races will be sailed. A proposition to this effect has been made, and Sir Thomas seems anxious that it be carried out. He has been greatly disappointed in the showing his boat has made, but believes she might do better over a triangular course in a heavier wind, and has said he would be very much pleased to sail two more races.

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"Steinbach" clothes for boys and men were never known to be other than best. Their distinguishing feature is nicety of fit—they satisfy the eye, the mind and the pocket.

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