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NO. 125

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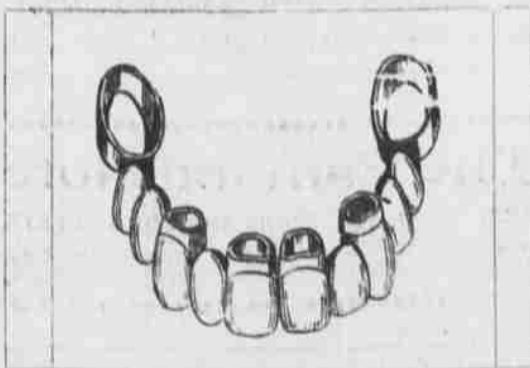
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AMERICA GAINS ANOTHER TRIUMPH OVER ENGLAND

**The Shamrock Suffers Her Third
Successive Defeat.**

UNCLE SAM KEEPS THE CUP

**The Eleventh Attempt to Wrest It From Us
Results In Failure.**

AMERICAN YACHTSMANSHIP SUPREME

**The Honor of the Mastery In the Noblest of Sports--Sir
Thomas Lipton Takes His Defeat Like a True Sports-
man--Says He May Return With a Better Boat--
Yesterday's Race a Rough Weather Contest.**

NEW YORK, Oct. 20.—As soon as the Columbia crossed the finish line a grand spectacle followed. The victor, after lowering her sails, set the stars and stripes at her top mast tuck at both ends of her spreader and at the tuff rail. Soon the whole fleet blossomed out in American flags.

Later the Erin steamed up to the Columbia, the stars and stripes fluttering from main and mizzen. Then by Sir Thomas' orders, the crew of the Erin lined the rail and gave three good Anglo-Saxon cheers for the victors. They were returned with interest by the proud crew of the Columbia.

Later Sir Thomas went aboard the Corsair, and there, soon afterward, Mr. Iselin, managing owner of the Columbia joined him. There were toasts to victor and vanquished, to America and Great Britain, and so, with felicitations all around, the cup series of 1899 ended with the best of good feeling.

NEW YORK, Oct. 20.—Through wild and hoary seas, in a breeze that approached the dignity of a gale, the gallant sloop Columbia today vanquished the British challenger Shamrock by 6 minutes and 18 seconds, actual time, and 6 minutes and 34 seconds, corrected time, thus completing the series for America's cup with a magnificent rough-weather duel and a glorious Yankee victory.

For the eleventh time the attempt of a foreigner to wrest from America the yachting supremacy of the world has failed. The trophy won by the old schooner America 48 years ago is still ours—a monument to the superiority of American seamanship and American naval architecture, and a standing challenge to yachtsmen of all nations.

The intrinsic value of the reward which hundreds of thousands of dollars were expended to secure is small—simply an antiquated piece of silverware which Queen Victoria offered to the best sailing ship in the world in the early days of her reign, but around it cluster previous memories of an unbroken American triumph and the honor of the mastery in the noblest of sports.

To Sir Thomas Lipton, whose name is now added to the list of defeated aspirants for the honor of carrying the cup back across the Atlantic, the failure was a crushing blow. But like the true sportsman that he is, the sting of defeat has left no bitterness, and with undaunted courage he intimates that he may be back with a better boat to try again.

Columbia could give us the race, and I would not have that happen for the world. Let us go below and get luncheon."

And so the man who had spent a million dollars to win America's cup calmly resigned himself to the inevitable, left off looking at the now hopeless fight his boat was making, and devoted himself to entertaining his guests.

When luncheon was over the guests remained at the table while Sir Thomas rose in his place at the head of the table and said:

"My friends, I came over here to lift America's cup and take it back to England and I have failed to do it. I never said that I would do it, nor did I ever say more than that I had an equal chance for it. My rival has never said more than this; there has been no boasting on either side. If it had been a sure thing either way there would have been no sport in it. Whatever I may have thought in the past does not matter now. I am convinced that the Columbia is the better boat and she richly deserves her victory."

"The first race was a disappointment and the second was lost to us by an accident, but that matters nothing. We had today perfect Shamrock weather, our boat was handled magnificently, not a chance was neglected. The Columbia won because she ought to have won and I am satisfied that it is so."

"I am glad of one thing, and that is while I have failed to lift the cup, I have succeeded in proving to the British public that I was right when I said that English gentlemen could come here with the certainty of getting fair play. If he behaves like a gentleman he will be treated like a gentleman and in any event he will be accorded perfectly fair and sportsman-like treatment. This has always been my belief, in spite of all assertions to the contrary and I think I have convinced the world that I am right in this belief."

"My opponents have treated me not only fairly but generously. Not a single request of mine has been refused. They have granted all that I asked freely and unhesitatingly. In short I have received nothing but kindness and sportsmanlike treatment from first to last. Under these circumstances I feel that I can truthfully say that if I must have lost, it is a pleasure to have lost to such friendly and generous rivals."

"I desire to add," resumed Sir Thomas, "that I mean to challenge again if I can arrange matters so as to make it possible. At this time I cannot go into details but I will try it again some day. I have long regarded Mr. Herreshoff as the greatest designer of yachts in the world and the future possession of the America's cup depends upon the ability of English designers to excel him. I'll get it if I can find a man to build the boat. My ability in that direction ends with my ability to pay for it. I can neither design nor build boats."

THE SPEECH OF A MAN.

And Now One Wishes Both Boats
Could Win.

NEW YORK, Oct. 20.—Sir Thomas Lipton bore his defeat like the gentleman and sportsman that he is. "The best boat won," he said, "and that is as it should be."

He was very hopeful and sanguine, in fact, that the Shamrock would win today's race when the wind came up so strong.

"This is regular Shamrock weather," he exclaimed to his guests as they came aboard. Later, after the racers had passed the outward mark and had covered a third of the distance back to the starting line, Sir Thomas came down from the bridge, where he had been watching the race, and said: "We have no chance to win now. The Columbia is the better boat. I had hoped for another result, but it is no use now. Nothing but an accident to the

The motive was an official confirmation of the merging of the Pullman and Wagner palace car companies, which the stock tape has clearly foreshadowed for some time past.

The published assertion that the Vanderbilts are to get the Pullman holdings of the Boston & Albany and Boston & Maine stocks as incident to the deal, and that the New York Central would thus gain control of New England railroad affairs, gave the bulls opportunity for active speculation in New York Central.

GETTING TIRED.

Filipino Insurgents Making Proposals to General Otis for Peace.

MANILA, Oct. 20.—Three insurgent officers entered Angeles this morning and applied to General MacArthur for permission for a Filipino commission, headed by a Filipino major-general, to visit Major-General Otis, in order to discuss peace terms and to arrange for the delivery of more American prisoners, as well as to consider methods for the release of Spanish prisoners. The request was referred to General Otis.

LIBRARY FOR MANILA.

Rabbi Voorsanger and Other Prominent People Will Send Books to Soldiers.

SAN FRANCISCO, Oct. 20.—A committee of prominent citizens, headed

ENGLISH ARE VICTORIOUS

**The Boers Are Driven From
Their Stronghold With a
Loss of 800 Men.**

BRITISH SUFFER SEVERELY

**The First Important Battle of The
South African War Makes Many
Widows and Orphans.**

GLENCOE CAMP, Oct. 20.—The afternoon battle of today has been a brilliant success. The Boers got a reverse which may possibly, for a time at any rate, check all aggressive action. The British artillery practice in the early part of the day decided the battle.

The seizure of Dundee hill by the Boers was a surprise, for, although pickets had been exchanging shots all night, it was not until a shell boomed over the town into the camp that their presence was discovered. Then shells came fast.

The hill was positively alive with swarming Boers, still the British artill-

BOER'S CRUDE MILITARY METHODS.

LONDON, Oct. 21.—Dispatches received from South Africa leave no doubt that the Boers failed in their endeavor to execute a combined attack in Natal and that the British have achieved a brilliant victory but at the cost of a heavy list of killed and wounded.

The Boer plan, it is evident, was to hold the forces at Ladysmith by demonstrations of Free States' burghers on the western side so as to prevent reinforcements being sent to Glencoe. The latter place was to be isolated by cutting the railway between it and Ladysmith.

Finally a large force was to make a converging attack on Glencoe.

The first two items of the programme were successfully carried out, but the combined operation against Glencoe failed, owing probably to the fact that the Boer military organization is too rough and amateurish to bring large forces into simultaneous action.

It is believed that only 4,000 Boers were in action. Today's report says that 9,000 more were advancing from Hatkingspruit.

by Rabbi Jacob Voorsanger, and in- lery got to work with magnificent en- cluding among its members General ergy and precision. Batteries from Shafter, Mayor Phelan and Mrs. Phoe- the camp took up positions to the be Hearst, has taken steps toward the south of the town, and after a few hours' magnificent firing, silenced the establishment of a library in Manila for the use of the United States sol- diers. The project, which was origi- nated by the late Colonel Miley, has been taken up with enthusiasm by the men and women who are determined to carry it into execution.

THE JURY SECURED.

PENDLETON, Oct. 20.—A jury was secured this afternoon for the trial of Edwin L. Mimms for the murder of J. Henry Miller. The taking of testimony began this evening.

(Continued on Fourth Page.)

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