

# FLANK MOVEMENT BY BULLER

## Setting Around the Intrenchments of the Boers.

### NEARER THE BELEAGURED TOWN

Important Operations in Progress in Natal—General Buller's Situation Becomes Serious—Scenes of Patriotism.

London, Jan. 15.—General Buller's 28 words, announcing his forward movement Thursday, is interpreted as meaning that he has passed around the west of the Boer lines at Colenso several miles behind the 24 miles of General Buller's positions at Ladysmith.

The Boer forces a few days ago had forces with guns at Springfield, where General Buller dates his dispatch. These commandos have been obviously dislodged, either by fighting or by maneuvering, the Boers retiring across the Tugela as General Buller advances.

From General Buller's dispatch, coupled with the fact that unofficial intelligence from the seat of war has virtually ceased since Monday, the deduction is drawn that important operations are in progress, as he cannot move far without going against the Boer entrenchments.

The death list from enteric fever and dysentery at Ladysmith, averaging from 8 to 10 daily, is considered more serious than the 429 casualties of Saturday's fight, as they indicate the frightfully unsanitary condition of the beleaguered town. A letter from Ladysmith, dated December 7, says that even then 90 out of 540 men in the battalion of which the writer is a member were sick with dysentery or enteric fever, and, according to a dispatch to the Daily Chronicle, dated January 8, the patients and attendants in Tombl camp, where the hospital is, then numbered 2,800.

Remarkable scenes of patriotism were witnessed in London last evening after a short service held for the volunteers in St. Paul's cathedral. The vast audience was slow to disperse. Ladies stood up on their chairs beckoning and calling to brothers, sons and friends in the ranks, the latter signalling back. A scene of great animation ensued. The organist introduced a few bars of the national anthem in concluding the voluntary. The effect of this was magical. First the volunteers and then the congregation took up the strains, and the vast cathedral was filled with enthusiastic song. The demonstrations were renewed by immense crowds outside. St. Paul's churchyard and Ludgate hill were black with people, and it was impossible for the volunteers to march. Individual members were pulled out of the ranks by their friends and admirers, who raised them on their shoulders, and thus carried them down Fleet street to the Temple. Those who escaped hoisting proceeded slowly, surrounded by clinging women. Afterward at the various theaters, where the men were entertained, and yet later, on returning to barracks, these scenes were renewed, and the streets were filled until midnight with cheering people.

### A MYSTERIOUS WRECK.

Name of the Steamer Lost in St. Mary's Bay Still Unknown.

St. Johns, N. F., Jan. 15.—The following comprise all the details regarding the wreck in St. Mary's bay that could be obtained up to midnight:

The ship is a two-masted steamer of nearly 8,000 tons, and probably carried a crew of 60, with possibly some passengers. She went ashore before day-break Thursday, striking a ledge at the foot of the cliff, where escape was hopeless. The crew launched the boats, but probably during the panic some were crushed against her side, others being swamped, all the occupants apparently perishing.

The ship was seen to be on fire by residents six miles away. Attracted to the scene, they found the after-half of the wreck blazing fiercely, and the fore part under water. Kerosene in the cargo helped the blaze.

At that time only three men were left on board. Two were on the bridge and one was in the rigging. Those on the bridge were safe until about 2 P. M., when they were washed overboard and drowned, the bridge being carried away. The survivor soon after left the rigging, swam to the rocks, and twice endeavored to get a footing. Failing in this, he made his way back to the rigging, where he died of exposure during the night.

Many dead bodies are visible tossing in the surf. Two of them, thrown up in a cove, cannot be reached, owing to the heavy sea. One is thought to be that of a woman. Boats and other wreckage are thrown out among the rocks for miles.

### Automobiles in New York.

New York, Jan. 15.—A recently organized company will put into public service in the streets of this city next week 200 automobile carriages and 100 automobile omnibuses. The charge for cabs will be 25 cents a mile and 75 cents an hour.

# EXPANDING BULLETS.

Distributed to British Troops, for Target Practice Only.

London, Jan. 13.—Lee-Metford cartridges are running short in the British magazines, and, according to a semi-official report, the war office proposes to fall back temporarily upon 100,000,000 "Mark IV" expanding bullets, most of which are already in storage in South Africa. The war office, however, has issued a strict order to the volunteers that the 50 rounds of "Mark IV" given them must be used in practice at home, none being taken to South Africa.

After the public announcement that no such bullet would be used in this war, its employment, the Daily Chronicle thinks, would be a serious breach of faith, especially as the British commanders have complained that the Boers occasionally use such projectiles.

The newspapers were reconciled during the early days of the war to cable censorship, taking it for granted that full narratives sent by mail would supply all deficiencies. For some weeks, however, even the mail correspondence that has arrived in London has shown signs of habitual scissoring by the censor. Pages are renumbered without chronological or logical connection, leaving the happenings described quite unintelligible in many cases. The editors, acting possibly in concert, are laying these facts before the public, and insisting that they be permitted to know and print the facts.

The Daily Mail formally accuses the war office of "doctoring" in the editing of official dispatches before their issuance, and cites particulars. The Daily Chronicle avers that there seems to be an official conspiracy against letting the truth be known. Although the number of deaths from dysentery and enteric fever at Ladysmith has been published by the war office, since Saturday's fight nothing has been given out regarding the losses in the engagements. The war office asserts that it has nothing to give out.

Arm-chair critics, who, in the absence of reportorial or official dispatches from the seat of war, pour forth pages of conjecture and opinion, conclude that too much is to be expected from the British hosts in South Africa until Lord Roberts shall have plenty of time to think and fresh levies shall have arrived. Time is working now for the Boers. Each day makes more difficult the three beleaguered positions.

Although the war office declines to confirm the report that Lord Methuen has been recalled to England, inquiries made by a correspondent at Methuen's home, in Wiltshire, have elicited the information that when he received his wound his horse threw him heavily and spinal and other injuries supervened.

The theory is now advanced that the seizures of the German mail steamers Herzog and General, since released, were made on purposely misleading information supplied to British agents, the design being to embroil Great Britain and Germany in a quarrel.

### Impatience in England.

London, Jan. 13.—Even the announcement of the arrival of Field Marshal Lord Roberts and General Lord Kitchener at Cape Town has failed to stem the growing impatience of the country at the prolonged inactivity in the main British camps and the entire absence of news giving an adequate insight into the local situation. The public and press being unable to form any just judgment as to the actual position of affairs, stories are rife that the inaction is forced on General Buller owing to the exhaustion of reserves of ammunition and there are even wild rumors of a shell famine at home.

But not so much importance need be attached to these rumors. It is almost universally assumed that with the landing of Roberts and Kitchener a prompt return will be made to the original plan of campaign, namely, a great central advance on Bloemfontein, but the most impatient of enthusiasts admit that Roberts will be unable to move before the end of the month.

There was a rumor current in the clubs today that a battle was progressing at Tugela river, but nothing could be obtained in corroboration of the report.

### Cargo of Explosives.

New York, Jan. 13.—The steamships India and Drummond, which will sail from here for the Orient in the near future, will each carry to Manila about 60 tons of freight consigned by the government. These shipments will include provisions, blankets and supplies for the soldiers, and 116 tons of high explosives, which are to be placed in a specially constructed inclosure of the deck of the India.

### Congressman Cushman Sick.

Washington, Jan. 13.—Congressman Cushman is confined to his residence, and the physician who has been attending Mrs. Cushman during a severe attack of scarlet fever says Mr. Cushman has developed symptoms of the same disease.

### Recruits for the Philippines.

San Francisco, Jan. 13.—The United States transport Tartar sailed for Manila today, with 500 recruits, under command of Colonel Freeman, and commissary stores. She also carried 30 members of the hospital corps from New York.

# BOOM TIMES COMING.

Vancouver Soon to Have a New Railway to Portland.

Vancouver, Wash., Jan. 17.—It has been reported in Vancouver that the mortgage held by the Portland Loan & Trust Company against the Portland, Vancouver & Yakima Railway Company has been re-leased by a well-known transcontinental line, and that the latter road will push the construction work from the present terminus of the road to North Yakima, and from Vancouver to Portland.

It has also been asserted, by people who are in a position to know, that the Portland, Vancouver & Yakima Railway Company has "jumped" the old bridge pier in the Columbia river opposite the lower end of Vancouver. Nobody has claimed ownership to the pier for the past ten years, and a quantity of material which was on the bank when construction work ceased was sold for taxes.

The old bridge pier in the Columbia river was built in boom times by the Union Pacific Railroad Company. During the years of 1889-90 that line established a grade from Puget sound to Vancouver via Kelso and Ridgefield. It was the intention to bridge the Columbia river at Vancouver, and to enter Portland from the north. The draw pier was built at a cost of \$250,000. When construction work ceased there was about \$50,000 worth of bridge material on the bank.

Construction work along the entire line ceased suddenly, and there was a large number of labor claims unsatisfied. For some time a watchman was kept on the bridge pier. It was his duty to hang a bright light on each end of the draw rest every night. He worked several months, but was unable to collect his salary. No one seemed to know who owed him money or who hired him. He attached some of the material, which was sold to satisfy the claim. Since that time no one has claimed ownership of the structure.

If the report that the Portland, Vancouver & Yakima Railway Company has taken possession of the pier, and that the mortgage, which has been hanging over the road for so long, has been released proved true, the dream of the residents of Vancouver and Clark county will be realized. A bridge across the Columbia river, with rapid transit between this place and Portland and direct communication with all portions of the country by means of a transcontinental line, will put Vancouver far ahead of the position it occupied in the boom days between 1888 and 1892.

### REPLY TO PETTIGREW.

Wolcott's Scathing Arraignment of South Dakota Senator.

Washington, Jan. 17.—A spirited debate on the Philippine question occupied the attention of the senate for nearly three hours today. Berry, of Arkansas, first addressed the senate in support of the resolution recently introduced by Bacon, of Georgia, regarding the disposition of the Philippines. He was followed by Pettigrew, of South Dakota, in support of his resolution of inquiry. Pettigrew was very bitter in his attack upon the administration.

Wolcott, of Colorado, replied to Pettigrew, scathingly arraignment the South Dakota senator for the attitude he had assumed on the Philippine question. He declared his belief that if Aguinaldo himself occupied the seat in the senate occupied by Pettigrew, representing the people of South Dakota, who had sent their sons as soldiers to the Philippines, he would be too patriotic, too devoted to the interests of the country to assume the attitude assumed by the present South Dakota senator.

Today's session of the house was devoted to consideration of District of Columbia business. Representative June W. Gayle, of Kentucky, was sworn in, and Cannon reported the urgent deficiency bill, with a notice that he would ask that it be taken up tomorrow.

### Rebels on the Run.

Manila, Jan. 17.—Part of General John C. Bates' troops are operating about Lake Taal. The insurgents continue to retreat south.

Colonel Hayes, with the Fourth cavalry, is supposed to have reached Lipa, where many Spanish prisoners are held.

Colonel Anderson, with the Thirty-eighth infantry, took Talissay, on the north shore of the lake, with but little opposition. Major Cheatham, with a battalion of the Thirty-seventh, on his way to San Pablo, dispersed 400 insurgents, whom the cavalry are pursuing toward Alaminos.

A troop of the Third cavalry lost two men killed and three wounded in an engagement with the insurgents near San Fernando de la Union, January 12.

### Kruger's Proclamations.

London, Jan. 17.—A dispatch to the Daily Mail, dated January 15, from Lorenzo Marques, says:

"President Kruger has issued a proclamation ordering all burghers to the front. The Volks Stem, the Transvaal official organ, suggests that the moment the British cross the border, the gold industry should be irretrievably destroyed.

"President Kruger issued a circular to Boer commandants and burghers, urging them to show more energy in the Transvaal cause. He quotes psalm xxii:7, as God-given instructions to the burghers,

# PROTECT SETTLERS.

Lien Land Claim Not Really Effective Against Occupants—Burden of Proof on Railroad, Instead of Settler.

Settlers in the states of Washington and Oregon, and, in fact, in all the states through which the Northern Pacific railroad passes, are very much interested in the rulings now being made by the interior department on the act of congress of June 4, 1897, which allows the Northern Pacific Railroad Company and others to select lands in lieu of lands embraced in the various forest reserves and held by them under patent or under unprotected claims of squatters' rights.

In lieu of the lands so relinquished the railroad company and others was authorized to select from any vacant lands open to settlement.

The department of the interior has held "vacant lands to settlement" to mean, if necessary, all unsurveyed lands. Therefore, settlers or squatters on unsurveyed lands have been very uneasy for some time, and many of them felt that there is little prospect of holding their claims.

The land department of the railroad company, however, asserts that it is not its purpose to take the lands of any bona fide settler.

At the same time the department of the interior encourages the settlers to continue their settlement, and within three months after the acceptance of the official survey of their lands to assert their claims thereto.

The ruling of the department is that the party first initiating the right of settlement has the prior claim.

Congressman Jones, of Washington, who has just introduced a relief bill on behalf of settlers, is of the opinion that most settlers would not think of fighting the railroad company, and, therefore, the law as it was enacted does grave injustice to settlers, as a rule. In an interview Mr. Jones said:

"It has been repeatedly asserted that lands upon which there are settlers have been filed on by the railroad company under the present law. To prevent this is one of the objects of the law. I know that settlers have their remedy. That is to fight the claim of the company and establish their prior rights. This is expensive. The settlers are not wealthy. The prospect of delay is discouraging, and many prefer to abandon their settlements rather than bear the expense and delay of a contest.

"The railroad cannot complain at these provisions. If its claim to a tract of land is just it will prevail. Delay and expense cannot hurt it as they do the settler. All it has to do is to inspect the land. If it finds a settler and does not think he is there bona fide it can contest his claim as any other contestant, but it should bear the burden of such contest. These bills are introduced without any hostility to the railroad, but out of a desire to do justice to the settler. I believe the government should be quite lenient with men who are striving to reclaim the public domain, especially now when the choice land is taken up. If we had more owners of small tracts of land we would be better off."

Senator Foster and Representative Cushman have each given much attention to the claims of settlers and their rights, and in all cases there is an unqualified sentiment favorable to the pioneer and home-building squatter and settler.

### Government Hospital at Vancouver.

President Beebe, of the Portland chamber of commerce, at its last meeting, called attention to the bill locating a permanent general hospital at Vancouver, Wash., which has been introduced in congress by Representatives Jones, of Washington, George Taylor, jr., said that the hospital was of great importance to Portland. "Vancouver's healthful location is well known," said Mr. Taylor. "Before long, many soldiers will be returning from the Philippines, and Vancouver is the place for them." The trustees voted to request the Oregon congressional delegation to co-operate with the Washington delegation in behalf of the Vancouver hospital. Statistics showing that Vancouver is a healthier place than the Presidio will be sent to Washington to help the bill along.

### Northwest Notes.

Steelhead salmon are reported very numerous in Coos bay.

The Dalles has authorized a contract for an electric fire alarm system for 10 years.

Fish Commissioner Little has arranged to plant a carload of Eastern lobsters in Puget sound waters as an experiment.

A horse, loaded with United States mail, was recently killed near the falls below Brewster valley by missing its footing and rolling over a precipice on the rocks, 150 feet below. The mail was recovered.

The Christian denomination of Albany intends to build a new church and has raised \$2,000 toward it. The pastor announces that the size of the building is to be determined by the amount of money raised, as the congregation intends to build only such a structure as may be dedicated free from debt.

# DEMAND IS QUIET.

Prices, However, Continue Steady in Nearly All Lines of Trade.

Bradstreet's says: Quietness as to demand but marked steadiness as to prices is still the leading feature in trade lines, a condition it might be remarked not uncommon at this stage of the year, which is a sort of middle ground between stock-taking and inventory time and the actual opening of the spring season.

Aggressive strength in prices is confined to a few staples, such as pork products, which are firmly held on a rather tardy recognition of the fact that supplies, both of live hogs and dead meats, are far from burdensome. Tallow, cotton-seed oil and similar products are sympathetically strong. Raw and refined sugars have both advanced this week, not apparently because of the war between the refiners being settled, but really because supplies of raw are limited.

What few lines of next season's woolen goods have been reported are at advances ranging from 25 to 35 per cent.

Iron and steel are extremely quiet, but signs of weakness are not numerous, the shading in pig iron being confined to a few grades and markets.

The demand for lumber is naturally light, but the length of supplies is notable, as evidenced by the fact that white pine stocks are 22 per cent smaller than a year ago.

Hides are dull at the East, but considerable buying is reported West, and quotations are fairly firm. Wheat including flour shipments for the week aggregate 4,248,926 bushels against 2,509,682 bushels last week.

The current week's failure returns reflect the annual clearing out of delinquent traders in a total for the week of 295, as compared with 229 last week, 394 in this week a year ago, 323 in 1898, 478 in 1897 and 412 in 1896.

### PACIFIC COAST TRADE.

#### Seattle Markets.

Onions, new, \$1.00@1.25 per sack.  
Potatoes, new, \$16@20.  
Beets, per sack, 75@85c.  
Turnips, per sack, 60c.  
Carrots, per sack, 50c.  
Parsnips, per sack, 75@85c.  
Cauliflower, 75c@1 per dozen.  
Cabbage, native and California, 75@90c per 100 pounds.  
Apples, \$1.25@1.50 per box.  
Pears, \$1.00@1.25 per box.  
Prunes, 60c per box.  
Butter—Creamery, 32c per pound; dairy, 17@22c; ranch, 34c per pound.  
Eggs—24c.  
Cheese—Native, 16c.  
Poultry—9@10c; dressed, 13@14c.  
Hay—Puget Sound timothy, \$12.00; choice Eastern Washington timothy, \$17.00@18.00.  
Corn—Whole, \$23.00; cracked, \$23; feed meal, \$23.  
Barley—Rolled or ground, per ton, \$21; whole, \$22.  
Flour—Patent, per barrel, \$3.25; blended straight, \$3.00; California, \$3.25; buckwheat flour, \$6.00; graham, per barrel, \$3.80; whole wheat flour, \$3.00; rye flour, \$3.80@4.00.  
Millstuffs—Bran, per ton, \$15.00; shorts, per ton, \$17.00.  
Feed—Chopped feed, \$20.00 per ton; middlings, per ton, \$20; oil cake meal, per ton, \$30.00.  
Fresh Meats—Choice dressed beef steers, 7½@8c; cows, prime, 7c; pork, 7c; trimmed, 8½c; veal, 8½@10c.  
Hams—Large, 13c; small, 13½c; breakfast bacon, 12½c; dry salt sides, 8c.

#### Portland Market.

Wheat—Walla Walla, 50@51c; Valley, 51c; Bluestem, 53c per bushel.  
Flour—Best grades, \$3.00; graham, \$2.50; superfine, \$2.15 per barrel.  
Oats—Choice white, 34@35c; choice gray, 34c per bushel.  
Barley—Feed barley, \$15@16.00; brewing, \$18.00@18.50 per ton.  
Millstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16 per ton.  
Hay—Timothy, \$9.50@11; clover, \$7@8; Oregon wild hay, \$6@7 per ton.  
Butter—Fancy creamery, 50@55c; seconds, 42½@45c; dairy, 30@37½c; store, 22½@27½c.  
Eggs—18@19c per dozen.  
Cheese—Oregon full cream, 12½c; Young America, 14c; new cheese 10c per pound.  
Poultry—Chickens, mixed, \$2.50@4.00 per dozen; hens, \$4.50; springs, \$2.50@3.50; geese, \$7.00@8.50 for old; \$4.50@6.50; ducks, \$6.00@9.00 per dozen; turkeys, live, 15@17c per pound.  
Potatoes—55@85c per sack; sweets, 2@2½c per pound.  
Vegetables—Beets, \$1; turnips, 90c; per sack; garlic, 7c per pound; cabbage, 1½c per pound; parsnips, \$1; onions, \$1.00@1.10; carrots, \$1.  
Hops—7@91c; 1898 crop, 5@6c.  
Wool—Valley, 12@13c per pound; Eastern Oregon, 8@14c; mohair, 27@30c per pound.  
Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 6½@7c per pound; lambs, 7½c per pound.  
Hogs—Gross, choice heavy, \$5.00; light and feeders, \$4.50; dressed, \$5.50@6.00 per 100 pounds.  
Beef—Gross, top steers, \$3.50@4.00; cows, \$3@3.50; dressed beef, 6½@7½c per pound.  
Veal—Large, 6½@7½c; small, 8@8½c per pound.