

The Willamette Farmer.

SUPPLEMENTAL TO THE WEEKLY OREGON STATESMAN, SALEM, OREGON, FRIDAY, OCTOBER 27, 1899.

EXCITEMENT IN LONDON

Caused by Rumors from South Africa.

BOERS CAPTURE OFFICERS

Transvaal Forces at Mafeking Destroyed over Hidden Mines and Many Were Destroyed.

LONDON, Oct. 26.—Yesterday was one of the most exciting days known at the war office since the crowd attended them to learn the result of the relief expedition to General Gordon at Khartoum. The news that the Fifth Lancers had been engaged brought many ladies and other friends of the regiment, to inquire for news.

The gravest intelligence today seems to be the report of the capture of a train with officers at Flanderslaagte, 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, but developments are hourly expected.

BOERS WERE SLAUGHTERED.

LONDON, Oct. 26.—The Daily News Cape Town correspondent says it is rumored that news had reached Deas Junction that the Boers attacked Mafeking in force, but were repulsed. The defenders, seeing the enemy retreating, pursued them for some distance. Then a fog was raised and they commenced to retire on the town, allowing themselves to be driven in by the Boers, who, eager to retrieve their positions, again advanced to the attack, and were drawn over the Lydlite mine, laid for the defense of the town. It is rumored that 1500 Boers were killed by the explosions.

HUNDREDS WOUNDED.

LONDON, Oct. 26.—The Daily Mail Cape Town correspondent says a refugee, who has reached Grahamstown from the Rand, states that a train arrived at Johannesburg on Monday, from Klerksdorp, with 300 wounded burghers.

IN NATAL

LONDON, Oct. 19.—According to private information received here from Bloemfontein, President Kruger telegraphed an account to President Steyn of the affair at Kialupan, where the Boers defeated and captured a British armored train, carrying Captain Nesbitt's party. Kruger said Nesbitt and seven men were wounded, that no one was killed and all prisoners were well. The transports which will convey the army corps, about to start for South Africa, will go neither to Durban nor Cape Town, both of which are already overcrowded with refugees, but to Port Elizabeth, Port Alfred and East London, from which points railroads converge directly upon the Free State border, where concentration will be effected somewhere in the neighborhood of Norval's Point. The advance will then begin toward Pretoria.

Natal again claims a share of the attention which, during the past few days has been focused upon the beleaguered garrison at Mafeking. The combined advance of Boer forces on positions held by the British general commanding the Natal, Sir George Stewart White, has already occasioned a sharp attack on the outposts, which possibly has since developed into a pitched battle. The Boers according to the latest information at hand, do not appear to have been driven back.

Perhaps, however, their movements are only a part of the general plan to isolate Ladysmith and Glencoe from the south. Military experts are inclined to the opinion that the troops at Glencoe are only to form a rear guard left to attract the force under General Joubert, while General White's full strength is concentrated at Ladysmith with a view of attacking the Orange Free State, for, while General Joubert is still forty miles away, stories of the British successes in Mafeking district are so persistent that in the absence of contradiction from Boer sources they may be accepted as true in the main, although the alleged killing of 300 Boers is discredited.

General's Cronje's troops are regarded as the flower of the Transvaal forces and decisive fighting must occur on the western border. Apart from their desire to gain an initial advantage by the capture of Mafeking and thereby attracting the Dutch colonists, the object of the Boers in massing in Bechuanaland is that this splendid stock country is full of cattle and as it is only sparsely settled, it would give the Transvaal a route to import arms and ammunition by way of Malibai Bay, Damakar and on the West African coast.

Portugal, according to a dispatch from Berlin, has given distinct assurance of her neutrality. A continuance of commerce with the Transvaal by way of Delagoa is, therefore, secured. Almost everything is in readi-

ness for the departure of troops from Southampton tomorrow, when five transports, each carrying a thousand men, with officers, will start for South Africa.

MUST USE STAMPS.

Washington, Oct. 19.—The attention of the internal revenue bureau having been called to the method adopted by transfer companies in the various cities of giving at a residence or hotel a receipt for a trunk which calls for the delivery of such trunk at some hotel or house in another city, it is held that such receipts or bills of lading are clearly liable to the stamp tax under schedule A of the act of June 13, 1893.

JETTY DAMAGED.

HEAVY STORM AT YAUQUINA BAY CAUSES DESTRUCTION.

Rain, and Thunder and Lightning Prevailed for Twenty-Four Hours—The Sea Was Wild.

YAUQUINA (Or.) Oct. 19.—A gale has been blowing for the past twenty-four hours, accompanied by heavy rain, thunder and lightning. A heavy sea today carried away about 700 feet of the north jetty works.

A TRADE REVIEW.

BUSINESS OF THE COUNTRY IS STILL EXPANDING.

South African War Has No Effect on the Commercial Interests of This Country.

NEW YORK, Oct. 26.—R. G. Dun & Co's Weekly Review of Trade will say tomorrow:

In most lines business continues to expand, though in some there are signs that buying has been checked, either because prices have outrun the views of the buyers, or because recent purchases have been so heavy that nobody is left needing goods. Prices are still advancing in almost every line, supported by rising prices of materials, and the works everywhere are still crowded to their utmost capacity, while at many points it is found hard to get enough competent hands. But the volume of business expressed in values rises much more than prices, showing a remarkable increase in the quantity of goods exchanged.

The outbreak of the war in South Africa has brought no such changes as many feared. In England the markets have treated it as an event already over-discounted and the relations with this country were not apparently affected.

Failures for the week have been 145 in the United States against 211 last year and twenty in Canada against twenty-four last year.

FREIGHT RATES HIGHER.

New York, Oct. 26.—Bradstreet's Trade Review tomorrow will say: More nearly, perhaps, than ever before, does the volume of general trade and industry tax existing transportation facilities handling the same. From nearly all parts of the country, but particularly from the west and south, come reports of a car scarcity. Some of this congestion seems to be the result of a diversion of traffic, ordinarily carried on by water routes, to the already crowded railroads. The inability of the present transportation facilities to cope with the existing situation is, however, not confined to domestic trade lines. From both coasts of this country come reports of an insufficient tonnage, offering to handle goods seeking a foreign outlet, and freight rates are considerably higher than they were a year or more ago.

SUING FOR PEACE.

FILIPINO OFFICERS DESIRE TO MEET GENERAL OTIS

To Discuss Terms—American Troops Scatter a Rebel Command—Plans of the Junta.

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.

PUNISHING THE REBELS.

Manila, Oct. 20.—Captain MacRea, with a battalion of the seventeenth infantry, marched to the town of Jose Malinas for the purpose of dispersing a band of 300 insurgents who had recently been annoying our outposts and travelers along the road from Magalang. The country between Angeles and Arayat is now reported clear.

The Democratic reports that Juntas in the Orient and in Europe intend to send a delegation to Washington to present the Filipino cause.

If you have committed iniquity you must expect to suffer, for vengeance with its sacred light shines upon you.—Sophocles.

BOERS SUBDUED VREYBURG

Small British Force Unable to Hold Out.

FIGHTING IN SOUTH AFRICA

Reliable Intelligence Scarce—A Session in the House of Commons—Chamberlain Speaks.

LONDON, Oct. 19.—The Cape Town correspondent of the Daily Mail, telegraphing at 10 o'clock tonight, says:

"Vreyburg surrendered on Sunday. Tonight's dispatches from Kuruman, ten miles east by south of Vreyburg, state that the police have withdrawn from Vreyburg, the town surrendered to the Boers, the inhabitants fleeing in all directions, mostly toward Kuruman. When the police withdrew the Cape Boers communicated the fact to the enemy, thus inviting them to take possession. There was a fearful panic."

The war office this evening issued the following bulletin: "No news of importance has been received from Natal today. The cavalry attached to our forces at Ladysmith and Dundee are engaged in observing the enemy's movements."

"Steps have been taken to secure Pietermaritzburg and Durban against raids on the western frontier. There is no recent reliable intelligence from Kimberley or Mafeking, both places being cut off from railway and telegraphic communication. It is believed, however, that a skirmish took place on Sunday, six miles south of Kimberley, and that the Boers were beaten off with some loss, by an armored train. There was some fighting at Mafeking on Friday or Saturday, ending with a repulse of the attacking force."

"Railway communication with the Orange Free State and the Transvaal has now ceased, the remaining refugees having been warned to leave by way of Delagoa bay."

CHAMBERLAIN IS BITTER.

LONDON, Oct. 19.—The house of commons was densely crowded today, in anticipation of the 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. Their statements, he said, were calculated to encourage Kruger's resistance and embarrass the government in the 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 the war. Stanhope jumped to his feet and demanded 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 that 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.

BOER TREACHERY

Orange River, Oct. 18.—Delayed in transmission.—(Afternoon).—The Boers suffered a reverse on Sunday, at Spruitfontein, ten miles south of Kimberley. An armored train went out to bring in the train reported to be captured by the Boers near Spruitfontein siding. A party of Boers, who were encamped nearby, lowered the railway signal and displayed a white flag, apparently with the idea of inducing the train to proceed. The driver suspected that the Boers were in possession and stopped the train, whereupon the Boers issued in large force and opened fire, but without effect. The soldiers replied with the train, and about a dozen Boers were killed. The British were unscathed.

Seven hundred Boers surprised a party of thirteen Cape Colony police, who were guarding the railway at the Riverton road, eighteen miles north of Kimberley, Sunday morning. The police retired. A terrific explosion was heard later, and it is believed that the Boers blew up the station. A relief party of twenty-five police, sent from Kimberley, met the Boers near Riverton. The enemy displayed a white flag to induce the troops to fall into their trap, but the police were ordered to retire. Then the Boers opened a heavy fire upon them, discharging about 400 rounds.

BRIDGES BLOWN UP.

Cape Town, Oct. 19.—Boers have blown up bridges at Fourteen Streams and Modder River, the former north, and the latter south of Kimberley.

BRITISH UNDER FIRE.

Glencoe Camp, Oct. 19.—(Evening).—

The British troops here have been under fire. A strong Boer patrol was encountered eight miles from camp and was repulsed, the British suffering no casualties.

CHRISTMAS BOXES

For Soldiers in the Philippines to Be Forwarded by the Government.

Washington, Oct. 26.—The secretary of war has instructed the quartermaster-general to forward from San Francisco any Christmas boxes which may be delivered there prior to November 20th, for officers and soldiers in the Philippines. Such boxes should be consigned to Major O. F. Long, general superintendent, army transport service, San Francisco, Cal. Also to forward from New York any Christmas boxes for officers and soldiers in the Philippines, which may be delivered there prior to November 1st, such boxes to be consigned to Major F. R. Jones, general superintendent, army transport service, New York, N. Y.

All boxes above mentioned should be plainly marked with the name of the officer or soldier for whom they are intended, giving the company and regiment or other organization to which he belongs, and should be further marked "Christmas Box." All freights or express charges on these boxes to San Francisco or New York must in every case be prepaid by the sender. The minimum weight of boxes to be about twenty pounds. They should contain no perishable matter. The quartermaster's department assumes no responsibility for the condition of these boxes when delivered but will exercise every care to deliver them safely and in good order.

SIXTY A MINUTE.

How to Make the Washing of Dishes an Easy Matter.

In order to make dishwashing agreeable, everything must be done rapidly, says the Philadelphia Times. Strip the tables of everything, except the dirty dishes, throw dishpan on table and pile into all the dishes without regard to a system of arranging. Do not bother about grease in quantity, gravy or bread crumbs. Pile them all in as fast as you can put them in. Then take a small amount of soap powder of any kind and throw this on top of them; then pour hot or almost boiling water all over them in good quantities. This will take off all the grease and all dirty matter from them. Then lift them out of the water as fast as possible. It will be found that it will not be necessary to rub them at all, but they will come out perfectly clean and bright. Cups could be picked up with the fingers and thumb of the right hand and the drying cloth should be laid across the left hand. The cup should be placed on the towel and grasped with the left hand underneath it, thus completely enclosing the outside of it.

Then the other end of the towel should be brought up and pressed into it with the fist and the whole mass given a single twist, when it will be found that every part of the cup will be wiped with the cloth. Cups should be dried at the rate of 85 per minute. Sauces should be placed against the left, having the towel laid across it, the other end brought up and one single turn around the rim, with one rub on the back and one on the front and then laid down in a pile. Plates similarly. Plates should be dried at the rate of 60 per minute. Knives and forks and spoons should be in the hot water only for a second or so, and a bunch taken in the hand and touched with the dishcloth all round to remove any specially dirty spots, then taken out in a bunch and piled or thrown on the tray until they are all out. Then lay the towel across the left hand and pick up as many in the right hand as it will hold, place them in the left against the towel with the end the most handles are in tightly in the left hand. Then take the other end of the towel in the right hand and slightly separate one of the bunch in the left and stand before the knife drawer and slide the towel along the blade and back again, and over the handle at the same time moving it toward the drawer. As the towel slides over the handle it will be found the knife will then drop into the drawer of its own accord. Knives and forks should be dried at the rate of about four to the second. A little experience in these practices and it will be found that all the dishes of an ordinary family can be washed in a space of about two and a half minutes. I have seen 1,200 plates washed and dried in 14 minutes on board one of the ocean liners. In regard to polishing silver, the best way is to pile it all into a dishpan and throw in some soap powder and some whiting also, and then pour the hot water on; then give them a stir all together and lift them all out. The boiling water heating them up will cause them to dry almost immediately, leaving a coating of the whiting on them; then wipe them all at once with a dry cloth, and after they are all wiped once, wipe them all over again, when it will be found they will look like diamonds.

An epidemic of abscesses has spread among the men employed in the mills of Muncie, Ind. Most of the cases come upon the hands and forearms. Physicians explain the ailment by saying that the excessive heat of the furnaces disordered the blood.

The moral progression of a people can scarcely begin till they are independent.—Marriteau.

BRITISH HEROES IN NATAL

Defeat the Boer Forces Winning a Brilliant Victory at Glencoe Camp.

Magnificent Charge of General Symons' Troops Scatters the Boer Command—Cavalry in Hot Pursuit.

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 the Free State 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 program 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 only 4,000 Boers were in action. Today's report says that 9,000 more were advancing from Hattingspruit.

FIGHT AT GLENCOE.

LONDON, Oct. 20.—The war office received the following official dispatch from Ladysmith, filed at 3:30 this afternoon:

"This from Glencoe.—We were attacked this morning at daylight by a force roughly estimated at 4,000. They had placed four or five guns in position on a hill 500 yards east of our camp, and they fired plugged shells. Their artillery did no damage. Our infantry formed for attacks, and we got our guns into position. After the position of the enemy had been shelled, our infantry advanced to the attack, and after hard fighting, lasting until 1:30 p. m., the almost inaccessible position was taken, the enemy retiring eastward. All the Boer guns were captured."

"We can see the soldiers at the top of the hill. Our cavalry and artillery are still out. General Symons is severely wounded. Our losses are heavy. They will be telegraphed as soon as possible."

GENERAL SYMONS WOUNDED.

LONDON, Oct. 20.—A dispatch from Glencoe camp says Sir William Symons was wounded in the stomach. General Gate has assumed command.

A MAGNIFICENT VICTORY.

Glencoe Camp, Oct. 20.—The afternoon battle 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 the shells came fast. The hill was positively alive with swarming Boers, until the British artillery got to work with magnificent energy and precision. The batteries from the camp took up positions to the south of the town and, after a few hours' magnificent firing, silenced the guns on the hill.

By this time the enemy held the whole of the hill behind Smith's farm and Dundee Kopje, right away to the south, in which direction the British infantry and cavalry moved at once. The fighting raged particularly hot in the valley outside the town. Directly the Boer guns ceased firing, General Symons ordered the infantry to move on the position. The infantry charge was magnificent. The way the Kings Royal Rifles, and the Dublin Fusiliers stormed the position was one of the most splendid fights ever seen. The firing of the Boers was not so deadly as must have been expected from troops occupying such an excellent position, but the infantry lost heavily going up the hill and only the consummately brilliant way in which General Symons had trained them to fighting of this kind, saved them from being swept away. Indeed, the hill was almost inaccessible to the storming party, and any hesitating would have lost the day. The enemy's guns were all abandoned, for the Boers had no time to remove them. A stream of fugitives poured down the hillside into the valley, where the battle went on with no abatement.

General Symons was wounded early in the action and the command then devolved on Major Lyle.

The enemy, as they fled, were followed by cavalry, mounted infantry and artillery. At the latest reports the cavalry had not returned.

The fight was almost an exact counterpart of that of Majuba hill (in 1855) except that the positions of the Boer and British forces were reversed. A rough estimate places the British loss at 250 killed or wounded, and that of the Boers at 800.

THE YANKEE SLOOP WINS

Columbia and Shamrock End the Races

FOR THE AMERICA'S CUP

Sir Thomas Lipton May Return to Make Another Attempt for the Trophy He Desires.

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

For the eleventh time the attempt of the foreigner to wrest from America the yachting supremacy of the world has failed. The trophy, won by 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 the 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 precious 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 anticipates that he may be back with a better boat to try again. During his stay here, Sir Thomas has made himself more popular than any previous challenger, and the yachtsmen of this country will be glad to welcome him back. Except for the repeated flukes and the unfortunate accident to the challenger on Tuesday, this series of races has been unmarred by a single untoward incident. The boats have had two fair and square races, one in light airs and the other in a heavy blow, and Sir Thomas is perfectly satisfied that he was beaten by a better boat. Today's race was a glorious test of the rough weather qualities of the two yachts.

A 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 topmast truck, at both ends of her spreader, and at the taff-rail. Soon the whole fleet blossomed out in American flags. Later, the Erin steamed up to the Columbia, the stars and stripes fluttering from the main and mizzen. Then, by Sir Thomas' orders, the crew of the Erin lifted 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 the victor and the vanquished, to America and Great Britain, and so, with felicitations all around the cup series for 1899 ended with the best of good feeling.

COST OF THE ARMY.

The cost of the United States army at the present time is estimated at \$500,000 a day. The treasury department will have to do some financiering to keep income and expenditure within reach of each other and congress will no doubt be called upon to increase the revenue as soon as it again assembles. The revenue for the fiscal year of 1899-1900 has been thus far \$12,000,000 or \$13,000,000 less than the expenditures.