

FROM BRITISH SOURCES COME SHAMROCK CRIPPLED AND REPORTS OF REPULSES OF BOERS AT MAFEKING. COLUMBIA HAS A "WALKOVER."

LONDON, Oct. 13.—The Morning Post's Ladysmith correspondent telegraphs that the Basutos have risen against the Free State.

LONDON, Oct. 17.—A special dispatch from Cape Town says that 300 Boers and eighteen British have been killed in a battle at Mafeking.

CAPE TOWN, Oct. 17, noon.—Communication with Belmont station, sixty miles south of Kimberley, is still open.

CAPE TOWN, Oct. 17.—Private advices received here show that the Boers are proceeding with extreme caution.

PIETERMARITZBURG, Natal, Oct. 17.—Private advices received here show that the Boers are proceeding with extreme caution.

LADYSMITH, Natal, Oct. 17.—Boers are quiet around Glencoe. The main body of General Joubert's column was reported last night to be near Dannhauser and moving south slowly.

THREE THOUSAND MOUNTED BOERS NEAR LADYSMITH

LONDON, Oct. 17.—No further reliable news from Mafeking has been received.

Advices from Durban announce that the Consul of The Netherlands there has issued a warning to all subjects.

is not the railway bridge, as before reported, but a bridge twelve miles west of the railway over which the old coaching road passes.

A special dispatch from Pretoria says the Boers destroyed the Bechuana and railway during Friday night from Lobatse to Arvoelkop.

The Standard's Dundee correspondent, telegraphing Monday night, says: "The Boers have brought artillery from Newcastle and are destroying the railway at Ingagane in order to prevent the approach of our armored train."

HEAVY FIGHTING NORTH OF MAFEKING

LONDON, Oct. 17.—A special dispatch from Pretoria, dated October 14, by way of Delagoa Bay, says: A cyclist dispatch was received from Otoshoop, near Malmal, at 6 o'clock asserting that heavy fighting had been in progress all day long north of Mafeking.

Conspicuous bravery was displayed on both sides, but it soon became apparent that the rifles of the burghers were ineffective against an armored train.

Heavy firing can be heard south of Mafeking, where General Cronje's commando is operating.

A corps of experienced continental engineers, former officers, has left Pretoria for the southwestern border, escorted by a commando of picked Boer shots.

AN ARMED TRAIN STANDS OFF THE BOERS

KIMBERLEY, Oct. 17.—An armored train, while reconnoitering near Spysfontein, engaged with Boers, killing five

and wounding seven. The British had no losses.

LONDON, Oct. 17.—The skirmish near Spysfontein, says a special dispatch from Cape Town, was quite lively.

The crew of the armored train say the Boers fired thirteen shells, but their aim was wretched and not a single shot struck the train, which then made bold to approach nearer and opened fire with heavy rifles, again shooting wildly.

Subsequently the crew learned that five Boers and two Boer horses were killed, while several Boers and horses were wounded.

PRELIMINARY BATTLES IN THE BOER ADVANCE

PRETORIA, Oct. 14 (Delayed in transmission).—Heavy fighting took place this morning north of Mafeking.

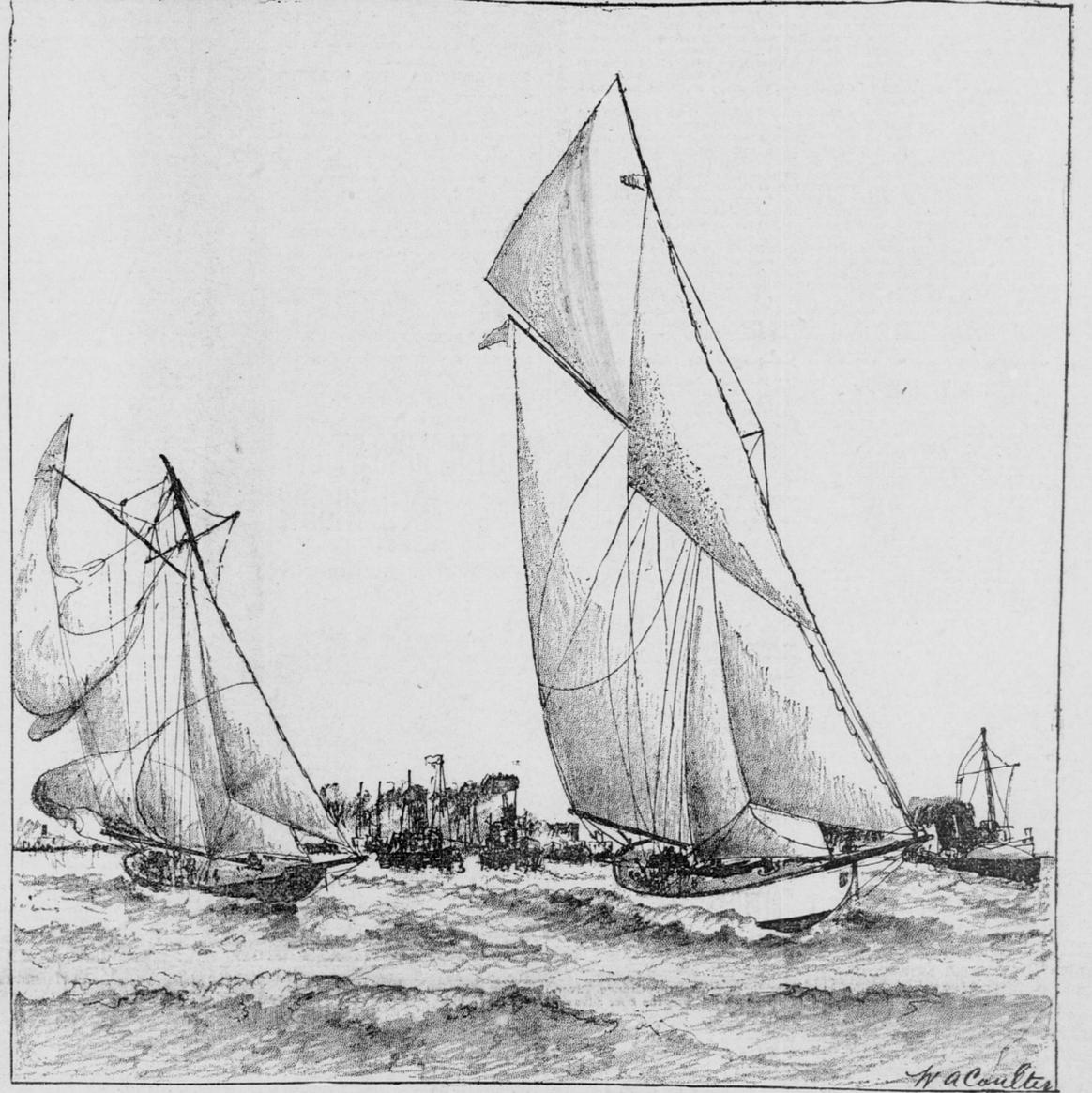
Further dispatches received by the Government say that the fighting continues north of Mafeking.

Passengers arriving from Johannesburg are forced to leave the train north of Norval's Point and to make a detour through the veldt, under escort, joining the train farther south.

LADYSMITH, Natal, Oct. 17.—The threatened assault upon Glencoe is believed to be a feint in the hope of weakening the garrison here and exposing the towns to the westward.

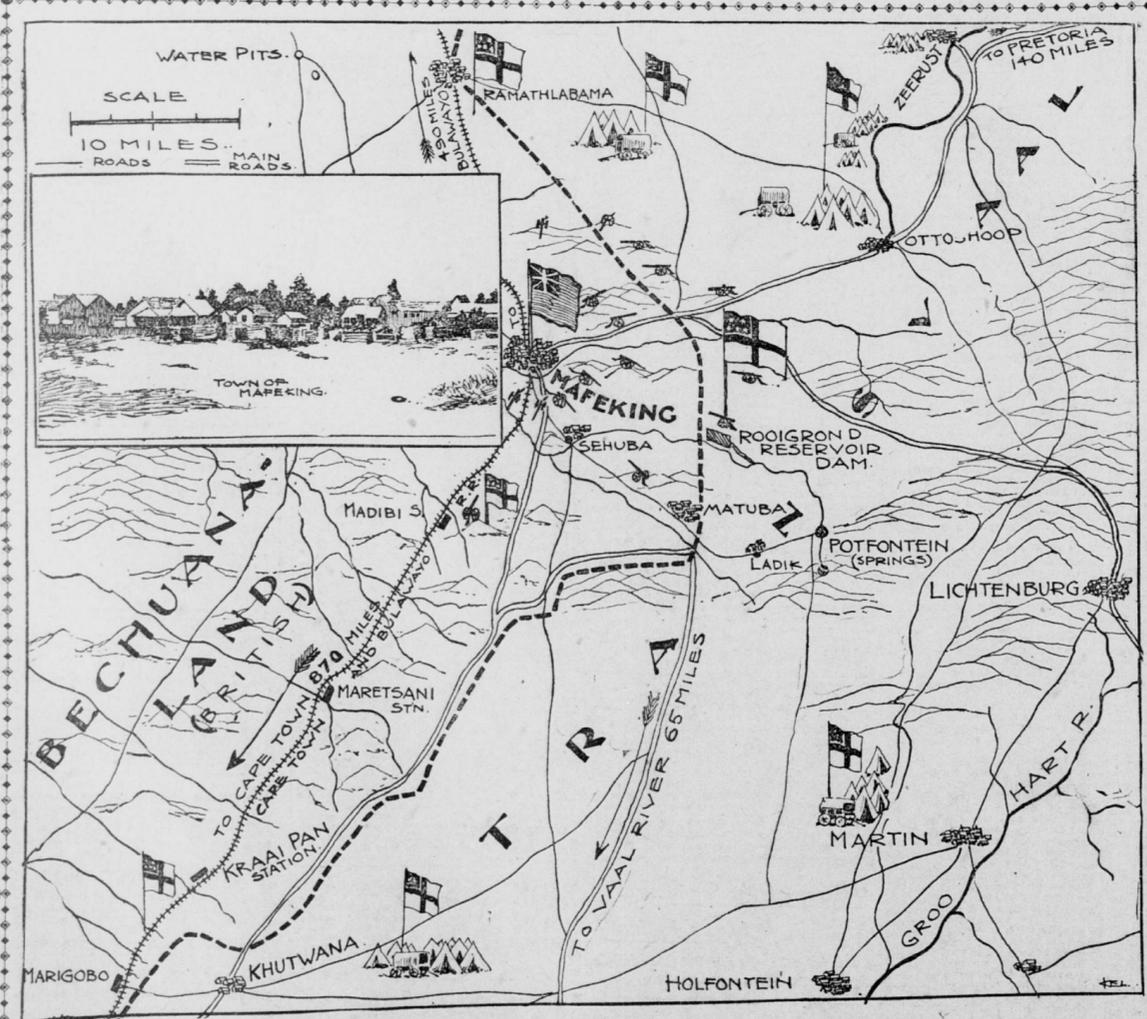
The Boers are resting, preparatory to completing their encircling movement for an attack upon Dundee.

CAPE TOWN, Oct. 17.—A special dispatch from Mafeking says that all was quiet there up to Saturday night.



TOPMAST OF THE CUP CHALLENGER CARRIED AWAY.

After the Shamrock had crossed the starting line yesterday this accident caused her enormous club topsail, with its 3000 feet of canvas, to fall to the deck. This catastrophe caused the Shamrock's captain to at once abandon the race.



Pictorial Map of the Western Frontier of the Transvaal in the Vicinity of Mafeking.

This shows the several laagers of the Boers at Otoshoop, Khutwana and other places east of the frontier, from which they raided Marigobo, Kraai Pan and other stations along the railroad, and how they have isolated Colonel Baden-Powell's forces at Mafeking and cut them off from the Rooigrond reservoir.

NEW YORK, Oct. 17.—Another victory for Columbia. But public interest will hardly survive another triumph of the sort.

The disabled cutter was promptly headed into the wind, and efforts were quickly made to secure the splintered mast and bagging topsail before it had done any injury to the mainsail.

To every one who went out the disappointment was keen. A fairer yachting day could hardly be imagined.

In pure glee of spirit the excursionists cheered and shouted and waved handkerchiefs and hats when the two racers, with boom and spar buckling to the strain of swollen canvas, went storming across the finishing line.

NEW YORK, Oct. 17.—Clear weather and a fine whole sail breeze greeted the skippers and crews of the racing yachts when they turned to this morning.

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To newspaper men Captain Hogarth would not attempt any explanation. All that he cared to say was that he was glad the broken mast had not come down on deck and that he was pleased no one was injured.

Apparently afraid that she would meet with a similar mishap, the skipper of the Columbia immediately after the breaking of the Shamrock's topmast ordered her baby jib taken in.

Mr. Iselin, when seen after the Columbia had run her race and reached her moorings, said that he much regretted the accident.

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filled away to starboard at a point mid way between Scotland and Sandy Hook lightships.

The signals for a triangular course were set at 10:30 o'clock and one of the committee boats was at once sent to log off the first ten-mile leg and place the first mark.

At 10:45, when the preparatory signal was given, the yachts were maneuvering for position, while the torpedo-boats and the revenue cutters were driving out a few excursion boats and yachts away from the starting line.

The Shamrock had certainly the better of the start and Columbia was placed in a position that few yachts would be able to extricate themselves from without either keeping broad off or fouling.

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TECHNICAL STORY OF THE ONE-SIDED RACE

Owing to the Injury to the Shamrock the Next Contest Is Postponed

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