

By a Few Bands Left

al Roberts Reports the collapse of the Boer Armies.

nd Will Ask for Compensation for Expulsion of Railway Men.

on, Sept. 20.—Lord Roberts cables Nelipruit, on the Pretoria-Delagoa railway, not far from Komatipoort, on September 19, as follows:

3,000 Boers who retreated from support before the British advance... The Boers have entered the various directions, and the balance reported to have crossed the Komati and to be occupying spurs of Le-a mountain, south of the railway.

air Long Toms and field guns have destroyed, and nothing is to be seen of the Boer army but a few marauding Killy-Kenny is dealing with one of which occupies a position at Doorn-

war office has issued a lengthy report from Lord Roberts on the subject of the Boer army, and the British commandant-in-chief in Africa says:

France and Sweden, subjects of nations were arrested, met and discussed the known facts of the British Commander-in-Chief in Africa says:

and Roberts adds that he forthwith the deportation of all foreigners in connection with the Boer army.

of the Netherlands railroad, which was to work for the British and act-

Hague, Sept. 20.—The upper of the States General to-day, the foreign affairs, Dr. W. Beaufort, said the government had demanded for the expulsion of the British and promised assistance.

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No Settlement Is In Sight

Neither Side in the Coal Region Strike is Making Peace Overtures.

Every Mine in the Wyoming and Lackawana District Closed Down.

Hazleton, Pa., Sept. 20.—There was little activity today around the United Mine Workers' headquarters, from which place the coal workers' strike is being directed.

Most of the union officials spent the day in outlaying towns, meeting strikers and giving instructions. No overtures have been advanced on either side, and there is at present no indication that any will be put forth.

The strike officials are still at work getting out, and they say they will not come out, and that they will not come out, and that they will not come out.

The report of the superintendent of the anthracite region is tied up. The operators, badly crippled, are today as confident of success as they have heretofore been.

The production of coal in the Hazleton region is growing smaller each day. One of the best proofs of this is the report of the superintendent of the anthracite region, which shows that shipments have fallen off to less than two-thirds of the normal quantity during the past four days.

There is no denying the fact that the inhabitants of the region fear trouble. Most, if not all, of the coal mines in the anthracite region are closed.

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also taken up the matter, and will endeavor to bring the opposing elements together.

Coal scarcity is more felt to-day, and although the Reading Company is mining, an embargo is being placed on the anthracite dealers as finding it hard to get as much as they need.

The tonnage of the other great coal-carrying canals is gradually diminishing, and in the natural order of things, unless the strike is settled, will soon cease altogether.

Shamokin, Pa., Sept. 20.—One hundred men at the coast guard colony and the Philadelphia & Reading Coal & Iron Company joined the ranks of the strikers this morning.

The company claims that enough men will stay to enable the big operations to continue. The North Franklin, at Trevorton, owned by the same company, continues working full-handed, and it is likely that the United Mine Workers will not be able to induce any of the men to strike.

While Hugh Davis, a fire boss with the Pennsylvania colliery, was on his way to work this morning, Hungarian strikers, who were on duty, were seriously injured. An additional number of detectives went to the colliery shortly after, to afford protection against strikers desiring to work.

Reading, Pa., Sept. 20.—The aid of the Schuylkill valley is now being solicited to fight the Reading railroad in the effort to close the mines in that territory.

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visit will be made to Sackville, N.B., by the family of the Captain has resigned for years, his grandfather, Joseph Sears, being among the Loyalists who left the British states.

The American war of independence and settled in the provinces which was then called Acadia. Joseph Sears lived in a few months of one hundred years and carried a ball in his shoulder until his death that he received fighting as a Loyalist, although his brother, David, was one of the company that boarded the ship in Boston harbor and threw the red overboard.

On his mother's side he is also old residents of Sackville.

A SMALL DEFICIT. The Hague, Sept. 20.—The Netherlands budget for 1901 shows a deficit of 5,500 florins.

BRITAIN AND ABYSSINIA. Capt. Cotton Relates the Story of His Expedition to Menelek.

From the London Times. Capt. Powell Cotton has just returned from a ten months' expedition in Abyssinia. The interesting portion of his trip only began after leaving Adis Abeba.

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Tees Ordered To Quarantine

Purser Minnie Suffering from Illness Which Arouses Doctor's Suspicion.

Passengers from Dawson and Northern Ports in British Columbia.

Upon their arrival from Skagway and northern British Columbia ports yesterday afternoon, the C. P. N. Company's steamer Tees, with her 135 passengers and crew of 28 men, was ordered to the quarantine station at Williams Head.

This action was taken on account of the illness of the steamer's purser, Mr. G. Minnie, who had a suspicious-looking rash on his forehead. The steamer was first boarded by Dr. Robertson, acting quarantine officer, at Williams Head.

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know say the larger craft on the river will be able to make more than one more trip. The scow dealers expect to sell their entire supply before the close of the season.

The Alaska of Friday last says: "The Engineer Mining Company will receive a carload of ore from their mine Monday, and ship it to the pier at Tacoma. The Gleaner makes a special trip to Golden Gate to-day to get the ore, which is all sacked ready for transportation.

There will be two hundred large canvas sacks of it. The company has about fifty tons on the company, and is sending more to the pier. The purpose is to have a sufficient supply on hand for the mill to work upon when it shall have been erected.

We have worked into the lead from a cross cut tunnel fifteen feet and have not gotten through yet, and sending more to the pier. We expect the lead to be 100 feet wide where we are working, 130 feet below the surface. The lead was seventy feet wide on the surface. The tunnel is now 220 feet deep.

You might say that the company has no treasury stock for sale. We have all the money needed for immediate use, and we will not offer until it is worth par.

There have been some sales of stock by private parties at sixty cents to \$500,000. This is no increase in the value of \$300,000.

Passenger rates from Skagway to Dawson and 350 second-class; and from Dawson to Skagway, 75¢ first-class and 40¢ second-class. This is no increase in the railroad rate, but is due to an increase of \$10 in passenger rates all round out by the Canadian Development Co. on the steamer ride between White Horse and Dawson.

There is as yet no increase in the freight rates as the railroad company is making strenuous exertions to keep them where they are, says the Skagway Alaska of Friday last. It is also doing its best to prevent a congestion of freight such as took place last fall. But if there is such congestion it will be the fault of the shippers, not of the railroad.

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