

LORD ROBERTS IS CHIEF

Succeeds Lord Wolseley as
Commander of British Army.

THE ADVANCE IN SOUTH AFRICA.

What London Hopes is the Final
Stage in the War—Boers Driven
Back With Heavy Loss—British
Also Lose Heavily.

London, Aug. 29.—The Daily Mail this morning says it has the highest authority for the assertion that Lord Roberts has already succeeded Lord Wolseley as commander in chief of the British army.

There is much inclination to believe that the operations in which Lord Roberts is now engaged against General Botha are destined to form the final stage of the South African war from a Pretoria report, cabled, to the effect that the Boers in the Transvaal capital believe that Botha will abandon the contest if beaten on this occasion and that Presidents Kruger and Steyn will then flee to Delagoa Bay. But these rumors have been repeated and proved fallacious frequently enough before, and it is im-



LORD WOLSELEY.

possible to pronounce definitely that the Boer leaders believe the limit of resistance to have been reached.

Indecisive Engagements.
The reappearance of De Wet in the Orange Free State and the activity of the Boers on Buller's communications in Natal would rather point the other way. If it had been determined to stake everything on the result of Botha's stand in the eastern Transvaal, it would hardly seem worth while to revive the campaign in other quarters.

So far the operations between the Boer and British main armies have been somewhat indecisive. Movements, as Lord Roberts says in his dispatch of Monday evening, are necessarily slow on account of the great extent and difficult nature of the country which forms the scene of the battles. He, however, considers his advance going on satisfactorily and regards General Buller's engagement of the 27th as an important success. The result of the day's fighting was that the Boers withdrew their line by some two miles, allowing Buller to capture a strong position within their outer semicircle of defenses west of the Dalmanutha railway station. The question now arises whether the British will be able to force the fighting so as to hold the enemy in position and compel him to accept the defeat which superior numbers and more powerful artillery should be able to inflict, or is the nature of the country such that General Botha, though driven back from one vantage ground to another, will eventually be able to retreat in time and save his guns and transport.

If previous experience is a guide, the Boers will delay the British advance as long as they can do so safely, but will then retire at leisure before the invaders can secure a decisive victory. Charles Williams, the well known military expert, believes Lord Roberts has the present intention of returning to England in the course of October, so as to be ready to relieve Lord Wolseley on Nov. 1 as commander in chief of the British army. In such event General Buller may be asked to resume command of the forces in South Africa.

Boers Repulsed With Loss.
A dispatch from Lourenco Marques says: "Heavy fighting is reported to have occurred at Machadodorp. The Boers are said to have been defeated with great loss, leaving their guns and ammunition in the hands of the British."

Lord Roberts reports under date of Belfast, Aug. 27, as follows: "Our movements are slow on account of the extent and nature of the country. Today we made a satisfactory advance and met with decided success. The work fell entirely to Buller's troops and resulted in the capture of Bergendal, a very strong position two miles northwest of Dalmanutha. I met Buller at Bergendal shortly after it was reached by our troops. I am glad to find the occupation cost less than was feared on account of the approach being across an open glacial for 2,000 or 3,000 yards and the determined stand of the enemy. The Enakskillen and Second Killa brigades formed the attacking party. The latter suffered most. I hope the casualties do not exceed 50 or 60. One officer was killed and two were wounded. A good many Boers were killed, and a pompong (quick firing gun) was captured.

French advanced on the left to Swartzkopjes, on the Lydenburg road, and prepared the way for the movement of Pole-Carew's division tomorrow.

"Baden-Powell reports that he occupied Nylstroom without opposition. As the country where he and Paget are operating is dense bush and veldt it is not desirable at the present to proceed further north, and their troops are returning to Pretoria."

Akron Officials Threatened.
Akron, O., Aug. 29.—The city and county officials are deluged with anonymous letters threatening them with death if they attempt to make arrests for Wednesday night's riots. Citizens have appealed to Judge J. A. Kohler to call a special session of the grand jury to investigate the matter. A guard of 12 men has been placed around the county jail to prevent any attempt to injure Sheriff Kelly or the county property.

Senator Raines Again Nominated.
Lyons, N. Y., Aug. 29.—The Republican convention of the Forty-second senatorial district has renominated Senator John Raines.

QUEEN OF THE NAVY.

The Alabama's Speed Trial Performance Warrants That Title.

Boston, Aug. 29.—There is a new queen of the American navy, the United States battleship Alabama, which won the title in one of the most magnificent speed trials yet held in the history of the navy. Her average speed for four hours' continuous steaming was 17 knots, a figure not quite as high as that made by another great battleship produced from the same builders' yard three years ago, the Iowa, but notable for the fact that it gave an idea of the yet undeveloped power in this latest and greatest product of American shipbuilders.

The Alabama was built by the Cramps at Philadelphia, and while of the first class she is unlike any of the earlier creations, both architecturally and as a fighting machine. Built under a contract that required at least an average speed of 16 knots per hour, she has been turned out to do 17 knots or better under conditions that will not be termed extra, and as such she becomes probably the fastest of our line of battle craft. The Alabama, called after a favorite state of the south, has a name of greater significance to the American people, but it was not simply because of her name and the figure of 17 knots she made that a big boom was at her forecastle when she dropped anchor below Boston light.

A few months ago another ship of her class, but unlike her in very many respects, built by a rival shipbuilding firm at Newport News, was sent over the same course to meet the same requirements and under almost identical conditions. The other ship, the Kearsarge, with a name even more famous and linked indissolubly with that of the Alabama, exceeded her contract figure and made an average speed of 16.80 knots. If one Kearsarge on a day famous in history had a triumph over one Alabama, a new craft of the same name yesterday achieved a triumph over another Kearsarge. Aside from the desire of the builders of the Alabama to produce a craft that would snuff the government, there was not a little anxiety that she beat the Kearsarge's figures made on Nov. 25 last. The 17 knot record yesterday is not the highest for speed trials, but it is the highest for battleships since the bonus for extra speed has been abolished.

BRUTALITY IS CHARGED.

Dying Statement of Captain Crenshaw Against Transport Service.

Atlanta, Aug. 29.—Captain Frank Crenshaw, Twenty-ninth volunteer infantry, died here last night. Captain Crenshaw saw service in Cuba and the Philippines, and a wound received in the battle of Putilo eventually caused his death.

Captain Crenshaw, who arrived in Atlanta a week ago, made a statement to his father, in which he charges outrageous treatment and neglect on board the transport Sherman from Manila to San Francisco.

The statement was that after the vessel had left Manila and was on the high seas officers in the stateroom next to Captain Crenshaw's complained that he kept them awake by the sufferings from his wound.

He was taken from the stateroom and, paralyzed in the left side and unable to lift his head and almost unconscious, was placed in a berth down in the hold of the ship near the engines among the insane men who were confined there.

Captain Crenshaw said he was unable to hold himself in his berth and fell out three times while the ship was riding out storms in the China seas. He finally bribed a hospital steward with \$25 to give him attention.

In San Francisco Captain Crenshaw alleges that treatment was refused him, the surgeon in charge informing him that it was impossible because of the limited assistance in the hospital. The wounded officer, accompanied by his uncle, then started for Atlanta, and an operation was performed here.

Supplies For Our Asiatic Fleet.
Philadelphia, Aug. 29.—The United States transport Arctostichus has sailed from the League Island navy yard for Cavite and China stations, via the Suez canal, with supplies and 4,000 tons of ammunition for the Asiatic fleet. The vessel will stop at Malta for coal, and the trip will be made in about 60 days.

The Arctostichus is commanded by Captain W. S. Secomb, of the merchant marine. The collier Pompano, which may be sent to China, is in the drydock undergoing repairs, and the collier Leonidas will be placed in drydock next week.

Reduction in Wages Likely.
Fall River, Mass., Aug. 29.—The price for weaving a cut of 45 yards of regular 16 inch 64's, which is taken as the basis of wages, was advanced from 18 cents to 19.8 cents last year. It is now proposed to recommend a return to the 18 cent basis. There is also under consideration a plan to continue the curtailment of production. The present curtailment agreement expires Sept. 17 next, and it has been suggested that a reduction in wages and a further curtailment go into effect on that date.

Peru's New Ministry.
Lima, Peru, Aug. 29.—The new Peruvian cabinet as officially gazetted is made up as follows: President of the council of ministers and minister of foreign affairs, Senor Iltis; minister of the interior, Senor Coronel Zozgarr; minister of justice, Senor Domingo Almenara; minister of war, General Bernabe Carrasco; minister of finance, Senor Aurelio Souza; minister of public works, Senor Augustin Tover.

The Oceanic Makes a Record Trip.
New York, Aug. 29.—The White Star line's giant ocean greyhound, the Oceanic, commanded by Captain Cameron, arrived off the Sandy Hook lightship at 12:53 o'clock this morning, completing a voyage which breaks her best previous westward record of 5 days, 20 hours and 42 minutes in June, 1900, by 1 hour and 20 minutes. The time of passage of the Oceanic's trip is 5 days, 19 hours and 23 minutes.

Fight Declared Off.
New York, Aug. 29.—The heavyweight fight between Peter Maher and Joe Choyinski which was to have taken place at the Broadway Athletic club last night had to be declared off on account of Choyinski's sickness.

Viscount Mountgarret Dead.
London, Aug. 29.—Henry Edmund Borth Viscount Mountgarret, who was born Feb. 20, 1816, is dead.

Weather Forecast.
Fair and cooler.

PERSONAL.

Superintendent Edgar Kudlich, of Drifton, whose illness was serious a few weeks ago, has recovered sufficiently to take a trip to Canada, where he will recuperate for a few weeks.

J. B. Laubach, clerk in the county commissioners' office, is spending his vacation at his home on South Centre street.

Mr. and Mrs. Peter Timony are enjoying Atlantic City sights.

Mrs. Conway and children, of Jersey City, are visiting at the home of Patrick Burke.

Mrs. Archie Carpenter and daughter, Miss Lavina, have returned from a visit to Poughkeepsie, N. Y.

Miss Nellie Dougherty, of Avoca, is visiting her sister, Mrs. Edward Doggett, on Ridge street.

Mrs. B. F. Davis is visiting relatives at South Bend, Indiana.

Mrs. John Gallagher and daughter, Mrs. W. J. Brogan, are visiting at Carbondale.

Daniel Timony is visiting at Wilkesbarre.

Mrs. John Lelsohnig, accompanied by Miss Martha Prah, a professional nurse, is on her way to Europe.

BREVITIES.

Nothing has yet been done with the western wall of the brewery foundation, which was damaged on Monday to the extent of several hundred dollars. Work upon the foundations of the other buildings is progressing rapidly.

Monday next is Labor Day. It is a legal holiday and will be observed as such in town by the bank and postoffice.

Smoke the John Smith. At Kelper's James J. Sweeney, of Scranton, agent of the Clock, Tobacco Company, attended to business here this week.

It is reported that Markle & Co. will reopen the Harleigh mines in the near future.

Jerry Woodring is attending to the duties of W. A. Lelsohnig at Sandy Run collieries during the absence of the latter, who is enjoying his vacation in Canada.

Gentlemen, for hats and caps go to A. Oswald's. He has a nice variety.

Michael Rogers has removed his family from Sugar Notch to Drifton.

Groceryman George Krommes is suffering from an attack of rheumatism and is unable to attend to his duties.

More Money Needed.

The soliciting committee appointed by the Freeland Fish and Game Protective Association to collect funds for the purpose of rebuilding the dam on Hayes creek is meeting with fair success from the sportsmen of the region. Every man who takes an interest in fishing or in the protection of fish should respond to the appeal according to his means.

The rebuilding of this dam means a great deal to the sportsmen hereabouts, and the project should be encouraged and aided in every possible manner. The committee has not yet sufficient money to start the work, hence promptness in making donations will be doubly welcome at this time.

Labor Day Excursion to Toronto.

Via the Lehigh Valley Railroad, on account of the Industrial Fair at Toronto, this company will sell tickets to that point and return September 1 and 2, at low rate of \$10.70 via all rail route, or \$9.50 via rail and steamer from Lewisport. These tickets will be good for return passage to and including September 5, and will be honored on any train, except the Black Diamond express. Tickets will also be good for stop over at Niagara Falls within the time limit.

For additional information consult Lehigh Valley ticket agents.

New Kind of Customs Officer.

New Orleans, Aug. 29.—The customs service of New Orleans has had a new and picturesque as well as practical feature added to it. Professor George E. Beyer, who occupies the chair of biology at Tulane university, has been appointed special inspector of wild animals for the port. A commission was given him, and he was sworn in at the custom house yesterday. The commission came from Secretary of Agriculture Wilson. Professor Beyer's appointment was made under the Lacey act passed this year.

\$5.00 to Niagara Falls and Return.

Via the Lehigh Valley Railroad, September 8. Tickets will be on sale September 8, limited for return passage to September 10 inclusive, and will be honored on any train except the Black Diamond express. For further particulars consult Lehigh Valley ticket agents.

Notice to Pupils.

All pupils of St. Ann's parochial school who were absent from the spring examinations, and all intending to enter the school during the coming term, will be examined at St. Ann's convent, Thursday, August 30, beginning at 9 a. m.

Notice to the Public.

Notice is hereby given to all users of this company's water that the same will be shut off without notice if any spigots or hydrants are found wasting water unnecessarily. By order of Freeland Water Company.

One Fare to Detroit and Return.

Via the Lehigh Valley Railroad, on account of Knights of Pythias biennial convalescence. August 27-September 1. Tickets on sale August 25, 26 and 27. Consult Lehigh Valley ticket agents for further particulars.

ROUND THE REGION.

While George Rusko and John Daubert were being lowered down the Mount Carmel colliery slope Sunday night the coupling hook pulled out, causing the car to dash down the steep incline 400 feet deep. On reaching the bottom the car was reduced to kindling wood and the men were hurled against the side of the slope and instantly killed.

At a christening celebrated at Buck Mountain on Sunday twenty-six kegs of beer and twelve gallons of whisky were consumed. During the evening a fight ensued, in which Steve Loboek was stabbed in the back and seriously injured, and more than a dozen participants in the celebration badly used up.

Mrs. William Stevenson has entered suit to recover \$25,000 from the borough of Pottsville in payment for a broken leg sustained, she says, by a fall upon an icy sidewalk. She claims the borough was careless.

Bernard Bemis, of White Haven, a Jersey Central Railroad brakeman, lost his left leg at Penn Haven by falling under a train.

Frank F. Morris has been appointed postmaster at Dallas, this county.

George Graebner, a former newspaper writer, attempted suicide at Scranton by shooting himself in the head. He is now at the Lackawanna hospital and may die. Disappointment in love is alleged to have been the cause.

Lightning struck William Arner's residence at Coal Dale. The bolt then glanced off and Evan Hughes, aged 28 years, who had just emerged from the residence next door, was instantly killed.

Anthony Machonis, of Pittston, fell out of a boat into the Susquehanna river and was drowned.

Mrs. Thomas F. Reese, a resident of Yorktown for many years, died on Monday and will be buried tomorrow.

Burglars robbed Fern Glen station Monday night, but got little of value for their trouble. An attempt to blow open the safe failed.

Charles Boyer, of Hazleton, aged 47 years, is missing since Monday's storm. He was employed as a quarryman near Stockton and disappeared during the rain. His dinner pail and tools were left behind.

White Haven school building and a house owned by James Ray and occupied by the Lathrop family were struck by lightning on Monday.

The policy inaugurated by the Reading Railroad Company of discharging all employees who join a labor organization is still in force, and dismissals are made daily on all branches of the road.

To Clean and Polish a Piano.

In cleaning and polishing a piano go over the woodwork with a cloth wet with paraffine oil, being generous with the oil where the woodwork is very much soiled. Let this remain two or three hours; this is to soften the dirt. Then wash with soap and water and a soft cloth, being careful not to let any water touch the works inside the piano. Use a good white or white Castile soap. Wipe dry with a soft cloth and polish with soft old linen or chamois leather.—September Ladies' Home Journal.

To Richmond, Va., and Return.

For one fare via Lehigh Valley Railroad, account of the sovereign grand lodge, L. O. O. F. Tickets will be on sale September 10, 15 and 16, good to return to and including September 25. Consult Lehigh Valley ticket agents for further particulars.

One Fare to Fort Wayne, Ind.

And return via the Lehigh Valley Railroad, account meeting of the Union Veteran League, September 12. Tickets on sale September 10 and 11, limited for return passage to September 18 inclusive. For additional information consult Lehigh Valley ticket agents.

One Fare to Chicago and Return.

Via the Lehigh Valley Railroad, on account of the G. A. R. national encampment, August 27-September 1. Tickets on sale August 25, 26 and 27. Consult Lehigh Valley ticket agents for particulars.

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