

# READY TO CEDE AN EMPIRE

**Syndicate Which Will Build a  
1200 Mile Railroad.**

PRIZE 90,000,000 TRACT IN TROPICS

**Thirty Millions in Construct-  
ing Line.**

correspondent of The Times says, "a project of great magnitude has just been launched by the South Australian government. It is for the construction of a railway which, joined to the lengths already built, will connect the Indian with the South Pacific Ocean. It is to run from south to north through the State of South Australia, or thereabouts, what is called the 'back block' of the country. The line is to be 1,100 miles, and the line is to be constructed on a gauge of 3 feet 6 inches, and is to be capable of carrying traffic at a speed of twenty miles an hour, including stoppages. It is estimated to cost £6,000,000 (\$30,000,000). Tenders are to be invited from Australia, the United States, Great Britain, France and Germany. Within a month or two it is alleged the preparation of tenders, and the syndicate taking up the contract

will, in return for the expenditure of £100,000, be granted a lease for a term of years, the extent of 75,000 acres per mile, or altogether 90,000,000 acres.

Treasury land is not involved. This area is far larger than the whole of Great Britain and Ireland, or New Zealand. These comparisons are made in order to show that the private estate which will be conveyed to the syndicate which takes up the contract, and the government will endeavor to make the most of, is not a small tax will be placed on this land. There is no stipulation as to the nationality of the syndicate, and the land is not conceded statutory may be settled upon either by Britishers, Americans, French or Germans. The race must be a white one, and the Government of the Commonwealth, colored immigration is forbidden.

to operate in the Tropics.

The line will run, of course, through some of the hottest parts of Australia,

A pamphlet issued by the government describes this scheme as "a magnificent opportunity for the capitalist to embark in one of the few really great undertakings with a golden future in prospect yet left to the world to be achieve. Such an immense acreage of land, a principality in itself, much

based on broad Australia, a large proportion admirably adapted for tropical agriculture, and an enormous area of land available for stock raising and incalculable, but certainly immense—it needs but the iron road, the enterprise, the skill, the wealth of the masses of the world, and this terra incognita of Australia will "turn back to the best uses of mankind."

**Vast Trade Advantages.**

It is also pointed out that the tremendous geographical situation with regard to the world's commerce and countries will give this line great advantages for the promotion of trade between the East and the West, and the stipulations of the convention that no more than one train per week from each end of the line, and that the line be operated as upon those portions that are already constructed, and which these additional 1200 miles are to complete from ocean to ocean.

Besides the land, the most important

The long-continued drought in Australia has broken up, but not before a large number of people have died over Australia during the past three

weeks there have been good and steady rainfalls, and the reservoirs in some localities now contain a sufficient supply for the next two years. After rain the vegetation in Australia grows rapidly, and good grass is now covering regions that for the last two years have been covered with nothing but

No correct estimate of the loss of stock occasioned by the drought has yet been formed, but many millions of sheep and cattle have died for want of feed and water. Australia's wool exports this year will be for short even of last year's amount, which was also affected by the drought but not nearly so much as this year's clip. The drought having now broken up, stockmasters are restocking their ranches as fast as their diminished resources will permit. Both the agriculturist and the pastoralist have been heavy losers.

The respective governments are supplying the farmers with seed wheat, most of which will have to be imported.

**Don't Expect Lord Milner.**

There is no foundation whatever for the statement published in The London Express that Lord Milner is coming to Australia as Governor-General. Federal ministers have heard absolutely nothing on the subject from official quarters, and they regard the statement as a pure fabrication. Lord Tenyson's term of office will not expire

for nearly a year, and Prime Minister Barton considers there is nothing more improbable than that Lord Milner will be his successor. There are abundant reasons which would make such an appointment unpopular in Australia. In the first place, his imperialism would not harmonize with the democratic spirit of the Commonwealth, and Lord Milner would hardly

consent to come to a country where he could have no voice in directing its policy. With that Governor-Generals have nothing to do. Ministers and parliament, elected by the democracy, have the whole control in matters of policy, and the Governor-General is here merely as the representative of

The King to sign documents and assent to acts of legislation as a matter of course, to save the delay of their transmission to London for the Royal assent. It may be taken for granted, therefore, that if Lord Milner is withdrawn from South Africa, he will have some important diplomatic post assigned to him instead of coming out here to act the part of a mere figure-head.

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**Lightning Remedy for Cramps.**  
Some people have cramps pretty

often, others only now and again. When you do have them it's a mighty quick relief you want. Poison's Nervilline is as sure as death to relieve cramps in five seconds—it's instantaneous, just a few drops in sweetened water and the pain is gone. Buy a bottle of Nervilline to-day and keep it handy. Nervilline is a common household necessity and only costs 25 cents. Dr. Hamilton's Mandrake Pills Cure Constipation.

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