A Committee of Business Men Submit a Plan of Transcontinental Railway Connection via Boundary Bay.

CONNECT WITH THREE TRANSCONTINENTAL

Aid to Be Asked From Dominion and Provincial Governments and Municipalities-Railway to Open Up a Rich and Extensive Agricultural Land.

A Comprehensive Scheme in Which Victoria Will Be the Distributing Point for a Vast System-- A Public Meeting of Citizens to Be Called for Wednesday Evening Next.

formation of the now quiescent Committee of Fifty, the question of more and the Mainland has occupied a large quently the cost will not be great. The share of public attention, and in the dis- sum of \$200,000, allowed for these boats, cussion of the Port Angeles ferry scheme, and more recently of the propo-

The plan which was known as the De Cosmos scheme has generally been understood as the one thus hinted at, and in the Board of Trade rooms, at which a committee was appointed with instructions to investigate the details of that muir, E. Crowe Baker, D. R. Ker, Michael Baker, T. W. Patterson, Alex. Wilson, P. C. Macgregor, Ald. Beckwith and J.

This committee applied to and obtained for the purpose of employing and remu- posed route. merating a competent engineer to examine and report upon the feasibility or posed route passes the south end of Syotherwise of a route from Victoria via mas lake, and from there runs through otherwise of a route from Victoria via the Chilliwack Valley. Sidney to Point Roberts, or some other selected for the undertaking, and in due from the transcontinental connections course his report was submitted to the

evening in the Board of Trade rooms, to

Pursuant to that call the meeting was vantage than at present. held last night, there being present: A. W. H. Bone, H. P. Bell, C.E., Captain Elworthy, A. St. G. Flint, T. S. Futcher, H. M. Grahame, Ald. Humphrey, W. J. Hanna, C. A. Holland, C. H. Lugrin, George Powell, F. B. Pemberton, T. W. ent to warrant the construction of a peare, R. Seabrook, Ald. Stewart, T. Shotbolt, J. J. Shalleross, C. F. Todd, Alex. Wilsom, Walter Walker, Ald. Williams, J. Stuart Yates, Michael Young, fertile agricultural district, comprising citizen.

Henry Young and Louis Young. His worship the mayor being unavoidably absent, attending the naval ball arrangement committee, Mr. L. G. Mc-Quade, vice-president of the British Columbia Board of Trade, was voted to the chair by acclamation.

The proceedings were opened by the ing and of the minutes of the last meeting, after which Mr. C. E. Renouf, secretary of the committee, read the fol-

Victoria, B. C., Sept. 20, 1899. Mr. Chairman and Gentlemen: We. your committee appointed at a meeting held at the Board of Trade rooms on May 17th last to enquire into the proposal of connecting the City of Victoria with the transcontinental railways, and to build a railway from Point Roberts to Chilliwack, and to suggest the best plan to adopt to secure this desirable railway connection, beg to report as

At our first meeting it was deemed advisable to have a preliminary exploratory survey, to ascertain the feasibility of the project, and the most practical way to construct the railway mentioned.

A petition was sent in to the city council asking for a grant to cover the expense. The sums of \$250 was granted, and placed to the credit of the committee by the city council. We thereupon engaged the services of Mr. H. P. Bell, C. E., to go over the

ground and make a report. Mr. Bell's ort is attached hereto. You will notice that Mr. Bell recommends that the Victoria & Sidney railway be continued into the centre of the city, and extended to the most convenient harbor north of Sidney. The sum of \$150,000 mentioned in the estimate, for this work is, in the opinion of your

ommiftee, ample.

From there it is proposed to operate only cathartic to take with Hood's Sarsaparilla. committee, ample.

Since the inception of the movement, two steam ferry boats. One fast for which had, as one of its results, the the rapid conveyance of passengers, mails and express matter, the other to be fitted to take loaded cars on her deck, This latter does not need to be as fast satisfactory connection between Victoria a steamer as the former, and conse-

will be more than sufficient. As regards the suggested changes by Mr. Bell for a starting point on the sal made by Messrs. Mackenzie Broth- Mainland, your committee thinks that a ers, of Vancouver, critics have repeated- further examination into the question ly intimated that the most feasible might lead to a different conclusion. scheme had not yet been formulated. Your committee incline to a road which would avoid a branch line into Ladners, and to a scheme with as little water way

Following Mr. Bell's suggestions, the it will be remembered that early in May line starts at a point on Boundary Bay, last a meeting of business men was held, and follows the course of the Nicomeckl River for 12 miles, making a junction with the Great Northern Railway (com ing from the south and east) at a point about six miles from White Rock. A or a similar scheme. The committee con- branch road is suggested from the main sisted of Mayor Redfern, James Duns- line with Ladners, a distance of about 12 miles.

A junction is formed with the Can adian Pacific Railway, and the Seattle & C. F. Renouf, Noah Shakespeare, Ald. International Railway at a point on the main line, about 30 miles east of White

The Northern Pacific has a terminal at Sumas City, which is only two miles from the city council a grant of \$250 distant from the 35-milé point on the pro-After leaving the 35-mile point the pro-

It will be seen from the above outline accessible landing place on the provincial of the proposed route the great advantmainland. Mr. H. P. Bell, C.E., was ages which would accure to the city

made hereby. 1st. The Great Northern Railway, with its tributary roads, with facilities the for sending cars into the Kootenays, is comittee completed their report, and the made available to the City of Victoria. secretary, Mr. Clement E. Renouf, was 2nd. The Canadian Pacific Railway, increasing community of agriculturists, item of \$260 000. throughout Canada, is also made available, and can be utilized by merchants which that report might be submitted. of the City of Victoria to a greater ad-

3rd. The Northern Pacific has always summation of the proposal outlined. It may be argued that if all the through creased, and the guarantors relieved. transcontinental traffic destined to this port were diverted from its present chanis necessary.

through a very large and extensively the municipalities and districts of Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack, producing the amounts stated in the engineer's report, it is scarcely possible to come to any other conclusion than that the railway would be a paying proposition from the local traffic aloue. The traffic between the city and these reach the markets of the Kootenays, ment of the project. where they are now practically debarred.

"The Least Hair Casts a Shadow."

A single drop of poison blood will, unless checked in time, make the whole impure. Hood's Sarsaparilla is the great leader in blood purifiers. It casts no shadow, but brings sunshine and health into every household. Running Sore—"My mother was troubled with rheumatism in her knee for a number of years, and it broke out into a ing sore. She took three bottles o Hood's Sarsaparilla and is now well. Hood's Olive Ointment helped to heal the eruption." Mrs. John Farr, Cloverlawns, Ancaster, Ont.

Rheumatism—"I was badly afflicted with sciatic rheumatism. Consulted doctors without relief. Was persuaded to try Hood's Sarsaparilla, and five bottles gave me relief and enabled me to go to work."
WILLIAM R. ROACH, Margaretville, N. S.



contents and cheap rates are essential these lower flats.

to a successful trade in these lines, and After passing the salient projection of the markets of the Northwest offer an this bench on the river front there ocimmense field for the sale of wood pro- curs a rock side hill on the river front ducts, and owing to existing conditions beginning at a point about opposite the

ties for trade in which this city does not and thence following the lead of the at present participate in a manner commensurate with its purchases in the dis-

In the handling of produce this railway will relieve the purchaser of the fol-lowing charges, taking for example pro-of cost is herewith attached. After was duce shipped from Ladners to Victoria: Per ton.

Wharfage at Ladner Cost of loading on steamer at Ladner. .15 cultivated district of Chilliwack, whe lost of discharging from steamer at

consigner loads the car from his wagon of the same flat and fertile character on to the car, and the consignee from the far as the end of the line near Popcus ern points; on a 30,000 lbs. car run by district. mend that it be brought to the notice of our citizens at as early a date as possible, and that the mayor be asked to call

a public meeting for that purpose With reference to the cost of the railway from White Rock to Chilliwack, practical railway men inform us that the estimate for construction is well within the mark.

The best proposition for financing the project which has suggested itself to your committee is:

That the city be asked to subscribe for stock to the amount That application be made to the Dominion and Provincial gavernments for grants not less Fraser be asked to subscribe

stock to the amount of \$100,000 in proportion to the benefits severally derivable therefrom. That the citizens of Victoria be asked to subscribe individually for stock

Balance to be floated by way of

Cost as per engineer's estimate\$1,509,000 If the above suggestions are carried out it will be noticed that the city have a governing influence over the af-

fairs of the railway. Municipal and government control of railways is not a new proposition, and whatever loss, if any, might accrue for the first few years, will be more than compensated by the benefits derived by a complete system of transcontinental railway connection, and being in much

Fertile valley.

It must not be forgotten that the profor cars it would require at the outer fertile valley. Railway (a part of the proposed scheme) the whole tide and to protect a vessel L. Belyea, Ald. Brydon, Ald. Beckwith, shewn a keen interest in Victoria's well- by a guarantee of interest, which they from the wind and furnish her with the fare, and this committee feels that a have had to pay annually up to the pre- means of holding her steady with side more complete and satisfactory connect sent, and will no doubt continue doing lines when obliged to lie end on and Clarke, A. J. Dallain, R. L. Drury, F. tion with this road will follow the con- so, unless the present scheme is adopt- maintain a true position in line with a ed and the earnings of this branch in- pair of rails.

be formed to construct and operate the about two miles, hence the size of the Moses Lenz, L. G. McQuade, William port were diverted from its present channels to the proposed route, the earnings proposed route and steam ferries, to active found in the estimate. Subsection of the proposed route and steam ferries, to active found in the estimate. Munsie, Walter Morris, Ald. Macgregor, derived therefrom would not be suffici- quire the Victoria & Sidney Railway, to quently I became aware of the fact that extend, complete and operate the same. Paterson, C. E. Renouf, Noah Shakes- railway and ferry service such as is here The committee suggests that the capital outlined, but that a large local traffic stock of the company be \$1,500,000, and your committee further recommend that Running as this projected lines does the shares in the company be of such amounts as to be within the reach of any

> The committee feel that this is Victoria's opportunity to overcome the disadvantages due to incomplete transportation facilities. With the proposed railway completed Victoria will continue to hold the premier position in the pro-

To accomplish this it is incumbent on districts will be large; large earnings each and every citizen to act as a unit, reading of the notice convening the meet- may be expected from the fact that this and to consider no personal effort or railway will enable the farmers to sacrifice too great to effect the fulfill-

All of which is respectfully submitted. C. E. RENOUF, Sec'y. L. BECKWITH, J. STUART YATES. T. W. PATERSON

N. SHAKESPEARE The Engineer's Report.

C. E. Renouf, Esq., Victoria, B. C.: Dear Sir,-The present proposed route begins at Boundary Bay and follows up the course of the Nekomekl river (which is in fact that valley of the Fraser river) for a distance of 12 miles. At 21 miles, junction is made with the line going west to Ladners Landing on the Fraser river about 12 miles in length. At 5.65 miles, junction is made with the Great Northern at a point 16 miles from New Westminster. These 24 miles of the branch and main line pass through a fertile and highly farmed district producing large quantities of farm pro-

duce of all kinds. When I passed by there this year, the crops of all kinds were as promising as could well be desired. Owing to the fact that a bench which projects into the valley of the Fraser river (and is shown upon the plan herewith) maintains a general elevation of 400 feet above sea level from the 7th to the 30th mile, a distance of 25 miles in the Fraser valley, and borders the river for a distance of about four miles, it is necessary that a railway line should traverse the river front touching the water

It will also enable our saw mills and plan-ing mills to market their products in water front of the beach, before describthe markets of the Northwest at a very ed, for a distance of four miles. There much greater advantage. Other indus- is no rock throughout this section, and enough to justify the choice of a tertries must necessarily benefit corres as the water slope of the bench is at minus with decidedly inferior natural pondingly. These two apecial industries intervals relieved by broken lower flats and financial advantages. are singled out because facilities for the side hill required would be reduced shipping in cars with no handling of to some extent, by the occurrence of

we are practically debarred from com- 40th mile of the line and continuing up peting with our neighbors in these mar- stream for a distance of about 21 miles. At the 29th mile, therefore, the line This road assists in the development turns to the right towards the southof our own country with a people with ward avoiding the said rock bluff and whom we have a community of interest, follows up the same valley as the Seatt will promote settlement and afford the tle and International Railway, forming merchants of this city increased facility junction therewith near the 30th mile southeast side of the Sumas lake at t lands in this Sumas district which cou of cost is herewith attached. After was ing the mountain side hill abutting Sumas lake the line passes through . \$.25 flat and fertile district into the high there may be seen crops and or har that would compare well with those .50 + any portion of British Columbia or th States further southward.

Throughout the whole of the Chill In handling produce on the railway, wack district the valley of the river car to his wagon; and a further saving on the Fraser river about the 64th mile of 20c a ton is effected by the dealer, by line, where another high bench abuts who has a warehouse on the line of on the river at the north end of the prothe railroad. This also applies to freight posed line, being the terminal point of in car loads lots from and to the east, the government dyke in the Chiliwack

the railway to the consignees warehouse | The general appearance of the Chillia saving of \$15 per car coming in, and a wack district induces the belief that a corresponding amount on a similar railway built in a country which proweight going out, is made, Convenced of duces so abundantly would pay from the the feasibility of the project, and the beneday it was opened. The same is true fits to be derived to the citizens (one of the of the Delta municipality proposed to most advantageous that has yet been sug- be served by a branch of 12 miles in gested, your committee would recom- length. No one could entertain any doubt after examining the present condition of the lands upon the whole length of the proposed route that the building of a road would bring under caltivation all the portion that is not at present reclaimed land, even if the present dykes had to be extended for that purpose. So soon as the government dykes now building in the Chilliwack district are completed (and which I understand will cost over \$100,000) a stimulus will be given to farming in that dis-

trict that could not fail to favorably affect the prospects of any transportaion route throughout the district. Immediately north of the 7th mile upon the Fraser river and upon the north side of there are 8,000 acres of reclaimed lands under cultivation, and Delta reclaimed lands 28,000 acres that extend 60 to 100 bus. of oats per acre.... for 24 miles along the Fraser river from | 45 to 60 bus. of barley per acre..

North of the 27th to the 37th mile there are 11,000 acres of reclaimed lands under cultivation on the south side of the river, and in the Chilliwack district there are 20,000 acres of reclaimed It would be quite possible to reclaim 20,000 acres more in the Sumas Lake district, making a total of 87 .-000 acres of the most fertile lands in the covince in a climate that has no disabilities for farming purposes.

It can hardly be doubted but that this district affords an opportunity for a paying railway line on the grounds of local traffic alone.

The reason for changing the eastern

ferry landing from Point Roberts is be cause Point Roberts as the terminus of a car ferry presents difficulties of a grave character. When first estimated as a terminus for the De Cosmos scheme closer touch with a large and steadily it was taken as the best then known and steadily and was entered in the estimate as an it was taken as the best then known

vincial government and this city have end a solid double pier of about 1.000 already aided the Victoria & Sidney to 1,200 feet in length in order to work

The length of the pier required at It will be necessary for a company to Point Roberts would be somewhere others had proposed Boundary Bay as duced in the municipality of Chilliwack. a terminus, and although the distance is further than to Point Roberts when



There are many thousands of wise women in this country who, when they found who, when they found that they were suffer-ing from weak-ness or disease of their distinctly their distinctly womanly organ-isms, promptly wrote to an eminent and skillful physician, with a world-wide repu-tation, instead of trusting their cases to some ob-scure physician with but limited

are many reasons why ows this course. The chances are that an obscure physician of small practice will not diagnose troubles of this nature prop-erly. If he does, he will insist on the noxious examinations and local treatment from which every sensitive, modest voman shrinks.

The specialist referred to is Dr. R. V.

Pierce, for thirty years chief consulting physician to the Invalids' Hotel and Surgi-cal Institute, at Buffalo, N. Y. Thirty years ago he discovered a wonderful medicine for diseases peculiar to women, that may be used effectively in the privacy of the home, and does away with all necessity for examinations and local treatment. This medi cine is known as Dr. Pierce's Favorite Prescription. It acts directly on the delicate and important peans concerned in wife-hood and motherhood. It makes them strong, healthy and vigorous. It allays inflammation, heals ulceration, soothes and tones and builds up the nerves. Taken during the period of prospective maternity, it banishes the usual discomforts and makes baby's coming easy and almost pain-less. It insures the little new-comer's health and an ample supply of nourishment. Over ninety thousand women have testified to its marvelous merits. Medicine

It is a druggist's business to give you, not to tell you, what you want. Any ailing woman may write to Dr. R. V. Pierce, Buffalo, N. Y., and get free advice. By inclosing 3t one cent stamps in her letter, to cover cost of customs and mailing only, she may secure a paper-covered copy of the "People's Common Sense Medical Adviser." Cloth bound, 50 stamps.

land is deducted from the greater distance run by water, the time lost is not | ceed 100,000 tons.

Boundary Bay offers advantages cost saved and convenience that put Point Roberts out of comparison. The time, saved between Victoria and the Mainland should be for comparison taken to some common point. Taking this point to be at Abbotsford, on the Seattle and Intercolonial, and using the C.P. R. time from Vancouver to the Mission Junction and counting only the time occupied by actual train running and stops (not including the stop in Vancouver as at present), we have as un-

Victoria to Abbotsford by

route:	by ex	isting
	Hrs	. Min.
Time occupied		10
by the proposed route as	follows	
to miles to Sidney	0	32
Stop		1.10
39.5 knots by ferry	1	46
Stop		16
Boundary Bay to Mission J.	unction. 1	10
the therefore the entire		
Total		
ST STATE AS COLUMN		
Time saved	11011110 8	10
Less		08
est a special to the term of the		
OF emiliones a trivella		
The estimate of cost of as found below, subject to	f the wo	rk is

an instrumental survey of the line shall Station and yard at Ladners Ldg.\$ 10,000

12 miles of line from Ladners to junction with main ine at ary Bay to Chilliwack at \$15,000 780,000 Incline pontoons, water service, stations, sidings and terminal accommodation ...

for omissions and contingencies, engineering, superintendence, land damages, etc or equipment 50,000 Cost of completing the Sidney Ry.

150,000 into city Total approximate cost\$1,509,000 Addenda furnished after report was repared.

The Delta Municipality. The Delta municipality contains approximately 50,000 acres of bottom lands, dyked on all exposed sides with first-class drainage. It produces as follows:

Value Per Ton. to 4 tons of hay per acre. \$7 to \$10 30 to 45 bus. of wheat per acre.. 8 to 12 tons of potatoes per acre...

The area of dyked lands is about 28,-000 acres and it may be fairly considered that this area alone will produce, in crops of various kinds, an average value of \$20 per acre, making a total of \$560,-000. To this, however, must be added the sale of beef, hogs, etc., in like pro

The Department of Agriculture estimates that the Delta municipality pro-

Hay10,000 ive stock, fruit and dairy products. 1,000

Of this amount 10,000 tons come to Victoria over the projected road. With the favorable conditions that would follow railway construction in that muncipality it is safe to estimate that \$750, 000 worth of farm produce would be raised there annually.

he municipality of Surrey produce is The municipality of Langley produce2,660 is estimated at The municipality of Matsqui produce

Chilliwack Municipality. Addenda by the clerk of the munici-

the number of tons now annually pro-The total assessment of the municipality is 45,000 acres. When the protection and reclamation works are completed, which are now being constructed, the productions will be at least four times as much as at the present time specially if we are supplied with raiload communication to the coast cities. especially Victoria, which the farmers onsider the most desirable market. The proposed protection works for

Chilliwack are separate from the proposed dyking scheme at Sumas, which latter scheme comprises 31,340 acres of land, 15,000 acres of which is prairie, ready for the plough as soon as dyked. The land cannot be excelled for agricultural purposes and would yield on an average one and one half tons of grain, making 22,250 tons at \$20 per ton-\$450,000. The estimated cost of the eclamation scheme is \$300,000.

Annual productions of the municipalty of Chilliwack: 275 tons of fruit at \$40 per ton...\$ 11,000 6577 tons of hay at \$8.50 per ton., 55,904 of opinion right now, and was twitten

4100 tons of grain at \$24 per ton... 98,400 by Mr. Belyea, who said it might be 150 tons of butter at \$400 per ton. 60,000 very well for the aldermen to want 305 tons of hogs at \$90 per ton.... 224 tons of beef at \$70 per ton..... 15,680 them to shape their course according 3923 tons of vegetables at \$10 per 50 tons of hops at \$300 per ton

The whole assessed area of the muncipality of Chilliwack, 45,000 acres, produces a little over \$7 per acre at the present time, and will most likely increase to produce annually about one nillion dollars' worth of produce withn the next few years. The actual production in tons as giv-

en above was given by the clerk of the municipality. Recapitulation

Langley 2,600 for someone else to do something. an न्याप्रसूचित्रं वर्षा स्थापना हो। य districts through which this railway pro- for a public meeting.

poses to pass and which in after railway construction would

Sumas Reclamation Works. Addenda, bearing upon the reclam of lands in the Sumas district, the lowing information has been col Sumas reclamation works. Es of the cost of the proposed works Sumas river dam ... Sumas river boom Sumas river tunnel, approac Sumas river tunnel Sumas river gates Sumas dyke

Fraser dyke Atchelitz dyke Diversion of Vedder creek rotection of Luck-a-Kuck riv Pumps and engines ... Add 10 per cent, for continger

(Signed.)

KEEFER & SMITH. Taken next the Matsqui 11:000 acres of dyked lands, parity of reasoning its produ safely be taken as \$220,000 f and \$20,000 more for the sale hogs, etc., or \$240,000 altogethe

Annual Production. The present annual production of the whole district, from Ladners to Chilli-wack on the Fraser, may safely be taken as under From the Delta municipality. From the Matsqui district.

From the Chilliwack district. Total present annual product'n.\$1,183,000 Adding now the probable production to be got by the Sumas reclamation, we should have in addition to the above 31,340 acres. which should produce about 50 per cent. more than the Chilliwack district; the dyked area being nearly one and one half times as much, or an addition

add further for the stimulus given to production, and the sale of products, during, and two years after, completion of the railway and reclamation works,

And the result is an annual value of, say\$2,000,000

of say

The foregoing statement, based on the actual producing capacity of the district referred to, I consider to be modera fair and quite capable of realization within a very short period of time after the conclusion of the works referred (Signed) H. P. BELL

The chairman asked for a motion, and Ald. Beckwith moved and Mr. J. Stuart Yates seconded "that the report be

Displayed on the walls showing the proposed ferry and railroad routes, with the aid of which Mr. Reouf and Mr. H. P. Bell, C. E., briefly elucidated the main features of the port, Mr. Renouf explaining that construction of the railway on the Ma land as contemplated would give co nection at various points with the C.P.R. Great Northum and Northern Pacific roads. He also pointed out that it was suggested to bring the V. & S. road into the city, possibly to connect with the ly extended, it is hoped, to the northe extremity of the island, which, Mr. R. 19,200 nouf said, would give a rich agricultura munity at the other, and a large distr

buting city (Victoria), in the centre. Mr. Bone wanted to know who would operate the road when it was built, and was infored that the company will. Mr. Walter Morris pointed out that the proposed ferry route would interfere with the salmon traps south of the internation al boundary line, an objection which was not regarded seriously and called forth from Mr. Belyea the remark that "one would think, to read the newspapers and hear some men talk, there was nothing in the country but salmon, which was

a mistake." After some unimportant discussion the motion to adopt the report was carried unanimously.

Mr. Belyea then wished to move a reolution asking the mayor to convene a public meeting, but as that was embodied in the report, and Mr. Renouf explained a petition had been prepared and was there for signature, Mr. Belyea's motion was unnecessary. Mr. Renouf suggested the advisability

of appointing a small committee to a range for speakers at the proposed public meeting, and the chairman expressed the opinion that the committee already pointed could attend to that. Mr. Noah Shakespeare thought meeting should be left open to the cit zens generally, so that a free and f discussion could take place. They were afraid of the scheme, were they?

they were, then all right, make it a hole and corner meeting. The chairman explained to Mr. Shak peare that the desire was only to select speakers capable of placing the details of the scheme before the meeting, leav ing it then open for general discussion Ald. Beckwith sugested that it would be a good plan to have some express

27,450 get an expression of opinion to enab but no one there could express an op-39,230 ion after merely hearing the volumino 15,000 report read. Mr. George Powell asked if any 15604 tons, total value\$322.664 knew theattitude of the Mainland mu cipalities. Are they ready to take

the scheme? Mr. Renouf said he had talked w two gentlemen closely connected w Chilliwack municipality, and they had garded the scheme favorably. They said first that they would give the riof way, and when informed that would be asked for more than that, the said it would be better for Victoria show what it would do, and then lay matter before the municipalities. Surrey 5,000 ways is that Victoria is forever waiting

thing for herself. of produce now raised annually in the to sign the requisition to his worship

Africanders Urg All in Hi

Diffict Oom Paul Says

Joint High Con

Provide a W

Government A Britain's 1 {Associat Capetown, Sept. 20 ission)-At a meeti embers of parli eethling presented

gram dispatched to We, Afrikander ent, thoroughly sym ikander relatives While appreciating ready made in the in beg to urge the expe tmost, short of sacr avert the horrors While agreeing t oposed by Chambe

nch a commission out of the difficult pproaching a crisis. ght prove fatal, Transvaal and our ut also to the Afrik olony. In the pr anger and the waiting the decisi xecutive and volks being misundersto itance. 'We beg your honor

ly dictated by a mmon interests an re the executive This meessage, w members of pari llowing reply from "I wish you and yould notice, as yo ready seen by the covernment, that we nr desire, conside cepted the invitati ission. Why the ac is shown by the d wish to thank you nce more from my r in which you aid cific and satisfactor express the hone t us will not be fruit The meeting also the effect that it ha tion that the exec nal had accepted

ractically impossibl Joubert's Pretoria, Sept. 21 saying in an interv "The situation is heaviest fighting atal border ,as the attempt to invade way of Van Reins Irgent messages ad from members uthority for Boers to

int enquiry, and tr

ints. Troops Leav Bombay, Sept. 21 unter and staff, w egiment and a squa enth Hussars, have

Milner's Messag Capetown, Sept. 21. ming him that th insvaal governmen a friendly settlem e be disappointe ange Free State itrality and to pre tion by any of ted September 19th 'I am prepared t ance, that in such of the Orange Fre cted under all So far as Her Ma aware there is ab tify any disturbat tions between Gre inge Free State. ment is animated sentiments towards te, and there is a suggestions that ! ment desires to e of that Republic nder the same da lies as follows: The government te shares Her

nt's hopefulness o t, and does not e is the only solu Looking to the stat the South Africa C government regret ps, but will do a tement. If the co ing upon other mil their borders, shou oable, be regarded menace to the O cause a strong fe should unwished e therefrom, the rest with my go nit your excellence lksraad early." He also says his go w with deep regret those friendly relat ays existed betwee

d the Orange Free Strength of th London, Sept. 21.—7