

An expedition of 4,000 men was sent against the Burghers under the command of Sir Charles Warren. Kruger, seeing his mistake, urged peace, and Rhodes was sent to the village of Fourteen Streams, near the frontier, to make terms. He was met by Leyds, then a young man, and Kruger. The upshot was that Kruger gave up all claims to the disputed territory and recalled the proclamation. Thus, without a drop of blood being shed, England won Bechuanaland and the Key to the North.

Score one, Mr. Rhodes!

It was after the close of this interview that Kruger said to Leyds, "That young man will cause me trouble if he does not leave politics alone and turn to something else. Well, the racehorse is swifter than the ox, but the ox can draw greater loads. We shall see."

The second round of the duel was on

### The Question of Railways.

Rhodes foresaw that if the country was to be opened up for the development of its mineral wealth, and for white colonization, the railroad must be an important factor in the work. Transcontinental telegraph lines were also a necessity in order to lessen the chances of rebellion among the natives, and that the settlers might not be entirely shut off from civilization. Against these innovations, Kruger set his face like a flint and would have none of them. It is doubtful if he would have ever allowed a track to be laid in the Transvaal had it not been for the discovery of the Rand gold-fields. Even then he stoutly resisted its construction, but was eventually forced to capitulate by the members of his own Raad.

The population in the gold-fields had increased so enormously that a famine was imminent owing to the fact that the ox-waggons could not bring supplies quickly enough. Kruger saw that his position as president was decidedly insecure, unless he acceded to the demands of his supporters, and so in 1890 the line from Delegea Bay entered the Transvaal on its way to Pretoria, which it reached five years later. In the meantime, Rhodes had opened an

opposition line through Bechuanaland which beat its rival by three years. Owing to Rhodes' line being more expeditious and better managed, it captured nearly all the trade. But, not to be out-manceuvred, Kruger made a fresh tilt at Rhodes. Forty miles of the British railway, between Viljoen's Drift and the Rand, belonged to the Netherlands Company, and on this section Kruger raised the rates to such an enormous height, and so hindered traffic by delays, that no one could afford to send goods over the line, and so trade was paralyzed.

Rhodes parried the tilt by organizing a fast and regular service of ox-waggons over this forty miles known as "The Drift," thus entirely preventing vexatious hindrances and prohibitive charges. But this round was not yet fought out. Furious at being so cleverly outwitted, Kruger made a savage lunge. His heated action was what is known as the memorable "closing of the drifts," which almost precipitated a war between the British and the Boers. His envy, hatred, and malice had carried him a step too far, for England declared his action to be a direct breach of the "free admission clause" of the London Convention. Acting on advice and information from Rhodes, Mr. Chamberlain informed Kruger that the continued closure of the drifts would be accepted as a declaration of war. The Dutchman was thus forced from his untenable position, and the drifts were once more open.

Score two, Mr. Rhodes!

### The Jameson Raid

The Reform Committee at Johannesburg, of which Dr. Jameson was a member, was made up of the leading Uitlanders who found the restrictions of the Boer Government unjust and intolerable. Petitions and appeals to Kruger were worse than useless. "Yes," he said, "you will get your rights, over my dead body." It was then that the appeal to arms was first thought of, and with Rhodes' consent, weapons and ammunition were smuggled into the diamond mines at Kimberley. Mr. Rhodes' defence before the Raid Committee in London explains the position. "After long efforts they