

Wichita Free Street Fair and Carnival

Biggest Aggregation of Oriental Attractions Ever Brought into this State Will Be Exhibited at the

Great Street Fair During the Week of Oct. 16, 17, 18, 19, 20 and 21, Inclusive.

Baldwin and Carrow, the world-renowned Aeronauts, will make day and night balloon ascensions with a number of animals and features never before seen in this section of country. Irebo, the European Sensational High-Wire Bicyclist, will give daily exhibitions of a thrilling trapeze performance from a cable suspended in the air. At night he will perform on his bicycle, giving exhibitions of the U. S. Gunboat Olympia in action and Niagara Falls. Both of these exhibitions will be accompanied by a brilliant display of pyrotechnics. The streets will be full of Marching Bands of Music during the week. A big Civic Parade will be given Wednesday, October 18. The beautiful and artistic Flower Parade, with Fairy Floats, will be given Friday, October 20. High Carnival will prevail Friday night, accompanied with bands of music, fireworks and a general good time.

...WICHITA PAYS THE BILLS...

Low rates on all railroads. Contests by Bands from many of the principal cities in the state. It will be the biggest, best and greatest event ever given in the Southwest. Privileges, such as Lunch, Peanuts, Lemonade, Popcorn, Candy, etc., are now ready to be contracted for. Call on the secretary at his rooms in the Commercial Club. CHAS. G. COHN, President. H. C. LOCKWOOD, Secretary.

IN ENGLAND'S PATH

To Empire in South Africa Lies the Boer Republic.

HENCE THE BOERS' WOES

History of the Attempt to Remove the One Obstacle.

New York, Sept. 9.—The Herald has the following: Five years ago that shrewd observer of men; that clever, if somewhat cynical and blessed student of history; that master of the peculiarly French art of burning out what the French call *le mot*—Mr. Max O'Reill, in short—delivered himself of a notable prophecy, writing in "John Bull & Co.," of sturdy John's possessions in South Africa. Max O'Reill said: "Transvaal will never be an English colony. Johannesburg will absorb it. The spagy of the Boers will be bound to give way to the ever increasing activity of the English; but the prestige of England will profit nothing by this. The Transvaal is destined to become an Anglo-Saxon republic, which will form part of the United States of South Africa. With me this is not a simple opinion, but a firm conviction."

History is being made fast in these days. Whether it will be made fast enough to realize Max O'Reill's prophecy before the beginning of the new century, Mr. Max O'Reill himself could say. Probably he would be the first to admit that such a consummation is a very remote contingency. A crisis of some sort is at hand, indeed, at the immediate outcome of that crisis—if it be not averted by a compromise which, after all, can prove only a postponement of the inevitable catastrophe—is more likely to be the temporary fulfillment of Cecil Rhodes' Imperialist dream of a United South Africa, beneath the aegis of Imperial British suzerainty and under one flag.

Then for a period at least Max O'Reill's prophecy will have been falsified. During that period the Transvaal will be a British colony, though Great Britain will hardly go so far as to demand the surrender of its local independence and form of government. Her most radical hopes at present is to form a dominion modelled somewhat on that of Canada, though with larger local autonomy, in which the Dutch and the English will live and work together as the French and English do in Canada, managing their internal affairs after they have been readjusted to suit English views, without further interference, but forming an integral part of the British Empire.

Such is the program which the administration of Lord Salisbury under the leadership of its Colonial Minister, Mr. Joseph Chamberlain, has evidently set before it. Steadily and aggressively that administration has been approaching the point of effecting the Transvaal into a dominion of the British Empire in accordance with the Imperial demands. The grievances of British subjects residing in the Transvaal have been set as an excuse for British interference. It is a plausible pretext. It is more than a pretext. It involves questions of justice in which the appearance of some of the substance right are on the British side.

But it scarcely veils the unwavering intention of capturing this region for British South Africa by any means that will not arouse the alarm and anger of the European Powers. There are many reasons why Imperialists like Mr. Cecil Rhodes and the existence of an independent republic stands in the way of their industrial and commercial as well as political ambitions. Blatant and brutal conquest is impossible. The issue of the Johannesburg invasion, confined as it was to Mr. Chamberlain, and aided and abetted almost in the open by Mr. Cecil Rhodes, has taught the British caution. It is now expected that the Transvaal, which he expected to be a host of a few years, will be a part of the British Empire. It could be, through the violence of the Boer authorities and the courage of the Boer soldiers. If he had succeeded, there is reason to believe that the British government would have sustained him. As he failed, that government repudiated him, and went through the form of an official investigation, which terminated in an official pronouncement of condemnation. Filled at the game of force, the Imperialists have turned to the wiles of strategy.

Indubitable and inevitable as the Boers have shown themselves in their past struggles against a half-hearted and divided

England, they can hardly be expected to withstand the might of England, spurred by a show of right that, while unerring, may serve to disarm and perplex her rivals among the Powers.

It is impossible to understand the exact situation without a present glance at geography and a backward glance at history. The area owned by Great Britain in Southern Africa comprises Cape Colony, Natal, Transvaal, Orange Free State, Zululand, the Transvaal or South African Republic (the names are interchangeable) is bounded on the north, south and west by one or more of these British possessions, and on the east by Portuguese East Africa and Zululand. Its area is 119,133 square miles, but a trifle larger than our state of Nevada. Its present population is roughly estimated at a million, of whom only about 200,000 are whites, the remainder being chiefly Kaffirs. Hardly a third of the whites are Boers, or people of Dutch descent.

There are some twenty thousand Germans, some ten thousand Americans, a few thousand Russian Hebrews, scattering of almost every nation and a race under heaven and about one hundred thousand people of British birth or descent. The Dutch, whose posterity are the present Boers (Boer is Dutch for farmer), made settlements in the Cape of Good Hope in the seventeenth century. The first English settlers joined the earlier white inhabitants in 1795, the British government conquered the territory in 1806 and the Cape of Good Hope became indefinitely a colony of the British crown in 1814. English immigration followed, followed by the descendants of the lowest British serfdom. Ever since that time the history of the descendants of original Dutch settlers has been one of constant watchfulness against British aggression. Sometimes they have saved themselves by retreat into the interior fastnesses, sometimes they have repelled the ever threatened invasion by force of arms.

The first clash came over the slavery question. The Boers claimed a right to enslave the native tribes. The British contended the alleged right. In 1833 emancipation was proclaimed in the colony, which till then had been people by British and Dutch alike. What added to the grievance of the Boer was that the slave owners among them received no compensation orders on London, which they were compelled to cash at the spot at ruinous rates. The great exodus, or trek, of 1845 was the result. Some six thousand Boers by a concerted movement, abandoned Cape Colony and moved on to the unknown interior. The bitter memory of their sufferings from hunger and thirst and from the attacks of savage natives remain as a legacy or hatred among their descendants to this day. At the Orange river the trekkers divided into two parties, one of which formed the Orange Free State, the other continuing further eastward, founded Natal. Both states were conquered by the English. A majority of the Boers, once more fleeing from British thraldom, crossed the River Vaal and entrenched themselves in their present position in the Transvaal.

Here four rival sovereignties were established whose internecine feuds were finally harmonized by a union into one republic. In 1854 the Transvaal, under a special Volksraad, elected for the purpose, and it still remains as the nominal constitution of the country. But they found themselves unable to cope with the savage natives, who harassed them on every side and threatened the security of their British neighbors. Yielding partly to a desire for self-protection, partly to a show of British force the Boers consented to annexation to the British empire in spite of the protest of Oom Paul Kruger and other sturdy minded young patriots.

But they fretted under the British yoke, and under the plea that Britain had not performed her promises they rose in rebellion in 1880, and after the bloody victory of Majuba Hill succeeded in again establishing their independence "subject to the suzerainty of Her Majesty." The treaty which contained these words was signed at Pretoria in August, 1881. It was the discovery of the Witwatersrand in the Vaal river as far back as 1857 which had drawn the eyes of the world to South Africa in general. It was the discovery of gold in the region across the Vaal in 1884 which made the Transvaal itself a subject of enterprise and speculation. In 1886 the great center of the Transvaal, Johannesburg, was founded in 1887. Today its annual output averages an annual value of \$25,000,000. Johannesburg, the great center of gold mining in the South African Republic, was founded in 1886. The Transvaal, which he firmly believes to be the gift of the Almighty. Even in cases where the feelings are not all suffering, where the desert to which he can trek? When he casts around him he perceives himself hemmed in by rapidly advancing Anglo-Saxon civilization.

To the north and west of him he has seen Cecil Rhodes, the Diamond King of the past and present, the intended King of the future, the orgo of all Boers, adding to the British empire that vast territory known by the general name of

As a natural result of the discovery of gold a vast stream of immigrants crossed the Vaal into the sleepy hollow of Boerland. Whatever their nationality, they were known to the Boers as Uitlanders, or foreigners. At first the Boers welcomed the invasion, deeming that it would be only a transient inconvenience, which would leave a lasting benefit behind.

At last the Randt valley was opened up. "The Randt will end like the others," said the now doubly confident Boers. "We need have no fears that the Uitlanders will stay." But here at last their forecast was wrong. The Randt has not fizzled out. On the contrary it is waxing ever greater in wealth, power and population. More than that, the experience acquired in the Randt has taught the miners that those outlying districts of Leydenburg, De Kaap and Klerksdorp, once abandoned as ephemeral, are in fact of immediate and permanent value.

Now the Boers woke up to the fact that the presence of an immense and ever increasing body of Uitlanders in their midst was a menace to their own political independence. Yet so far they had suffered little, they had not profited much by the invasion. The first hordes of immigrants were naturally enough composed in part of gamblers and adventurers, but these were soon succeeded by earnest, practical workers, by men of brain and brawn. They worked the mineral wealth of the country. They spent their savings in opening out mines, in putting up the finest machinery, in costly experiments of every kind; they collected the cleverest engineers and managers, and chemists from all the mining centers of the world; they redeemed the land from desolation; they built the towns, they constructed the railroads, they established the commerce and they fought in the wars against the savage native tribes, who, despite all the courage and fortitude of the Boers, must finally have triumphed over them if they had been left single handed.

And they paid and have paid and are paying practically all the taxes. It is estimated that ninety-five per cent of all the magnificent revenues that flow yearly into the coffers of the Boer government is contributed by Uitlanders. The state which they found nearly bankrupt has now an accumulated surplus of some fifteen millions of dollars.

They are not mere birds of passage passing through the land, accumulating wealth and returning to spend it in their own country. The Uitlander, so far as the law allows him, has made his home in the Transvaal. His children have been born there. The magnificent climate and the wealth of the soil, neglected by the Boer, are the inducements of permanent settlement of generations.

It is exactly that permanent settlement which the Boer dreads. Nor does he dread it without reason. The isolation, the independence, the permanence of the Boer, are threatened in the very stronghold which he had wrested for himself from a warlike environment if this alien element about him, the upper hand, which, unfettered, it must gain by the mere dump weight of majorities and the pulsance of brain and brawn.

The Boer loves his country with a passionate patriotism. It is unfair to say that he has done nothing for its development. He is not a miner, or an engineer, or a railroad constructor, or a bull or a bear in the stock market. He is pre-eminently an agriculturist. In Cape Colony nearly the whole of the wheat growing is done by the Dutch farmers of the Western Province. In the interior the bulk of the grain used is supplied by the Dutch farmer of the Transvaal. The whole of the fruit crop is produced by Boers. Even far up in Bechuanaland you will find Boer weapons from the republic loaded up with fruit, oat forage and other products.

The Boers, in short, are a pastoral folk, steadily content to be that and nothing else. They shun towns, shop keeping and gold mining. They ask only to live in a moderate degree of comfort, in a rural plenty; to provide for their children as they grow up, and to be let alone.

Zambesia and Rhodesia, which since 1889 has been under the sway of a corporation that is still his creature—the British South African company, chartered by the English government.

The British conquest over the Zulus on the east, like their conquest over the Matabele on the west, though it crushed the power of savage forces of the Boer, increased the territorial dominion of his civilized adversary, so that now a permanent barrier exists between him and the sea. No outlet is left for him save to Portuguese territory to the north-east. But the Portuguese have shown that they do not want him.

He cannot escape even if he would. To this government he tranquilly resigns the duty of protecting him. For though every burgher is a voter from the age of sixteen, the government which his vote has established and supports is practically an oligarchy. All the power is concentrated in the hands of an executive council, supported by a vote in the First Randt, which needs only to number thirteen in order to have a constitutional majority. In all twenty-five men more than cover the number who for a given term of years hold absolute power in their hands.

Of this small number a considerable fraction are not, properly speaking, Boers. They are Hollanders, imported direct from Holland, partly for the natural reason that they speak the language of the Boer, partly for the object of more effectually controlling the Uitlander of non-Dutch speaking origin. Thus, while the original Boer section of the population has remained the dominant section, the executive power of even this section comes very near being represented in the single personage of Oom Paul Kruger, a president three times re-elected and maintained in the first position of the state during the fifteen years' existence of the second republic.

Ever since the Uitlander invasion President Kruger's aim has been to preserve the dominance of the Boer by jealously reserving to the latter all the rights of citizenship. Previous to that invasion the law allowed an Uitlander to obtain full rights of citizenship after a residence of five years. Now the law was changed. A Uitlander, according to these provisions, must first renounce his allegiance to any other country, and at the end of eight or fifteen years the government at its option might give him the franchise.

During those eight or fifteen years he was a man without a country, and he might remain a man without a country to the end, though resident in one to which he contributes ninety-five per cent of the taxes, in which his children had been born, and which he had made his home.

In the South African Republic, therefore, the Boer is not a citizen. The largest body in the state, that native Kaffirs, has been deprived by conquest of all rights; the next largest, the Uitlanders, competing the wealth, the education, and the knowledge of affairs of the white population has been excluded by law from the enjoyment of the rights of citizenship, while a small minority, possessing neither education nor wealth nor knowledge of affairs, claims a divine right to govern all the others.

Yet, as we have seen, only a minute fraction of that very minority, under exact circumstances, really exercises the right so claimed.

The government's method of protecting the Netherlands Railroad forms another grievance. The charges for carrying passengers and freight are rightly complained of as exorbitant. The average charge for freight in the United States is half a cent per mile; in England it is three-fourths of a cent. These figures throw a lurid light upon the potential earnings of a railroad which, like the Netherlands, charged from 8 to 20 cents per mile. The cost of producing gold was necessarily raised by the cost of bringing coal to the mines. Add to this the increased cost of transporting gold to the market, and it is no wonder that many of the less accessible mines have been abandoned.

These are the four main grievances of the Uitlanders. There are many other minor ones. But at the bottom of all is the first great grievance, the refusal of the franchise. Were that granted all the others would soon be swept. But the dominance of the Boer would be swept away with them. It is only natural that he should refuse. The Jameson raid still offers an additional reason for refusal. Why he asks, should he admit to political fellowship the very people who sought his political extinction?

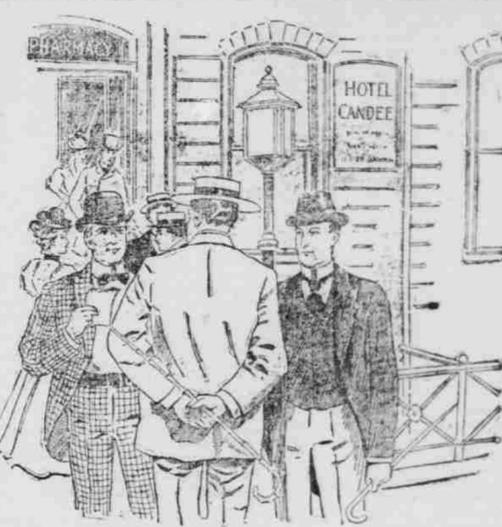
On the other hand, it is only natural that the Uitlander should seek relief from his present intolerable position. Monster petitions to the Volksraad, the aid signed by 25,000 persons, a number more than twice as great as the total number of burgher votes recorded for the election of the president, have been received with scorn and laughter. It is evident that burgher rights, including the right to vote for president and for the only effective legislation of the country, will not be accorded to the Uitlanders by any existing constitutional authority except under irresistible pressure.

Will pressure be brought to bear by the British government? Will the Boer government seek to resist? Matters seem to be shaping themselves toward that end. If so the only appeal can be to the sword, and the issue can hardly be doubted.

WILLIAM S. WALSH.

FOR ST. LOUIS. TAKE THE MISSOURI PACIFIC. "KANSAS AND NEBRASKA LIMITED." Leave Wichita at 2:10 p. m., arriving at St. Louis next morning at 7:30, making direct connections with all lines east. No change of cars. Elegant service. City ticket office, 114 North Main street.

ANNUAL CONVENTION W. C. T. U. held at Seattle, Wash., October 20 to 27, 1900. For the above occasion the Santa Fe route will sell tickets to Seattle and return at rate of one fare for the round trip. Tickets on sale October 14, 15 and 16. Going transit limit October 31. Final return limit November 16, 1900. Stop-overs will be allowed within limit on going and return trip at any point. L. R. DELANEY, Agent.



A druggist in Syracuse, N. Y., says that Ripans Tablets are especially valuable for curing habitual constipation, and suggests that that point ought to be brought out conspicuously in all the advertisements of this remedy. He sells Ripans Tablets to many theatrical folks and to traveling men, his store being located near the Hotel Candee, where most of these people stop. Among his customers is a local life insurance agent, who had been in the habit of buying some kind of pill for his wife, with unsatisfactory results till the druggist recommended the Tablets. Upon being appealed to for her opinion of Ripans Tablets, the agent's wife said: "I have used them with good success in indigestion and constipation, and can highly recommend them."

A new style packet containing TEN RIPSAN TABLETS in a paper carton (which is now for sale at one cent) is now on hand. This new packet is intended for the use of traveling men and is the only one of the kind ever made. It is made by the same process as the original one, and is of the same quality. It is made by the same process as the original one, and is of the same quality. It is made by the same process as the original one, and is of the same quality.

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Than I have in Twenty-Five Years' Business. The reason is because I have kept the goods that the people want, and have made it a point to sell them

CHEAPER and have kept the BEST BRANDS.

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132 N. MAIN.

REMEMBER THIS— THAT THE SANTA FE ROUTE RUNS A TRAIN FROM WICHITA TO— Kansas City 12 hours 15 minutes Chicago 18 hours 15 minutes St. Louis 24 hours 15 minutes Cincinnati 24 hours 15 minutes Louisville 24 hours 15 minutes Arriving at Cincinnati and Louisville before noon. Time to all points east and southeast correspondingly quick. Most popular line to all points. Phone 123. L. R. DELANEY, Agent.

ANNUAL CONVENTION W. C. T. U. SEATTLE, WASH. For the above meeting the Great Rock Island has made a rate of one fare for the round trip. Tickets on sale October 14, 15 and 16. Going transit limit October 31. Final return limit November 16, 1900. Stop-overs will be allowed within limit on going and return trip at any point. E. FRANK D. P. A. E. W. THOMPSON. A. G. P. & T. A. Topeka. Daily Eagle, by carrier, 10 cents week.

Under the title "A Colorado Summer," the Santa Fe Route has issued a handsome printed book describing the attractions of the Rocky Mountain summer resorts. Illustrated, we understand, by fine drawings. Besides a graphic description of the more noted localities, the publication contains special articles on climate, the mountains, camping, fishing and shooting, and is embellished by thirty half-tone illustrations from special photographs. A map of Colorado, a table of altitudes, and a full list of hotels, cottages and boarding houses and their rates are included. This should be an invaluable handbook for all who contemplate a summer trip to that charming region of lofty altitudes, pure air and cool sunshine. FRISCO LINE TO EUREKA SPRINGS, ARKANSAS. Express tickets on sale at all times. Take a much needed rest and spend a few days at the noted resort. \$12 for the round trip (including returning liberty care from date of sale). H. O. MONTGOMERY, City Ticket Agent. Daily Eagle, by carrier, 10 cents week.