

CAPE TO CAIRO RAIL-HEAD

HOW THIS GREAT TRUNK LINE ACROSS AFRICA IS PROGRESSING.

Special Correspondence.

BROKEN HILL, Northwest Rhodesia.—I am at the Broken Hill mines, 380 miles north of the Zambezi river and at the northern end of the railroad system of South Africa. This is the rail head of the Cape to Cairo trunk line, which now reaches from here to Cape Town, a distance of more than 2,000 miles. I am quite as far from the Cape of Good Hope as from Boston to Denver, and farther north of the southernmost point of Africa than Hudson bay is north of the Gulf of Mexico. The road is only temporarily stopped at this point, and by the time this letter is published the work of laying the tracks northward may be again under way. The late Alfred Beit, the friend of Cecil Rhodes, who like him made a great fortune in South Africa, left \$5,000,000 to be used for the extension of the Cape to Cairo system, "and this to be employed toward pushing the road to Lake Tanganyika." As it is now, it is only about 200 miles from the borders of the Congo Free State, and within 450 miles of Tanganyika. Some of the building done here and Victoria Falls was done at the rate of a mile a day, and a year or so, if the work is pushed with easily suffice to complete the steam route from here to the Mediterranean sea. A flying survey has been made to the great copper deposits of the Congo Free State, and after the road reaches there, the Belgians will aid in that branch of its construction.

BY STEAM THROUGH AFRICA.

I refer to the Cape to Cairo line as a steam route, including in that term transportation by boat and cars. There will never be one continuous iron track north and south across this continent. The traffic will not warrant it, and besides there are deep waterways which can be used to save almost one-third of the construction. The longest stretch of rail will be from Cape Town north to Lake Tanganyika. This is just about as far as from New York to the Great Salt Lake, and it comprises almost one-half of the route from the Cape of Good Hope to the Mediterranean sea.

Lake Tanganyika is a narrow trough in the mountains running almost north and south for a distance of 400 miles. It is right along the survey of the trunk line, and the cars can be run on to steamboats and ferried across it. From the upper end of Tanganyika to Khartoum only 400 miles of railway are needed. The distance between the two points is 1,670 miles, but 1,200 miles of it can be made by water. From Khartoum the steamboats on the Nile are already running for more than 1,000 miles and with 100 miles more railroad, passengers can reach Lake Albert. It is but a short stretch from there to Lake Albert Edward and Lake Kivu, so you see the Cape to Cairo system is approaching completion. The roads yet to be built are not as long as from Philadelphia to Chicago, and more than one-half of the work will be finished when this line has reached Tanganyika.

RHODESIAN RAILWAYS.

For the past month or more I have been traveling over the railroads of Rhodesia. Those already constructed measure something like 2,500 miles, and they have all been built within the last 15 years. They were laid out by Cecil

Rhodes, but he died before they had reached the Zambezi and the greater part of his traveling through the country was done in ox wagons. The roads are well built and traveling over them is comfortable. The gauge is one meter, or three feet six inches. The rails are comparatively light, most of them being from 40 pounds to 60 pounds per yard. Some of the cars are magnificent. The trains de luxe carry cooking and dining arrangements, and my car to Victoria Falls had a shower bath with a coil of pipe which ran round and round furnishing a needle spray.

One can now get on a train of that kind at Cape Town and ride to Victoria Falls without change. The distance is 1,200 or 1,300 miles, and the first class fare is just about \$30. The meals are good and the prices cheaper than at home. Breakfast costs 50 cents, luncheon 62½ cents, and dinner 75 cents. On the Rhodesian road the dining car rates are a trifle higher, but nowhere are the meals as much as \$1. The rate from Cape Town to Broken Hill is over \$100, but the second class tickets cost about one-third less, and the third class are not half as much as the first. For those who wish to travel without regard to cost, private cars may be had. These have cooking and dining compartments attached to them, and a single car has every arrangement to accommodate six persons. It has a dining room, kitchen, bathroom and bedrooms. The railroad company furnishes a cook and all the provisions. The terms are \$1,800 a month, which includes board, lodging and travel. This is an average of \$10 per person per day, and it seems to me comparatively cheap.

FROM VICTORIA FALLS NORTHWARD.

Good traveling arrangements stop with Victoria Falls, although private cars may be brought northward to Broken Hill. I came on the ordinary train and had a first class compartment all the way. I had to carry my own food and bedding, however. The travel through the wilds is light and the road has not been completed long enough to make the demand for comforts warrant the expense of furnishing them. It takes two nights to make the trip to this point, and a few thick blankets enable one to sleep well on the ordinary cushions of the car. I have rolled up my overcoat and used it for a pillow, and notwithstanding the jolting have slept like a top.

The eating is a more difficult matter. I had a tin cracker box filled with such things as canned tongue and ham, with several varieties of pickles, which serve as a relish and aid in cutting the grease. I started out with some canned butter, but I will say nothing about that! It was amply strong enough to speak for itself. I had also some jam, made in London, which I spread on top of my ham sandwiches, and that took its place. As to bread, I carried three loaves with me from Victoria Falls hotel, and I will get another supply here when I go back.

TEA FROM PILLS.

I have had excellent tea, which I brewed with hot water from the locomotive. At meal times the black boy who is in charge of the car, brought me a kettle and I made my tea with tea pills. I wonder if you have ever heard of the little tablets of compressed tea, invented by Burroughs, Welcome & Co. of London. They are as big around as the end of your little finger and one will make a full cup.

Queer Features of Life and Business at Broken Hill the Station Farthest North—The Road is Now Four Hundred Miles Above the Zambezi And Not Far From Lake Tanganyika—How it is Equipped—Trains With Shower Baths and Private Cars at \$1,800 a Month—Steel Ties And Telegraph Poles to Resist Ants—A Bad Place For Babies.



LOADING FREIGHT ON CAPE TO CAIRO RAILWAY, NORTHERN RHODESIA.

Photographed for the Deseret News by Frank G. Carpenter.

They are composed of real tea, compressed by an enormous force into pills. Each tablet is as hard as a stone until the water touches it, when it dissolves to a powder and gives forth a delicious aroma. The pills are put up in tin boxes, and they are so small that you can carry enough for 100 cups in your pocket. A little box of short sweetening goes with them. This is composed of saxon, a material which is 600 times sweeter than sugar. It is compressed into pills as big as the head of a pin and a single pinhead pill will sweeten a cup.

FIGHTING THE WHITE ANTS.

All the way from here to the Zambezi river the telegraph poles and the railroad ties are of steel. The ties are a hollow steel shell about seven feet long with a clamp into which the rails are fitted. In order to show just how they look I had a native stand a tie

upon end and photographed it. The man is fully six feet in height and it reaches more than a foot above him. All of the railroad stations are made of galvanized iron, and in the huts here at Broken Hill almost no wood is used. This is necessary on account of the white ants which infest the regions north of the Zambezi. They live upon wood and they burrow into the railroad ties and eat away until nothing but a shell is left. When wooden telegraph poles are erected they chew them to pieces so that the wires fall to the ground.

White ants are to be found all over Central Africa. I have seen tens of thousands of their hills during this trip. Sometimes their mounds will be 20 feet high and at others they do not reach the height of your waist. They go about as far below the grounds as above it, and each hill is divided up into little rooms much like a flat build-

ing. The ants have their soldiers and guards. They have their workers and drones, and there is a big queen who looks for all the world like a white worm of the size and shape of a small Frankfurter sausage, and who lays all the eggs. I was offered one of these queens as a present during my stay in Uganda. It had been caught by an English army officer and pickled in alcohol. I feared, however, that the bottle might break and had to refuse.

INSECTS WHICH MAKE CEMENT.

Speaking of the white ants, they are of great value to Africa. Their homes form a natural cement. The ant hills are built grain by grain by these little insects, which, as they build, moisten the clay with a juice from their

mouths. This spittle contains formic acid and it is of such a nature that it changes the clay into a paste or glue which afterward turns to stone. It may be mixed with water and softened, but as a rule it is as hard as cement and has the same properties. All over Africa the natives take this ant-clay for their building material. They start their huts by making a frame-work of sticks which they weave in and out much like a basket. Over this they spread the wet clay from the white ant hills, using it as a plaster. After a time the walls become as solid as stone, and they form a perfect protection from the weather. In some places the huts are composed entirely of this material and in others they end in cones of thatch. Many of the pioneers of Rhodesia live in huts of this character, and there is a mission church here which is plastered with red clay from the abandoned homes of the white ants. The church is floored with galvanized iron. It was put up by the Rev. John H. Springer, who for a long time was the head of the Methodist Episcopal missions at Umtali. Mr. Springer stopped at Broken Hill on a trip across Africa and built this church during his stay.

THE STATION FARTHEST NORTH.

But suppose we take a look at Broken Hill, the present terminus of the Cape to Cairo railroad. It is the South African station farthest north and is in the very heart of the black continent. It lies 380 miles above the Zambezi river, and more than a hundred miles from the Kafue river, which is one of the Zambezi's mighty branches. The land here is high and healthy. It is a great plain lying further above the sea than the average altitude of the tops of the Allegheny mountains. The plain is covered with grass which reaches far above one's head, and is spotted with patches of forest and clumps of brush. The woods are not dense nor are the trees large, but they are the haunts of many wild animals. The country seems rich, and it will some day be taken up by farmers and stock raisers.

Broken Hill itself is a mining town supported by the several hills of zinc and lead which I shall describe later on. It consists of two settlements, one of which is devoted to the white officers and overseers who manage the mines and to the native workmen who live in a kraal nearby, and the other of the hotel and stores and the homes of those who have business outside the mines. There are no saloons in either settlement, and the selling of liquor is contrary to law.

I wish I could show you the hotel at Broken Hill. It is a collection of thatched huts made of red clay from the homes of the white ants. The largest hut is the dining room; near it is the kitchen built so far away that no smell can offend. Every guest has his own individual hut as a bedroom. The bedroom huts are also made of red clay with grass roofs. All have holes in the walls for windows and mosquito nets take the place of glass. The dining room is about 20 feet square and the waiters are half naked negroes who trot about in their bare feet.

A BAD PLACE FOR BABIES.

This hotel is almost in the jungle. The places between the huts are clear, but the grass behind is as high as

your head, and it would be easily possible for a leopard or a lion to crawl up and sneak out a baby. Indeed, the mothers watch their children carefully, and the little ones never stray out of doors after dark.

AND ARE THERE WHITE CHILDREN AWAY UP HERE IN THE HEART OF AFRICA?

Yes, there are 50 or more white men connected with the mines, and some have their families here, but the white children there are a half dozen, white women and numerous children. As I walked through the hotel grounds I saw a baby carriage at the door of one of the huts, and a rosy-cheeked little boy of a tagged at my heels. The town has its football and cricket grounds, and there is a tennis court in which these ladies are among the players. Broken Hill has its afternoon teas and now and then public dinners.

BUSINESS IN MID-AFRICA.

There are perhaps a dozen business establishments. Some of them are in sheds of galvanized iron, but the others are made of white ant clay having roofs of grass thatch. Every shop sells a variety of goods. The shelves are full of canned stuffs from Europe and the United States. There are hams, tongue and canned beef from Chicago, Kansas City and Omaha, canned fruits from California and salmon from Oregon and Alaska. The most of the hardware and tinware comes from Europe, and this is so also of the jams and the jellies. The storekeepers are Englishmen, and the native blacks act as clerks. Everything is sold at high prices. Bread costs 25 cents a loaf; a tin cup sells for a shilling and butter is 75 cents a pound. A common cutlery knife which would bring a dime in New York costs 50 cents at Broken Hill, and all other things are in like proportion. I find many American goods used here and there over Africa. I have written about our cotton in Abyssinia and Uganda. They are far superior to any other, and it is their excellence only that makes them sell in competition with the German and English cottons which are everywhere pushed. It is the same with our meats. They form a large part of the food of South Africa, but the English sneer at them, and they keep them out if they could find any others as good.

FRANK G. CARPENTER.

MEN PAST SIXTY IN DANGER.

More than half of mankind over sixty years of age suffer from kidney and bladder disorders, usually enlargement of prostate glands. This is both painful and dangerous, and Foley's Kidney Cure should be taken at the first sign of danger as it corrects irregularities and has cured many old men of this disease. Mr. Rodney Barnett, Rockport, Mo., writes: "I suffered with enlarged prostate gland and kidney trouble for years and after taking two bottles of Foley's Kidney Cure I feel better than I have for twenty years, although I am now 81 years old." For sale by F. J. Hill Drug Co., "The Never Substitutes."

SUNDAY EXCURSIONS.

Via D. & R. G. R. R. Aug. 30th. To Provo Canyon, 7:30 a. m. \$1.25
Returning leave Ogden 5:45 p. m. and 8:30 p. m. Leave Provo Canyon 2:45 p. m. Ticket and chicken dinners at the canyon resorts.

The Portneuf-Marsh Valley Irrigation Company, Ltd.,

Downey, Idaho,

Offers you a chance to get a home in the beautiful Marsh Valley, with a small payment down and nine years additional in which to pay out. The land is equal to the finest fruit land in the country.

Notice of Opening of Carey Act Lands

Boise, Idaho, July 31, 1908.

By order of the State Board of Land Commissioners of the State of Idaho, the following described desert lands will be opened for entry and settlement on and after September 7th, 1908, in tracts not to exceed 60 acres, by any one qualified to enter the same under the provisions of Acts of Congress Approved August 18, 1891, June 11, 1896, and March 3, 1901, commonly known as the Carey Acts, and an Act of the Legislature of the State of Idaho approved March 2, 1899, and the rules and regulations of the State Board of Land Commissioners of Idaho in relation thereto:

All of the lands described in the contract between the United States and the State of Idaho dated May 14th, 1908, which are situated in Bannock County, State of Idaho, and are particularly described in said contract which is on file in the office of the State Board of Land Commissioners, said lands being approximately 12,000 acres situated in Township 11 South, Range 36 East, Township 10 South, Range 37 East, Township 11 South, Range 37 East, and Township 12 South, Range 37 East, B. M.

Applications to enter said lands may be made in person or by authorized agents to any agent of the State Board of Land Commissioners at Downey, Bannock County, Idaho.

The land will be sold to the entrant at the price of 50 cents per acre, one-half of which shall be paid when application is made and one-half when final proof is submitted.

All applications must be accompanied by a copy of contract for the purchase of water shares in the Portneuf Marsh Valley Irrigation Company's canal system at a price not to exceed \$35.00 per share.

One share will be required for each acre of land entered and will represent a proportionate interest in said canal system.

F. R. GOODING,
Governor and Chairman.

M. L. Church Register.

Write For Particulars.

Portneuf-Marsh Valley Irrigation Co., Ltd.

Downey, Idaho.

Snow Academy

While the Snow academy is a school especially for those who have completed the public school work, it also receives young men and women who, for one cause or another, have not finished the work in the grades. And, too, some find it inconvenient to attend the regular school year because of late fall and early spring work; to such a winter course is offered which begins in December and continues for three months.

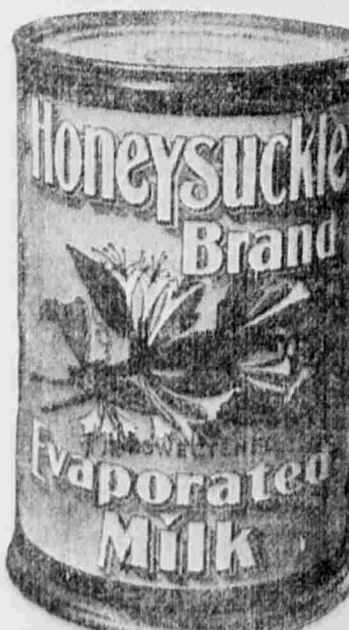
The following courses are given: Four year normal, four year high school, four year commercial, two year shorthand and bookkeeping, three year agricultural, three year domestic science, three year domestic art, three year carpentry, two year music, and two year preparatory.

The academy enters on its twenty-first year, with fifteen in its faculty; with a building containing thirty-three rooms, well equipped for school purposes. The surroundings are headful, and there are no special attractions to draw students from their studies. Board and lodging is from \$2.75 to \$3 a week. Catalogue will be sent free upon request.

Snow academy opens Sept. 15th, 1908.
WM. G. BARTON,
Secretary.

For the Kidney, Liver and Bladder

Gold Medal Genuine Tilly Haarlem Oil, made in Haarlem, Holland. For sale by ZION'S CO-OPERATIVE MERCANTILE INSTITUTION, DRUG DEPARTMENT, 112-114 South Main St., Salt Lake City.



The Honeysuckle Milk

Is the only milk put up in the West in sanitary cans.

No solder—no acid—germ proof.

ASK YOUR GROCER.

Special Bargains!

AT TEET'S Bargain Store

7 Bars of Swift's White Laundry Soap for 25c

BOYS' SHOOL SUITS

We will sell all of our Boys' Knee Pants Suits at a great Bargain.

Boys' \$1.50 Suits for98c
Boys' \$2.00 and \$2.50 Suits for.....\$1.48
Boys' \$3.00 Suits for\$1.75

MEN'S \$1.50 PANTS. GOOD GOODS FOR 98c

CARPETS & RUGS

Yard wide Carpets23c
Heavy Yard wide Carpets, worth 45c, for 33c
Beautiful Brussels Carpets.....59c and 69c
Fine Brussels Rugs 9x11 ft. worth \$18.00 for\$12.00

All kinds of Rugs and Art Squares at Special Bargains.

11 Bars of Nugget Laundry Soap for - - - 25c

SHOES SHOES

Ladies' \$2.25 patent leather oxfords now\$1.25
Ladies' Oxfords, Worth \$1.45, now.....98c
Ladies' Shoes from98c up
MEN'S BEST SOLID LEATHER WORKING SHOES\$1.25
Men's Fine Shoes\$1.75, \$2.00 and up
SPECIAL BARGAINS IN CHILDREN'S SCHOOL SHOES.

DRY GOODS

Biggest Bargain of All

EXTRA HEAVY 14c CANTON FLANNEL ON SALE AT8c
Apron Gingham5c
Outing Flannels43-4c

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Men's Good 8-oz. Canvas Gloves, per dozen - 63c

Come and see us for anything you want at a bargain.

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