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PURE FOOD BILL

In view of the fact that the Dominion Parliament is considering the advisability of passing a law to prevent the adulteration of food products, it is interesting to note that it took sixteen years of agitation to place the Pure Food Bill on the statutes of the United States. On January 1 the law came into effect, but before the fight against adulteration had been advised how to evade it. A national grocer's association went to the trouble of preparing a document on the subject, in which the grocers were given several valuable hints on dodging the law, but the attention of the Washington government was brought to the matter, and it was announced that the grover who tried any tricks would find himself severely dealt with. It is the intention of the administration to carry out the law in its spirit as well as in its letter.

The fight against adulteration has been fierce and prolonged. No fewer than 23 measures have been introduced in the House of Representatives and 27 in the Senate to ensure pure food, but the interests behind the adulterants have always been strong enough to beat them. Failing, until last summer, to pass a Federal law, the reformers fought for State legislation, and in some cases they succeeded. In Pennsylvania, for example, a crusade against adulterated glucose had made the charges heeling that the product was adulterated with poisonous sulphites. As glucose is used largely in the manufacture of candy, and especially in the cheaper, gaudier kinds sold to children, the reformers were able to win the battle. In Pennsylvania the campaign, and suits were brought against 42 dealers. After 250 days of trial, the manufacturer of the adulterated glucose "threw up his hands," and announced that a new and harmless process for the making of glucose would be adopted. The fight, he admitted, cost him a million.

That the condition that prevailed before the passage of the Federal law was extremely baneful may be judged by the statement of Prof. Lyon L. Waters, before the American Association for the Advancement of Science, and quoted in the Detroit News Tribune. Labels, he said, had come to mean nothing. On investigation he found that in almost every case of vinegar sold at a low price mineral acid was discovered. Cocoa was adulterated with glucose and ground shells and sugar. Ground coffee is duplicated by drying, baking and powdering hogs' liver, which is then mixed with sufficient chicory and coffee to give a reminiscent flavor. Whiskey is sometimes adulterated by the use of "beading oils" and caramel coloring. As regards gin, the greater part of this spirit consumed in the United States has never been prepared by distillation over juniper berries, but is made by adding the oil of diluted spirits. Mustard is loaded with flour; tincture of Jamaica ginger is reinforced with capsicum; and the greater part of ground spice is adulterated.

There need be no hemming and hawing about making these statements. They have been all proved before the United States Congress. To this extent they may apply to the Canadian market with no doubt, be brought out before there is legislation on the subject. It is a fact that does not go so far as to forbid the use of adulterants, for these are necessary in many cases for preserving or flavoring purposes. The law does not

IMPOSSIBLE TO STOOP OR BEND

SEVERAL DOCTORS COULD DO NO GOOD.

PAIN IN BACK AND KIDNEYS.

People often say, "How are we to know when the kidneys are out of order?"

The location of the kidneys, close as it is to the small of the back, which is not affected materially by other organs, renders the detection of kidney trouble a simple matter.

The note of warning comes from the back. Backache is the signal sent out by the kidneys when the minute they become overtaxed. Those who heed the warning when it is first given, usually have but little trouble. The danger lies in delay. A few doses of

Doan's Kidney Pills

when in time, often saves years of suffering, and in many cases life itself.

They stimulate the action of the kidneys, enabling them to perform their duty properly.

Miss G. C. Pye, Esq., Esq., N.S., writes: "For the past three years I have been troubled by a very bad pain in my back and kidneys. It was so bad that I was unable to do my work. I had several doctors attend me, but found no relief until I took Doan's Kidney Pills. I had several boxes of Doan's Kidney Pills, and they completely cured me. I don't think they have an equal for kidney trouble. Doan's Kidney Pills are 50 cents per box or 100 cents for a six-month supply. They are sold by all druggists or sent direct to you by The Doan Kidney Pills Co., Toronto, Ont."

He—Well, chiefly because my name is Dupont.—Nos Loisirs.

Piercing Heart of Africa

New York Times.

In the heart of Africa, 1,700 miles from the Atlantic, a little band of white men, not 200 in all, directs the labors of 5,000 negroes in one of the most remarkable conquests of nature to the credit of civilization. They press forward, step by step, clearing the tropical forests and surveying the land, throwing up embankments and laying the ties and steel rails of an iron highway as they go.

In front is a country rich in gold and copper and the diamond fields of the Transvaal. Behind them are 1,000 miles of railroad and water way which nine years ago were veiled in the mystery of Stanley's "darkest Africa." The scream of the locomotive pierces the jungle where lions and leopards had their lairs and droves of wild elephants stripped the palm trees of their yellow fruit.

Telephone bells wrangle with gray parrots. Churning steamboat wheels invade the dwelling places of hippopotami among the reeds on the river banks. A sawmill sings at the river's edge. The Congo River, twenty years ago heard the horns, drums and savage yells of the cannibals and the men they must down the river before them or die.

Like a Land of Dreams. The story of this conquest of the jungles of the dark continent is so romantic and amazing and the distances are so vast that this greatest of romances seems like a boy and the new railroad may be said to take the place of the boy's dream.

The story belongs to the past. Years ago, in the map of Africa, new divisions appear in the territory south of the Sahara—5,000,000 square miles, or 1,300,000 square miles more than the area of the United States, Alaska and our colonial possessions.

The conquest of the jungle here related refers to the very heart of the dark continent under the equator. The 900,000 square miles of the Congo Free State, which, if laid on the map of the United States, would cover space between New England and middle Atlantic States and extend westward on parallel lines nearly to the Rocky Mountains. The topography, the country at once suggests the more familiar contour of Mexico.

The strip of low, unhealthy, tropical forest near the Atlantic and beyond the mountain chains, with the table lands between them.

Darkest Africa of Yore. The heart of this continent was indeed "darkest Africa" when Livingstone cast the first glimmer of light upon it in 1857. Stanley's journeys across it in 1874 and 1877 and on the Emin Pasha relief expedition of 1887-1888 are recent that nearly every man's world by the late nineteenth century was then to the fifteenth—a new Eldorado, a land of mysteries and wonders.

"Without a railway I do not value the Congo State as worth a dole of bread," declared Stanley after one of his visits to the dark continent. He knew of the vast riches in the table land behind the mountain ranges, which could only be reached along one highway—the Congo River. It is second in the great streams of the world, 1,600 miles long and seven miles wide at its mouth. Only the Amazon is greater in the volume of water; only the Congo and the Missouri combined exceed it in length.

The nation that controlled the Congo River, said Stanley, would be mistress of central Africa. Sailing up this water way from the Atlantic through 110 miles of swamp and tropical forest, the trader was halted at the mountains by a series of cataracts. In all they covered 300 miles of the river's course.

Railroads to Pass Cataracts. When Stanley said this vast empire was not worth a dollar and a half, he meant that bands of steel must pass these cataracts and others further up the stream before the Congo would be open to the commerce of the world.

Could such a railway be built? In the face of the obstacles it seemed to be an enterprise with insurmountable difficulties—still the dream of the explorer in the land of dreams. The white man must conquer marshes and jungles, with their wild beasts and serpents, mountains except unknown except by name, the vast tableland, drenched with rains that bore disease and death in their train, the poisonous arrows of the natives, 1,000 miles of open water, cataracts and jungles again.

King Leopold of Belgium listened and dreamed. Then Stanley's wonder tales inflamed the imagination of men and others dreamed. Their cupidity was aroused. The world is not so large that such an empire, under the equator, can be neglected. England's policy foreshadowed her approach to the valley of the Nile. Portugal claimed the land south of the mouth of the Congo and France that of the Congo and the Congo and the Congo.

The building of 260 miles of railway around the cascades from Matadi to Leopoldville meant harnessing the delays and engineering problems. The way would have been easier, the engineers said, if it had been laid through the territory of France to the northward. After many complications this was found to be impossible. The route was out of it to penetrate the mountains, brow around and beneath them. The concession for the railroad was granted on March 1887; the mountains were conquered and the railway opened to traffic in 1893.

Familiar as this engineering feat to the majority of readers, the results still seem like a tale from "The Arabian Nights." East of Leopoldville stretched the great tableland, from 5,000 to 6,000 feet above the level of the sea, hot and moist, densely forested with broad leaved trees and impenetrable undergrowth, inhabited by savages, droves of buffalo, elephants, antelopes, hippopotami, monkeys and crocodiles.

There, the magician waved his hand. Soon steamboats were plying up the river 1,000 miles to Stanleyville and

Stanley Falls, in the very heart of the continent. By the end of the century, or in a brief two years, the steamers numbered 100. The largest of them now have a burden of 500 tons. The waterways of the Congo State have been increased to 8,500 miles. Telegraph lines begun in 1892 annihilated 800 miles by 1907. The number of trading posts increased from forty-five in 1892 to over 200 in 1902, the investments of commercial capital in the same period from \$17,000 to \$25,000,000. The white man found that with temperate habits it was no more difficult to live on the tableland than in any tropical climate—a New Orleans, for example. He had planted 2,000,000 coffee bushes and 800,000 coconut trees and had cultivated 6,000,000 India rubber plants by the end of 1902.

The Belgium company owning the concession for the railways in Congo State intended at first to build the lines toward Egypt and the Upper Nile in the northwest. Reports of the riches in gold and copper in the south, however, determined them to push out in that direction and build the system of iron highways that is now under way. At Stanley Falls the men they must down the river before them or die.

How was this iron highway constructed 1,400 miles from the sea and in the very heart of the jungle? When the work was started on Jan. 26, 1903, only fifty-three white men—Belgians, Italians, Scandinavians and Swiss—were available. Although the number had been increased to more than 100 by the end of last year. Under their leadership, however, the expert machinists, masons and track-builders are negroes who came with their families from West Africa. In that region the negroes who were savages fifteen years ago are running locomotives, working in machine shops and serving as crews on the railroad trains. The Congo steamboats who tried to kill Stanley.

These skilled workmen are assisted by apprentices from the government and missionary training schools. The road graders, tracklayers and common laborers are negroes, recruited from the neighboring tribes.

Hospitals and Vaccination. Two hospitals were built in Stanleyville for the railroad men—one for the whites and one for the blacks. The danger from smallpox is always great in Central Africa and everyone, even the white children of the common laborers, was vaccinated with virus from a plant near Stanleyville supplied by the government.

Native policemen were appointed to maintain order among the laborers. Three physicians accompanied the party to regulate the sanitary conditions. Repair shops were set up and prospectors were sent to advance the work. The many bricks which must be used, and limestone to be burned into lime for mortar.

These celebrated preparations ended the army of 3000 odd, with their wives and children set forth to conquer the jungle. The clear the forest for short distance, as the engineers survey the land. At once the roadbed is graded and the tracks are laid, so that the construction train can be brought to the very end of the line with earth and timber. No great difficulties are encountered in making the embankment, as the road passes through alluvial soil that is free from rock.

Advance With Aid of Sawmills. As they advance deeper into the jungle sawmills are erected, and in these the negroes saw the timber for ties, bridges and warehouses. The ties are of bombal trees—the "sham cedar"—a tough, durable wood from the neighboring forests. The steel rails are brought from Europe, the freight charges being \$2,500 for a ship, building the Congo State, a kilometer, or from \$25,000 to \$30,000 a mile.

Now and again a stream is reached. It is bridged by structures of masonry and steel. As the army advances, step by step the telephone goes with the work, and the wires are fastened to the trees or to steel rails set upright in the ground. After the telephone comes the permanent telegraph.

The wives and children of the negroes advance with their husbands and fathers. In a few hours the palm leaves and grasses can be built close to the tracks. They supply all the shelter and climate requires. The black men live in little tribal villages, moving forward from time to time.

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FOR SALE A few good grade ewes in lamb to registered Shropshire. H. W. Bullock, Salt Spring Island.

time as the railroad advances.

Fight Jungle for Wealth. This battle with the jungle has lasted three years. The railway around the second series of cataracts of Fopville was opened for traffic on September 1 last. It was equipped with fourteen locomotives and cars. Steamboats have been launched above the second cataracts and steamed south to Kindu, about 185 miles of water way that had been opened to them.

At Kindu another line of railroad was started at once to Bull, 180 miles distant around the third and last of the series of cataracts in the river. Here 160 white men and 5,000 negroes are pressing forward through the jungle toward the gold and copper ore and the diamond mines of the Transvaal.

The vast riches of the dark continent thus being laid bare tax credit. The mind can scarcely grasp the meaning of 2,000,000 square miles of forest, much of it ebony, teak and mahogany, that stretch from Sahara to the Cape, coal fields more than 1,000 miles long and some of the richest iron and copper deposits in the world. In the Congo plain \$500,000 worth of rubber is produced every year, not to mention coffee and tobacco growing wild, pineapples, rice, bananas, sugar cane and cotton flourishing in a soil as rich as that on the lower Mississippi. In the light of the facts it may well be understood why the stock of the Congo State railway, 100 at par, is quoted at 5,000. Spainard never did in America an Eldorado such as this.

TO CURE A COLD.

It is the easiest thing in the world to catch a cold in these days of unreasonable weather. One does imprudent things and next thing finds oneself in possession of, or, rather, possessed by, a horrible attack of gripe.

As a rule the simplest remedies for a cold are the surest. There is nothing so good as carrying off the congestion like a hot bath, a hot drink and a good sweat. Do this at night.

If necessary to go out next morning rub the body vigorously with alcohol and a Turkish towel before venturing forth. It is of the utmost importance to avoid getting chilled after the hot bath.

If it is a tight cold in the head, rub the bridge of the nose thoroughly with vaseline at night. This simple remedy sometimes works like a charm.

Another efficacious method is to snuff up was no water out. But one must not go out right after this or the cold will be aggravated.

Rub a little camphorated cream on the chapped lips and nose. If there are fever sores moisten a little powdered borax and apply. For the itching limbs a good rubbing with alcohol or spirits of camphor is excellent.

It is of the utmost importance during a cold to keep the system from becoming clogged. The old, senseless maxim, "Feed a cold and starve a fever," is responsible for many bad complications and prolonged colds. The proper method is to eat very lightly, and even paralyze it.

If you will use plenty of steamed fruit in your diet, eat fresh figs, drink hot water, and before meals take one or two glasses of water during the day you will be taking the best possible measure to get rid of a cold.

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