

Mining King Solomon's Mines

ENGLISHMEN HAVE REOPENED IN SOUTHERN RHODESIA PROPERTIES THAT ONCE WERE FABULOUSLY RICH

BY FRANK G. CARPENTER.

DID the gold of King Solomon's temple come from Rhodesia? Some noted archeologists claim that it did. There are mighty ruins here in Mashonaland which are said to have belonged to the ancient miners, and in Mashonaland are the ruins of Zimbabwe which may have been built by the very men who dug out that gold. All over Mashonaland and Mashonaland I find the remains of ancient workings, and the gold mines which are operated today consist of the deepening of the excavations of the past. Last year more than \$10,000,000 worth of ore was taken out of this part of Africa, of something like \$20,000,000 worth has been mined since the country was opened up. This is far north of and entirely apart from the great mines of the Transvaal, which are now yielding more gold than any other mines of the world. The workings there are on a gigantic scale. Here the mining consists of many hundreds of the development of the deposits discovered by the unknown races of the ancient past.

The miners are now looking for the old workings, and they find that the ancients usually abandoned their diggings when they had gone down only 40 feet or so. They had cradled the waste on the dumps and some of the waste on the old dumps is being worked over. I saw one shaft near here which had been cleaned out and extended and the miners are now continuing the work of the men of thousands of years ago.

I am told that nearly all of the old reefs, as they are called, grow by tons, they go downwards. They are mostly made up of low grade ore, but such that it can be worked with small stamps. Much of the gold in these mines is taken by little machinery to work it. I have seen mills which have only three stamps each, and there are many which are worked by a couple of white men and a dozen or more natives.

King Solomon's Mines.

There is considerable evidence that King Solomon got his gold from South Africa. When Vasco da Gama first made his way around the Cape of Good Hope he found that the natives at Sofala, a port in Portuguese East Africa, below the mouth of the Zambezi, had gold which came from the northwest, and probably Rhodesia. We know that gold was being taken out of this region in the days before that time, and it is said that much of the treasure of the ancient Romans was brought in from this region. It is known that the Arabians controlled for years a large part of the east African coast and much of the gold supply which was poured into Egypt. The records of the Arabians here resemble those of the Sabaeans, an old Arabian nation, and it is thought that they may have been built by Solomon. The records of history as far back as 100 years before Christ cite the wealth of the Sabaeans, and there is an Arabian inscription of Arabia as furnishing a rich tribute of gold, silver and incense. Arabia has practically no gold itself and its treasure must have come from other countries.

As to the enormous amounts which were sent to Egypt, the excavations all along the Nile Valley have produced many gold ornaments, and the museums of the world contain relics of the golden jewelry found in the mummy coffins from the tombs of the Kings. While I was in Egypt I found a mine which I visited was the temple of Dahr-el-Bahari, in the desert mountains, near the site of ancient Thebes. On that temple 1700 are pictures showing how the ancients were panned for gold. The land of Punt was conquered by the Egyptians, and how they brought back ebony, ostrich feathers and the skins of leopards, and other things as well as elephants, tusks and ingots of gold. All these things come from Rhodesia, and it may be that it was the land of Punt and that the gold which made an expedition here. It is also said to be the land of Ophir, to which King Solomon and Hiram of Tyre sent out parties who brought back gold.

The Ruins of Khami.

Before I describe the remains of the famous temples at Zimbabwe, in Mashonaland, I want to tell you about the ruins of Khami, which lie within 12 miles of this city of Bulawayo, and which any one may reach by horse, bicycle or automobile. They are right on the edge of a river, surrounded by hills in which are troops of baboons. There are antelopes, leopards and squirrels among the rocks, and there is no sign of man's habitation near by. The remains of the walls of the

RAISING GOLD ORE FROM WORKINGS OF KING SOLOMON'S DAY

ancient buildings can be seen in many places. They are composed of granite blocks, some of which are laid together in a checkerboard pattern. The houses of these ancients were circular, and they seem to have been formed by a granite paste which was hardened by burning. There are the remains of other circular buildings between this city and Gwelo; and the ruins at Mombi are almost as interesting as those of Zimbabwe.

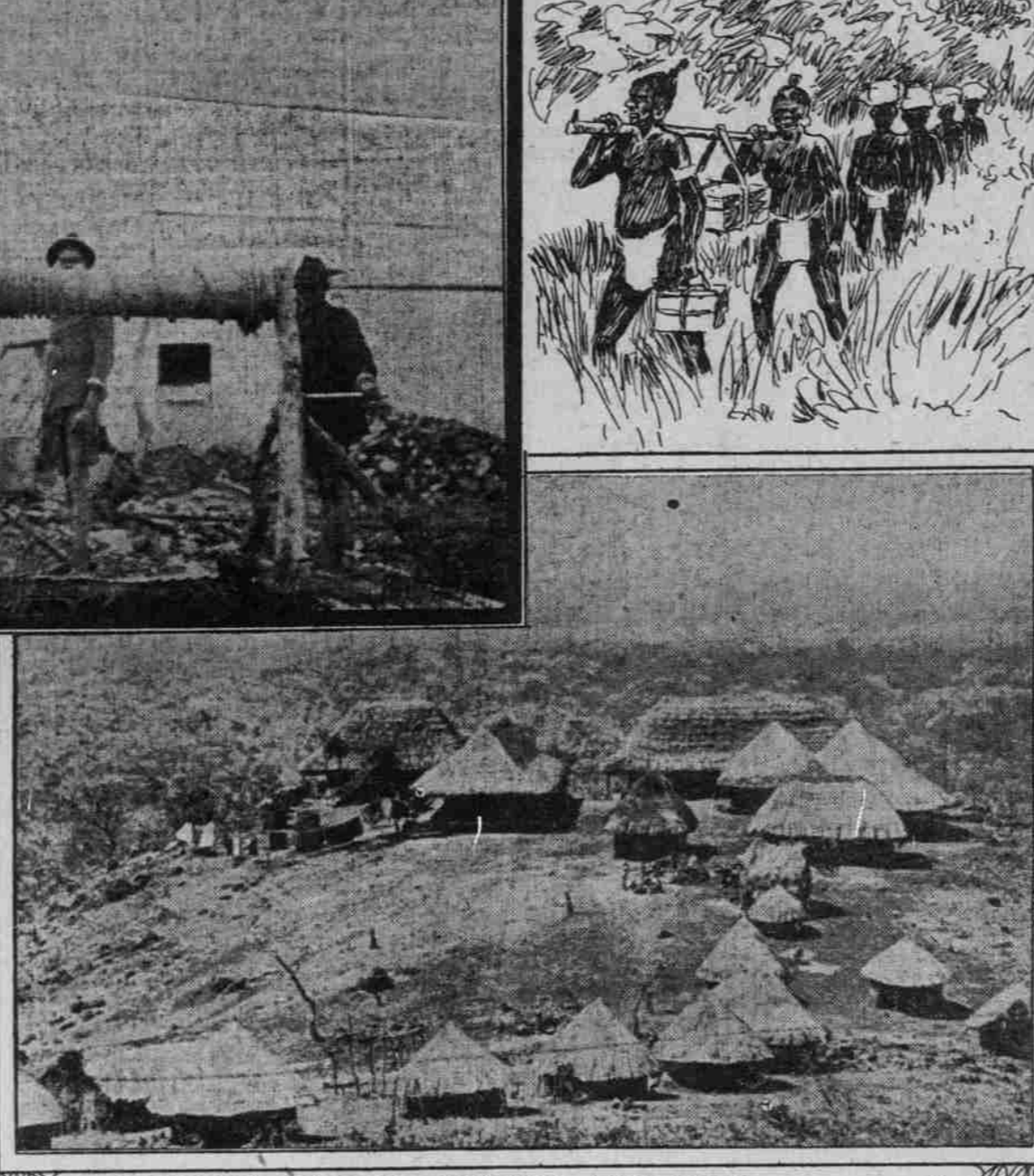
The Temples of Zimbabwe.

The remains at Zimbabwe lie about 200 miles from Salisbury, and between 200 and 300 miles from Bulawayo. They consist of a great temple, some large fortifications and an acropolis which is supposed to have been in existence when the mines were in full operation. South of the temple are steps which led to gold-smelting furnaces and caves, and in the museum here at Bulawayo they show the old methods of gold working. There are also sheets of fine gold which came from Zimbabwe. Links of gold wire no thicker than a thread, and an ingot of solid gold about an inch long and a fourth of an inch thick, and a piece of the money of those days. There were also copper chains, beautifully made, and ingots of tin, although so far no tin deposits have been discovered near by.

The Zimbabwe ruins are on the high plateau of Mashonaland, about two-thirds of a mile above the sea. They are connected with the river which runs the whole length of the western side of the Sabi River and are in almost all cases within a short distance of quartz reefs containing gold.

Without mortar or cement, this is so close together that it is comparatively no vegetation upon the ruins; it was made of powdered granite. There are two round towers in the enclosure, which seem to have been erected as monuments. They are solid, and the larger one is 25 feet high. The rest of the circular building is divided up into smaller enclosures, and it was made of the whole bears evidence of having been used by people like the Phoenicians.

The remains of another temple have been found not far from this, although little more than the cement floor existed when the excavators uncovered them. The floor was supported by under-wood, and the walls were made of small granite blocks and under-



A MINING CAMP IN SOUTHERN RHODESIA.

the altar was found the remains of Phallic worship and fragments of soapstone bowls. Near it was a gold smelting furnace.

The Mines of Rhodesia.

There is no doubt but that there is a vast amount of gold in Rhodesia. This country, which is almost as big as the Mississippi Valley, has minerals of one kind or another scattered here and there over it. The gold fields already discovered cover more than 5000 square miles and there are now more than 200 companies and syndicates working them. Considerable copper and gold have been taken out and something like 8000 tons of chrome iron. Rhodesia has diamond mines, which have already produced about 1500 carats of precious stones, and coal mines, from which 200,000 tons of black diamonds have been taken. The chief mineral value of the country, so far, has come from its low-grade gold propositions, which are mined at small cost. The British South Africa Company is doing what it can to help the small miners, and by the present laws the first license is issued for 1 shilling and the second for 2 shillings. A single mine can peg out ten claims, 150 feet wide and 600 feet long each, for little more than the cost of the license. Then the owner of the mine has to operate it at a cost of \$10,000 per mine, but as a rule few of the mines pay enormous

profits, and the quick fortunes which are so often made in our mineral regions are not to be had.

The Mounted Police.

The British government has the practical control of the natives of this part of Africa. The country is owned by the South Africa Company, and it is governed by an executive council appointed by that company with the approval of the Secretary of State of Great Britain. There is also a legislative council and courts, appointed by the government of Great Britain, the head of the whole government is the High Commissioner, and there is a military police appointed by the crown which is under his control.

Captain McQueen: I believe Rhodesia is almost as safe as England, and if it were not for the lions and leopards a man might sleep over it without a gun. The natives are quiet, and our white settlers are a great deal better off than those of the ordinary frontier. The conditions will grow better than they now are as the country settles, as I believe it will rapidly do.

A Mid-Africa Postoffice.

Speaking of the government, the British postal system has now been carried into every part of Southern Rhodesia, and the postal runners are taking mail as far north as the frontier of the Congo Free State. More than 2,000,000 letters were sent last year in and out of Southern Rhodesia, and there are now something like 35 postoffices in the British territories above the Zambezi River.

Hunting Sponges in Florida

Business With Queer Ends Wherein It Is a Game of Physical Strength.

"I HAVE been guilty of doing various kinds of jobs for a living in this world," remarked Jimmie Jenkins, tall and bronze-faced, "but one in which I enjoyed myself as well as anything was the few months I spent among the Florida reefs hunting the sponge."

"Hunting the sponge?" he gasped. "Yes, I've been a sponge-hunter," he remarked, "and during my experience in that business I learned many things of how sponges were obtained for the public." Thus started, Jimmie told an interesting story.

You know that for a number of years Key West, Fla., virtually monopolized the sponge business in the country. Seven years ago the sponge fleet of Florida consisted of 156 vessels of over five tons and 228 small sloops ranging from two to five tons. In all of these almost 2500 people were employed. The total value of the investment in the business when I was there was \$24,000, while the value to the spongers of the sponges secured in the same year was \$70,000. Four-fifths of the men, vessels, boats and catch belonged to Key West.

Each sponging ship carries an odd number of men, from three to 13. The odd man is usually the cook, and he stays on board the vessel to work it while the others are sponging. When they arrive at the sponging grounds the small boats are thrown overboard and two men take their places in each boat. The one in charge of the boat is called the "hooker" and his business it is to discover and hook the sponges, while the other man, or "sculler," maneuvers the boat according to the directions of the "hooker." These small craft are as light as possible, so as to be easily and quickly launched from the vessel and hauled in again.

Sponging is carried on ordinarily at a depth of from 15 to 30 feet of water. When the hooker is ready for work he ties his water glass to a hook on the side of the boat, and then placing the

glass on the surface of the water, he leans out over the side of the boat, putting his head down near the glass, from which, if the water is clear, he can see the bottom very plainly for a considerable distance on all sides. When he sees a good sponge he gives a quick command to his companion, the sculler, sends the boat in the desired direction.

Meantime the hooker has plunged his hook into the water, and as soon as he is in reach, he skillfully inserts the hook under the sponge, detaches it with a quick turn of the wrist and throws it into the boat. Then the sculler is retained for others. Care must be taken not to let the sponge get loose from the hook, as it is almost impossible to get it back again. Sponges which have gotten on the hook after being pulled loose become wanderers and are known as rollers or "rolling Johnnies," from their habit of rolling on the bottom.

When the sponges are brought to the vessel they are deposited on the deck and placed in their natural upright position, so as to let the animals die and allow the furry or slimy matter with which the sponges are coated to run off. The clean, bright sponge of commerce is a somewhat different thing from the black, slimy object lying upon the deck, and it is obtained by these sponges give off white on the deck for several days in an offense to fastidious nostrils. Pleasure boats in Florida always pass the seaward of a vessel with sponges on her deck.

Depositing the Catch.

At different places along the coast the spongers have built in the sheltered waters of the keys what they call "kralis," about 10 feet square and made of walled stakes. The spongers usually return to these kralis on Friday evening or Saturday morning,

when the week's catch is deposited there. Meantime the previous week's catch has been soaking in the kral for the last seven days. These are taken out and beaten, though still wet, with a short wooden paddle, to drive out the decomposed animal matter. Any of the black scum adhering after this treatment is scraped off with a knife.

Sponges are then squeezed and strained, according to species and size, on a piece of coarse string about six feet long. They are then ready for sale, the method of which is one of the most peculiar business processes in the United States. Sponges are now sold at either Key West or Tarpon Springs, and early in the morning the captain of each vessel lands his sponges on the sponge wharf. The buyers, representing large wholesale houses in New York, Philadelphia and St. Louis, look over and handle the bunches as they lie, at any time before or during the sale, but they are not allowed to weigh them.

At the Sale.

At 3 o'clock in the afternoon the auctioneer appears and the sale begins. He takes his place beside the first pile, announcing the number of bunches in it and the variety. Each buyer then writes on a slip of paper what he is willing to pay for the pile and hands it to the auctioneer, who places it face downward in the palm of his hand, but each buyer is allowed but one bid on each pile. When all bids are in the auctioneer reverses them and reads off the amounts of the highest and second highest. The highest bid is then handed back to the buyer, who writes his name and the date of the sale across the face of the paper and gives it to the owner of the pile, who can either accept or reject the bid then and there. If the slip is accepted it constitutes a sale, but should the owner think the price too small, he can decline to receive it, though the pile cannot be put up again until the next sale day. The buyer cannot recede from his bid, however; rather can the seller, having once accepted a bid, change his mind on the

proposition and hold out for a higher price.

Freethinker's Home For Kitten.

Boston Transcript.

There recently appeared in an English country newspaper this advertisement: "Kitten wanted; happy home offered in a freethinker's family for a playful, pretty, vivacious, much loved, good speculator." From it one gathers that modern civilization is advancing in the direction of giving to the welfare of animals. Considering the advertisement further, it appears that the "awakening of the public conscience" is a condition of no consequence, would one so declare in the public print, for a kitten's sake, his creed, or rather lack of creed? Possibly the owner of the kitten might prefer for its shelter a good Christian home, but the animal could not go far wrong if under the influence of so conscientious a lover of cats as "Freethinker."

The Bay Favorite.

Chicago Evening Post.

It was a sad bay favorite whose nose was red and sore.

The gentler breeze would make him sneeze.

Until he shook the floor.

And the echoes rang when he sneezed and moan.

Would make him madly roar.

He couldn't go to northern climes where sneezing is unknown.

He had to keep his nose warm and dry.

Where pollen would be blown.

And he never spoke but he had to choke.

And to cough and sneeze and moan.

The inmost soul of him was sore; we've tried to keep him warm.

Each playful gust that tossed the dust.

Made him sneeze and blue.

And the echoes rang when with wheezy pang.

He exclaimed "Ah-choo! Kerchoo!"

His eyes were full of bitter we and always tried to weep.

With patient hope he tried all day.

Expensive stuff, and cheap.

But he sneezed and sneezed and he sneezed and sneezed.

He was sneezing in his sleep.

One Sunday this bay favorite was out upon the beach.

He was sneezing when his freethinker sneezed.

And his nose shook the floor.

And his sneeze rang when he sneezed a new.

Seemed to tumble off his perch.

"Ah, joy!" he mused in happiness that he was so well pleased when he heard the text.

Which was this: "All flesh is grass."

For he sneezed so hard that the windows rattled.

Till he chattered all the glass.

Railroads to Hudson's Bay

Probability That Work Will Begin Next Spring on at Least Two Lines.

The promise of returning prosperity, the unexampled harvest of the Northwest, and the wrangle into which the freight-carrying roads, the lake carriers and the Canadian railways have become involved, have added interest to the fact that each wants an extension of its boundaries across Keewatin for a seaport on Hudson's Bay.

These projects were thrown into abeyance by the financial stringency of last year, but they are once more being talked about, not only as possibilities, but as probabilities. The moving of the crops this year accentuates the need of this northern outlet, as the car shortage of a year and a half ago did.

Mr. Hill Changes Front.

One of the six charters was obtained by James J. Hill, who used to ridicule Hudson's Bay route as a venture that would be "snowed up ten months of the year and load up the other two." The Hill charter plans to feed the freight of the Dakotas and Minnesota into the Saskatchewan Valley and from the Saskatchewan to Hudson's Bay. Another of the Hudson's Bay charters is owned by the new Canadian transcontinental line, the MacKenzie-Mann road. Of the 450 miles needed to connect Churchill with the railroads of the Saskatchewan, the MacKenzie-Mann road has already 30 built, a railroad with trains running, not just an iron tunic for the cows," as the funny papers have always described roads to Hudson's Bay.

Details of the Projects.

Two other projects have been galvanized into life by the schemes for a Hudson's Bay route, says the Review of Reviews. For years Canada has talked of a deep-water canal up the Ottawa from the St. Lawrence to the great lakes. Suddenly surveyors are set to work estimating the cost of a canal

that would connect Lake Superior with ocean traffic. The cost, it may be said, is estimated at \$125,000,000.

Then around Hudson's Bay is a vast unorganized territory—Keewatin, about the size of Germany and Saskatchewan provinces, which has been taken over by the government. It is a low jungle infested with bears and other animals. How long are they open? Even if they can be navigated by slow ocean-going, will they be of any avail for a fast Atlantic route? Hudson's Bay is really a deep gully—the ice of the arctic world—the ice of prehistoric ages—has cut and grooved and torn forcibly out of the solid rock, finding access from the Gulf of St. Lawrence to open water of the Atlantic. Into this funnel of rock, 450 miles long, is jammed from the west and pounded and contracted the area of an ice continent, and up this channel from the east runs a tide-riff 35 feet high. When tide-riff and ice meet there occurs what the old navigators of the Hudson's Bay fur trade call "the furious overfall."

Open for Five Months.

As to the question of the practicability of the Churchill Harbor, the writer quotes records showing that it has always an open season of five months. In favorable seasons this is extended to seven months.

The harbor itself could not have been better if it had been made to order. It is a direct 15-mile plain, open deep water from the west end of the straits—no shoals, no reefs, deep enough for the deepest-draft keel that ever sailed the sea. This—as captains of the big steamers know—is true of neither Montreal nor New York. At New York deep-draft ships have to wait the tide both for approach and departure; and on the St. Lawrence ships are always taking a mud bath on the sand bars.

Over against this advantage, let it be stated frankly, Churchill, Summer and Winter, is subject to just as furious gales as ever bothered the iron docks of Newfoundland. One other danger peculiar to Churchill must be noted. Five miles out the bay is open all the year round, but in 1885 and 1900 these women raised a fund to put the town in a sanitary condition. The town is a sanitary town, but the bay is not. The men have always failed to keep the town in proper shape, so they have started work again.

lands is not a half mile wide, against the tremendous current or river and silt tide, but the depth is unchangeable. Fort Churchill is the harbor inside, a magnificent harbor, but the water is shallow for the first five miles up stream.

But all railroad projects to Hudson's Bay hinge not on Churchill harbor, but on the straits. Can they be navigated? How long are they open? Even if they can be navigated by slow ocean-going, will they be of any avail for a fast Atlantic route? Hudson's Bay is really a deep gully—the ice of the arctic world—the ice of prehistoric ages—has cut and grooved and torn forcibly out of the solid rock, finding access from the Gulf of St. Lawrence to open water of the Atlantic. Into this funnel of rock, 450 miles long, is jammed from the west and pounded and contracted the area of an ice continent, and up this channel from the east runs a tide-riff 35 feet high. When tide-riff and ice meet there occurs what the old navigators of the Hudson's Bay fur trade call "the furious overfall."

Reports Are Incomplete.

The Canadian Government has sent two special expeditions (in 1885 and 1887) to test the navigation of the straits, and one general expedition to navigate the Northern waters (1894-95), but the question has become so terribly political—so much a question of East versus West—that the official reports on the expedition are more noteworthy for what they leave unsaid than for what they say. The Gordon expedition of 1885 and the Wakeham of 1897 definitely established these facts: Hudson's Bay is open all the year round; an open political—so much a question of East versus West—that the official reports on the expedition are more noteworthy for what they leave unsaid than for what they say. The Gordon expedition of 1885 and the Wakeham of 1897 definitely established these facts: Hudson's Bay is open all the year round; an open political—so much a question of East versus West—that the official reports on the expedition are more noteworthy for what they leave unsaid than for what they say.