More Than Three Thousand Miles of Track Laid-The Extensions Soon to Reach Lake

Tanganyika-Waterways Available-Travel on the Northern End of the Route-The Railroad of the Nile and That Which Kitchener Built Through the Nubian

Desert-American Engines and American Bridges-Queer Features of Railway

The Cape To Cairo Railroad

A SOLDIER GUARDS THE MAIL. Photographed for the "News" by Frank G. Carpenter.

(Special Correspondence of the Deservet News by Frank G. Carpenter.)

(Copyright, 1997, by Frank G, Carpen- | going almost straight south to Cape ter.)

JALFAYA .- I am in the Soudan, at the and of the northern section. of the Cape to Cairo railroad. This of the Caps to Cairo rainoud. The part of the route is now completed from the Modilerraneat, sea to where the Blue and White Niles join to form the nighty stream which has built up the land of Egypt. I have gone on the rainoad through the rich regions of the lower Nile valley, and am now in the upper end of Nubia at the calirous sta-tion of Hafrova, which hes just oppoupper end of Nubia at the railroad sta-tion of Haifaya, which like just oppo-site Khartum. My distance from the Mediferranean is equal to a straight line from the Atlantic ocean to the bur-ders of Colorade, and I am just about as far south of Alexandrin as New Or-leans is south of the booming city of Winnipeg. From here I can get steam-ers which will take me up the White Nile for more than a thousand miles, and there are something like 300 miles of available waterways between that point and the officen end of the read which has been constructed from Cape Town mithward to fur beyond the Zambesi river, Zambesi river.

UP THE NILE FY PAILWAY.
Standard to far beyond the cambesi river.
DY STEAM FROM CAIRO TO THE CAFE.
The thinking of the Cape to Cairo rother rest of the the other this far at each of the junction of the White the other the junction of the White of the other the other the junction of the White of the other the other the second the way. We shall be the other the other the other of the other the other other of the other the other other of the other the other other of the other other other of the other other other other of the other ot

Town. So far more than 3,000 miles of iron track have been isid on the northern and southern ends of the system. The southern section is now about 3,000 miles long. It has been extended from Cape Town northward a distance of elinest 400 miles above the 2ambed almost 400 miles above the Zambesi river, and there remain only 450 miles to construct before the trains can conto construct before the trains can con-nect with the little steamers now on Lako Tanganyika. This saction will probably be completed in the near fu-ture, us the late Mr. Bert, one of Ceell Rhodes' partners, set nake in his will at least \$1,000,000 for that purpose. I have before me a diagram recently is-sued by the African World, which shows the line of the route, and the ex-tent of water and rail it will contain when completed. According to this the distance will be about 5.900 miles of which about 1.000 miles will be nall-way and the balance taken up by the rivers and lakes to which I have re-formed,

UP THE NILE BY RAILWAY. I should like to take you with me

Construction in Egypt and the Soudan.

bey probably belong to some rich abob of Cairo, and are going south

express. The populat cars are carefully watched The bogs of mail are carried to them on red trucks made for the purpose. The trucks are pushed by the Arabs and mail is handled by them; but a dark-faced soldier, with rifle and sword, dark-faced soldler, with rifle and sword, marches along with the mail and watches the bags taken in and out, When a truck is loaded the soldier gres with it to the postoffice wagons. There is always a guard on such Nile steamers as carry mail, and the let-ters are never left without some armed official to watch over them.

GOVERNMENT RAILROADS WHICH PAY.

PAY. Before we go on with our trip, let me tell you how the railroads are man-aged. Both those of Egypt and the Soudan are inder the government, and both systems pay. Those of Egypt, ac-cording to Lord Cromer's last report, are now earning about 6 per cent on their capital stock and their working ex-penses are only about 60 per cent of the gross receipts. The business is rupidly increasing. They will carry 2,500,000 more parsengers this year than last, and more than 1,000,000 tons more freight. Egypt now has something like 1,600 miles of railroads which belong to the government, and in addition 600 or 500 miles of agricultural roads man-

to the government, and in addition 600 or 500 miles of agricultural roads man-aged by private parties. The earnings of the latter are increasing, and they carry more freight and passengers from year to year. The main flors are managed by Egyp-than and European officials. The sup-erinterdents of departments, who re-ceive \$2,000 and upward a year each, are mainly Europeans, and the inspec-tors and subinspectors, who get from \$50 to \$240 a month, are in the main foreigners. Under the men are the native guards, track workers and me-chanics of various kinds, who receive

native guards, track workers and me-chanics of various kinds, who receive interview of the second state of the second trans, there being something like 2,400 of them to about 150 Europeans. As to the Scudan roads, they go through a thinly populated country, but the receipts are considerably more than their working expenses and they are rapidly increasing. In 1906 they were double what they were in 1903, the chief increase being from the fourth class passengers, who are ma-tives.

they are not examined again until they are taken up at the gates at the depat . We have some trouble with our bag stars, for, like the ordinary American, they pounds can be checked without again that the English and Egyptian passenger into bundles and bags, which they are that the English and Egyptian passenger is car-shout the contract on poter who helps is off and on, and there are always for back of their beiong to some rich busches. Our train excrise or the shout are to depot ready to cars the the base to the engine, an expres into base of the the engine, an expres what the English and Egyptian passenger is car-shout the compartments are half filled are next to the engine to some rich base of and on, and there are always for back of the Egyptian trains have and base of the the engine, an expres what obtated in the first class are back of the engine to some rich base to encode to be the engine to some rich base to encode to be the engine to some rich base to encode to the take care of the base to encode the the index of the the index to the the index the the index of the sound and the base to base to the engine and the end the sound and to coke. Such parts of the subst and there are always to base to the engine and the sound and the sound and the sound we parts and out or poter who helps and the compartments are balf filled what built the sound and there are always to the the the the the the to the sound and the source while the sound and the sound and the source while the sound the sound and the sound the sound the tooks the the the sound the sound and the sound the the source are the alare. With the analyse to have shutters and double what when the while scales alone is and when down both windows to the sound the sound

THROUGH NUBIA BY RAIL.

I found the conditions even worse in the Nubian desert, which I crossed on the railroad from Wady Halfa to Ber-ber. That region is about the bleakest and dreariest on earth. It is all sand and rocks, with here and there a low thirsty mountain. The Nubians them-selves call it "the stone belly," and the name is well chosen. The cars must be kept closed to keep out the dust. They have double windows and shutters, and have double windows and shutters, and in addition wooden hoods over the windows. In order that the direct rays windows, in order that the direct rays of the sun may not shine in. The cars have double roots, and the doors have windows of smoked glass. There is so much dust that it comes in when everything is shut, and the porter brushes out the cars every hour. The scenery is dreary. The only wa-ter is that pumped from artesian wells, and the stone sutions have no green

and the stone stations have no green whatever about them. The stations have not even a name. They are known by numbers; and their only in-habitants are the railroad employes. This is the condition all the way from Wady Halfa to Abu Hamid, which is a port on the Nile some distance above the fourth cataract.

THE SOUDAN MILITARY RAILWAY

This road is a part of the Soudan military railway, which extends from Wady Halfa to Halfaya. The line all told is 576 miles long, and it has a gage of only 42 inches. It is the road which was built by Kitchener during the war with the Mahdi. It was constructed in less than 18 months by the English ensities that is months by the English engineers and the soldiers, and is one of the most remarkable examples of railroad building on record. A large part of it was laid at the rate of one and one-fourth miles per day, and at one time more than three miles were laid in ours day. The track more conlaid in one day. The track was con-structed during the hottest time of the year, and the work was so well done that trains carrying 200 tons and drawn by engines weighing, without their tender, 50 tons, could travel safe-ly over it at the rate of 25 miles per hour. It was built through a waterless deaper which had never have meaned desert, which had never been mapped until the surveyors went over it, and the survey camp was kept about six miles in advance of the rail hand dur-ing its construction. There was always danger of attack by the Dervishes and the road was built through a hostile country. Today the cars move as smoothly Today the cars move as smoothly over Kitchener's tracks as they do over those of Egypt, and they give that country regular connection with the Soudan. There is now a train de luxe connecting Khartoum with Wady Halfn, and this has both sleeping and dining cars.

The dining car service is good and comparatively cheap. The meals con-sist of a cup of tea and some crackers, brought in by a Nublan porter at day-brought in by a Nublan porter at day-brought in by a Nublan porter at day-broak; a breakfast in the dining car at a o'clock, a table d'hote luncheon at 1 and a dinner long in the evening. I have kopt the notes of one luncheon and dinner. The lunch consisted of macaroni with cheese, brolled squabs, vegetable cysters, lamb chops and fried potators, a salad, preserved peaches, oranges and apples and a cup of Turkish coffee. The dinner began with soup and fish. These were fol-lowed by a salmi of pigeon, some spin-ach, roast chicken and fried potatoes, a salad, assorted preserves, fruit and coffee. The breakfast cost 50 cents, the lunch \$1.20, the dinner \$1.50 and the afternoon tea 30 cents. My bill was not presented until the end of the trip, By averaging it I find that my enting cost me \$5 plastres, or \$4.50, per day. The rates on that road also are dear. During ordinary seasons the first class passage costs \$35 for the 50 and od The rates on that read also are teal, During ordinary seasons the first class passage costs \$35 for the 500 and odd miles, or between 6 and 7 cents a mile. When the tourist season begins the charges are raised to \$50 one way or to \$100 for the round trip. This is over 9 cents per mile.

"IT WAS A BALDWIN."

In riding over the Soudan mil-itary read we stopped for a time at Atbara, where the Black Nile from Abyssinia flows inat Athara, where the Black Nile from Abyssinia flows in-to the main stream and where is the famous bridge built by Americans up-on orders given by Gen, Kitchenar, The contract was first offered to the Eng-lish, but they were not able to build the bridge in the tim required, and the Americans took the job and fluished i. Athara is now one of the railroad division points, and it is where the road across the desert to the Hed sea branches off. As we stopped at the sta-tion our engine struck me as being familiar. I walked to the front of the train and examined it. Sure enough, it was a Baldwin, and with the name "Philadelphic" standing out in the full blaze of the Nublan sun! A few mo-ments later, ns I was crossing the Black Nile over the steel bridge which our builders put up, I felt that I was not so far from home, after all. I was being hauled by an American engine over an American bridge, and that in the heart of the Nublan desert, more than a thousand miles up the Nile. The thought makes one proud of our Amer-ican mechanics and of American enter-prise. ican mechanics and of American enterprise.

WHERE THE QUEEN OF SHEBA LIVED.

LIVED. About 100 miles south of Atbara we stopped at Shendi, where the queen of Sheba is said to have lived. This is a station on the east bank of the Nie, about five hours or more from Khar-tum. It is a considerable town with railroad shops, about which are great piles of steel ties such as are used in the construction of dusert railways. They are merely shells of steel, so made that they can be half buried in the



HOW THE GREAT STEAM ROUTE ACROSS AFRICA IS BEING CONSTRUCTED.

SCENES ON THE CAPE TO CAIRO ROAD.

This division of the Cape to Cairo road millss one of the richest countries on earth. I mean the delta of Egypt, which is more thickly populated than any other part of the globe. The land is as black as your hat, and it raises two or three crops a year. It is worth from \$500 to \$1,000 an acre, and fur-nishes a heavy traffic of cotton and grain. The distance from Alexandria to Cairo is 131 miles, and all the way is through luxulant farms. There is no desert is sight until you reach Cairo, Cotton is plied up at every depot, there are boat loads of it on the canals which the track crosses, and at the stations cars of cotton bales fill the side tracks. The freight of this region alone would probably pay the expenses of the road, and in addition there is the big passinger travel from Cairo to Alexandria and from all parts of the detra This division of the Cape to Cairo

Alexandria and from all parts of the The next division above Cairo goes | electricity.

SOUDAN SLEEPERS AND DINERS.

The sleepers are divided up into The sleepers are divided up into compartments about seven feet square with two berths to each compartment. There is an aisle from which the com-partments are entered, running along the side of the car, and the compartmenta are large enough to enable one to have a wicker chair in them, in ad-dition to the berths. Each little room has an electric fan and is lighted by

FRANK G. CARPENTER.

INVALUABLE FOR RHEUMATISM. I have been suffering for the past few years with a severe attack of rheuma-tism and found that Ballard's Snow Lin-iment was the only thing that gave me satisfaction and tended to alleviate my pains. March 34, '02. John C. Deguan, Kinsman, Ills. 35c, 60c and fi. Sold by Z. C. M. 31. Drug Dept., 112 and 114 South Main St. B





(Continued from page seventeen.)

per D'Annunzia with inspiration for some of the memorable descriptions in his novela-is laid out in formal style intended to repeat Italian gardens the past; and certainly it has we due fifteenth sentury air about it yet-clesser examination it reveals a day densible as it may sound abilitating bins. There is in fact a for much of everything-ino many fight era in unitatio ring variate a sound of over floridoess which may be said to denote the literary art of D'Annuncio bienent?

The paoet had just returned from an effect around me my host graciously be the set of dismounting from "Malatena," one of two fixers is teached a withing respectively a white such as a base for original momental over-tawing respectively a white such as the set of the the set of the test is non-set of the set of dismounting from the task for original momental over-tawing respectively a white such as the set of the test of the test of the set of t

CAREFULLY DRESSED.

CARTEFULLY DIRESTED. My host, an his vertuen, was carefully dressed in London-made electrons with shan of Franch danayism, for Sistory D'Annunzio cutoposes a costanse with the thought he gives to a summet. In-seed, the ordering of his clothes is often a Riterary matter, as is testided to by ED article supervise some time such the an Riterian fourmai is which was suched the various disticted is by the subscript of the taitons and hatesticeshers. These well-considered symphosics D'Amunato Wears with all that "allors" which, as Arabic France has discovered, stamps the celebrity of today. Just what the age of the post may

the general apportune of a main in prime, saving for the loss of an arm prime, saving for the loss of an ear-fine noop of reddink locks. D'An-alo, however, uscepts his bensure osophically, though he probably rephilosophically, though he probably re-grets that modern heroes may, not like Julius Cansier, woar their langed wreaths to conceal the attacks of time. Somewhat understand, his figure pos-erance the allomess arising from a da-votion to fancing—D'Amunate, it should be remarked, is a capital swordeman and has figured to at least one serious diel—while file prominent myopic blue eyes and sensuois mouth both procedure the pootle temperament. myopic blue eyes and rensuus mouth both proclaim the posts remperament. His value has a vich oratorial color that has surved him well as the many occasions in which he has been called upon to reaits his versus in public. Finding me interested in the art of-jacts assund not my host graciously led the way through his menor; for D'Annunsio is an enthusianth collector, his tasts for original somewhat over-personal writing dailog from his yearhs full more botaming gave when in the for more hotimized days when In the coccutric ville of the elsever arabit, Fa-do Machetti, he monifold his articule appreciations along the brilliant exa-tic lines formed in the descriptive back-grounds of "It Placers" and allong of the newsea.



on another many and the set of th) ets, et Druggiers or by mail. I. ream Balin for use in atominers 75 c Liquid Just what the age of the poet may is y limiting, 56 Waren Street, New York.

be is perhaps a matter of dispute; for ignor' D'Annunzio has himself de-lared, in answer to a magistrate's useation on that polst, in a trial where the post appaated as a witness. "Her-ry men have no age." Nevertheleis, he style. For instance, the two plaster inoticed had their raison d'etre in the post's admiration for these musiclans; out is account of the master of the house began explaining tisem in his ploturesque style. For instance, the two plaster inoticed had their raison d'etre in the post's admiration for these musiclans; out is account of the house began explaining tisem in his ploturesque the post's admiration for these musiclans; out is account of the house began explaining tisem in his ploturesque instance, the two plaster inoticed had their raison d'etre in the post's admiration for these musiclans; out is account of the house began explaining tisem in his ploturesque is the account of the house began explaining tisem in his ploturesque is the account of the house began is the post's admiration for these musicians; out is account of the house began is the account of the master of the house began is the account of the house began is the account of the master of the house began is the account of the master of the house began is the account of the house began is the account of the house began is the account of the master of the house began is the account of the master of the house began is the account of the house began is the account of the master of the house began is the account of the house began is the acc when the master of the house began explaining tissm in his picturesque style. For instance, the two plaster dealbmasks of Besthoven and Wagner I noticed had their mission d'ette in the post's admiration for these musicians; and I learned that the mask of Wag-ter was a tool treasure since it had and i relative that the mass of wag-her was a real treasure since it had been presented to D'Annunzilo by Frau Cosina, who has retricted reproduc-tions to a few copies distributed among friends. There is also a certain wood-on saint that finds an honored shrine in the villa, This image, the work of a arimitive artist, is known as "Saint in the vink, this place, the work of a printitive artist, is known as "Saint Onofrio" and is considered by D'An-nungo as his tutelar genuis, and was found by him in one of his earl'er rambles in the Abruzzi when with more ardor than money he went the rounds of his native land in pursuit of an-tiones.

of his native land in pursuit of an-tiques. This mild chef d'osuvre D'Annunzio has always been devotedly guarded. Even when in youthful days of strug-gie his creditors swept collection after collection from his abode he always managed to mive this particular one of his penates from their unfeeling graup. Having survived so much storio and stress, it is natural that Saint Outifdo occupies a high place in the poet's heart, and he confesses to have no simil suparstition as to its lease and in removing to Villa Cap-poncina he had it conveyed with all the coremony with which a holy image is horse in procession surrounded by lighted tapors. lighted tapore.

LATIN MOTTOES.

The dial control of the villa is in comparison with the other apartments of sovere simplicity, having little be-yond a great table with only sufficient chairs to accommodate a few guests. Its richest display consists in its Latin controls in the number of which the lis richest display consists in its Latin mottons in the number of which the master has thoroughly indulged his taste for the fraitful antence. Over the doors are sees the words "Soli-tude," "Chausura," "Slientium." On one wall is inscribed the legend, "Lege, lege, lege et relege: labora, ora et invenies"-"Read, read, read and re-read: work and pray and you will find," while at table, seated in his chair, on the back of which is carved "Noblecum angelus Domini," Signor D'Amannio can contemplate on the wall opposite, under a group of the three graces, the motto "Gratias de-centes." From such an escatic dining room

zlo possessed—he possesse him, alas, no more—a famous chef, a kind of il-lustrious Careme, whose culinary masterpieces have delighted the gath-ing round his board of such literary friends as Amicla, Mascagni, Angelo Conti Persona the association of the second Conti, Berensen, the art critic, and others. Unfortunately he had to be dismissed because an Italian humorist caused his pride to swell to such a degree through culogizing in a jour-nal his dishes as being of a more digestible character than his master's verses, that his presence at Villa Capponcina became too great a luxury.

poncina became too great a luxury. On entering the study, where D'An-nunzio does his writing at a high standing-desk. I recollected having heard that one of the pages of the "Vergine delle Roccie" cost the author a fortnight of toil, and a reference to this developed the fact that D'Annunzio at all times spares himself no pains to bring his art to the perfection that delights his readers that not only the magnificent page which so vividiy pic-tures the re-awakening of an old fountain but many others are the re-sult of a like indefatigable spirit of work. In the matter of language the writer's attitude is that of the lapida-rian towards his gem or of an old time Carthueian towards the illumined page of a missal. When, years ago, D'Annunzie wrote



ence; and here, more often than not, he employs his pen from 10 o'clock at might to 5 in the morning, which com-pels him to rest in bed till midday. Like Balzac, the writer has a partiality for working in a dressing-gown--a green one which he calls his "ente verdina," its peculiar hue no doubt having some subtle effect on his mind; though in the question of colors D'Annunsie is not difficult. "All colors are beautiful," he remarked, "but the most beautiful," he my mind are the red of blood and the yellow

VERITABLE MUSEUM,

It would require the patience and apirit of a connoisseur to give an in-ventory of the artistic settings of the villa. Not only are all the rooms ac-quences of art collections; the bedroom alons represents a little museum. Be-sides its fifteenth cenury cardioire con-taining a portrait busit of ranking of <text><text><text><text><text>

the mysterious disappearance of their fowls and in reckoning their losses displaying an imagination almost riv-aling that of D'Annunzio himself. The account of a prosecution of a neighbor for having poisoned one of his finest buil terriers was interrupted by the teuf-teuf of a motor car advanc-ieg up the drive, and I parted with my hoat, leaving him to greet the an-tomobilist. Haron Franchesti, the musical genius of the modern Italian school, a close friend of Signor D'An-

1000

1 Aug

MISS ROSE MOORE

Start



When a woman suffering from female trouble is told that an operation is necessary, it, of course.

frightens her. The very thought of the hospital, the operating table and the knife strikes terror to her heart. It is quite true that these troub-

B les may reach a stage where an ope-ration is the only resource, but a The strongest and most grateful attements possible to make come from women who by taking

Lydia,E. Pinkham's Vegetable Compound

made from native roots and herbs, have escaped serious operations, as evidenced by Miss Rose Moore acase, of 307 W. 26th St., N.Y. She writes. Dear Mrs. Pinkham:-''Lydia E. Pinkham's Vegetable Compound has cured use of the very worst form of female trouble and I wish to express to you my descent control. cured me of the very worst form of female trouble and I wish to express to you my deepest gratitude. I suffered intensely for two years so that I was unable to attend to my duties and was a burden to my family. I doctored and doctored with only temporary relief and constantly objecting to an operation which I was advised to undergo. I decided to try Lydia E. Piakham's Vegetable Compound; it cured me of the terrible trouble and I am now in better health than I have been for many years." This and other such cases abould encourage every woman to try Ly-dia E. Pinkham's Vegetable Compound before she submits to an operation. Mrs. Dinkham's Vegetable Compound before she submits to an operation.

Mrs. Pinkham's Standing Invitation to Women Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Finkham, at Lynn, Mass. From the symptoms given, the trouble may be located and the quickest and surest way of recursory advised. way of recovery advised.