THE BLACK CONTINENT IN 1907.

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

14



FRANK G. CARPENTER.

The World Famous Correspondent Who Has Started on His Expedition to the "Dark Continent" for the Descret News and Other Leading Newspapers of the United States.

route for Africa, Dec. 20 .--- I am now on my way across the Atlantic, to begin a journalistic tour of the black continent of Africa for my American readers. The North German Lloyd steamer the Princess Irene, upon which I have booked for Gibraltar, left New York 10 days ago, and our southern passage across the We have already gone through the Azores, a group of fertile volcanic islands, belonging to Portugal, and are now approaching the narrow African continent, and those thirsty mountains behind it are the Atlas,

(Copyright, 1906, by Frank G. Car-penter.) N THE PRINCESS IRENE, en raute for Africa. Dec. 20.-Lam looming up, and at the foot of it, facing the Atlantic, lies the harbor, where I shall take ship for Morocco and long before this letter is published begin my African travels in the land of the Moors.

25,000 MILES OF AFRICAN TRAVEL.

My story today is introductory only My African letters will begin one week later, and they will continue from Saturday to Saturday until the close of my tour. They will be written on the ground, in the midst of the strange are now approaching the narrow African continent, and those thirsty mountains behind it are the Atlas, straits which lead into the Mediter-ranean sea. That lighthouse on my right marks the end of Cape Spartel, the northwestern extremity of the homes of the Moorish brigands, who by their recent kidnaping of for-right may the days when this whole coast swarmed with the Barbary pirates when Christians were

Twenty-five Thousand Miles of Travel by Steamboat and Rail and on Horseback, Camelback and on Foot-Great Questions of Modern Progress Studied on the Ground-The Morocco Complications-Raisuli and the Sultan-How the French Are Reforming the Sahara-Egypt Under the English-Letters from Nubia and the Soudan-On the Great African Lakes and at the Source of the Nile-Along the Cape to Cairo Road-Africa's Niagara Falls. Which Are Big-ger Than Ours-Uganda, or England's New Stock Country-In the African Mountains-How South Africa Has Developed Since the War-German and Portuguese Africa-The Question of Slavery-American Trade. etc.

expeditions into the wild lands of the countries for just about three-quarters interior. I shall visit Lake Victoria, of a century, and she has there and shall go far up the Zamesi river into central Africa to the borders of Lakes Nyassa and Tanganyika. After that I shall visit the Kalahari desert, and thence go down into those parts of the continent which are now being settled by white men and de-scribe their curious phases of savage and civilized life.

and civilized life. The tour is so long that it is im-possible to describe it in detail. It will take many months of continuous travel and that of every description and by every means of locomotion. Parts of it will be on horseback and camelback, and parts upon foot. It will be in caroes and in bir streamers will be in cances and in big steamers, and even in automobiles and upon the new railroads now building.

The itinerary may be varied from time to time in accordance with the conditions of the various countries, whether at peace or at war, and also by the changes in news interest, and the facilities of travel. The only rea-son for the expedition is to secure interesting material for the readers of this paper, and it will be my obfect to hunt the strange. ect to hunt out the new, the wild and

THE MOROCCO COMPLICATIONS.

In these letters I hope to give a live deture of the Africa of today. The picture of the Africa of today. black continent is rapidly changing. Dead for ages, it is now one of the news centers of the globe. Big things news centers of the globe. Big things are going on in all parts of it, and the conditions as they exist today are not to be found in any of the books or magazines of the past. My first lei-ters will be from Morocco. That country is in such a wild and un-settled state just now that I do not expect to get far inland. The Berbers are on the edge of a revolution, the suitan cannot control his people, and brigand chiefs-men like Raisuli, who kidnapped Perdicaris-are in control. kidnapped Perdicaris—are in control. I shall go from Gibraitar across to Tangier. This is the chief port of the country, where the foreign ministers and consuls live, and the news center for all matters relating to the Moors and the foreigners. Raisuli is operat-ing near there, and I shall be able to give live pletures of the situation as it is today. I shall write a letter about the young sultan, who is one of the most extravagant rulers on earth, although his people are among the poorest, and shall tell you about his harem and his slave girls and wives. I shall have also a story about Uncle Sam in Morocco, showing the queer features of Moorish business and trade and how our goods can be sold there. I will describe the extortions of the government and at the same time give live pictures of the turbulent peo.

countries for just about three-quarters of a century, and she has there shown what she can do in the way of colonization. I understand that Al-geria has excellent roads, and that I shall be able to get to almost any part of it by train or by carriage. I want to visit the famous ruins of North Africa to tell you how old Cath-age looks today and to get down to a ruined city, as old as Pompeii, which the French are now digging out of the sands of the Sahara. That city is Timgad It was twice as large as Pompeii and its ruins are, in many respects, far more wonderful. an American capitalist far up the Nile an American capitalist far up the Nile valley on the edge of Abyssinia. I ex-pect to visit these plantations and to tell all about how cotton is raised by the Egyptians. I understand that they have now about a million and a half acres planted to that crop and that their cotton is better than ours. The Nile cotton is better than ours. The Nile valley should also furnish some good points on irrigation for our western farmers, and a study of the Suez canal in the light of our big ditch at Panama will be interesting. This Egyptian canal was built within a few years, and IN THE SAHRA One would naturally think that the

desert of Sahara could never change. That vast region of sand and rock, larger than the whole United States, would appear to be unalterable-forever de-sorted and forever dead. This is not sorted and forever dead. This is not the case. The greater part of the Sa-hara, is now under the control of France. Its oases are being increased by means of artesian wells. Roads and railroads are being built into it, and it has become accessible as never before. The French have established a large number of military stations in it, and they have now a camel police, which protects the caravan tracks. I shall go down into this desert on the edge of Morocco, where the dangers are now greatest, and later shall visit the oases there and those of the regions farther east.

not probable that I may go on to Ugan-da and the African lakes by way of the Nile, although I may do so. The region there is unhealthy and the only possible way through it is on foot, so that it would necessitate many weeks of hard travel. I shall probably take advantage of the boats on the White and Blue Nile to visit the upper Soudan, and will then return to Berber, near where the Black Nile joins the Nile proper and from there cross the Arabian des-ert to the Red sea. The British have been building a rallroad through that been building a railroad through that region, and it was to have been com-pleted only last year.

THE CAPE TO CARIO RAILROAD.

Much of my travels in eastern Afri-Much of my travels in eastern Afri-ca will be along the route of the Cape to Cairo railroad. I shall go over its northern section from Cairo to Assouan and will be again upon it from Wady Haifa to Khartoum. I will be on that route while in Uganda, and will travel over something like 1,500 miles of the southern portion of it in going from the Fails of the Zambesi through Bula-wayo to Cape Town. I have just rethe Fails of the Zambesi through Bula-wayo to Cape Town. I have just re-ceived letters from London saying that the road has been extended northward from Zambesi for a distance of about 300 miles, and that I shall be able to go by it to the vary heart of the wild-est parts of Central Africa. It is now being unched onward at the sets of est parts of Central Africa. It is now being pushed onward at the rate of a mile a day, and it will soon reach Lake Tanganyika. That lake is 400 miles long and is deep all the way. Its upper end is not a great distance from Lake Victoria, and for a time at least iravelers will go to Tanganyika least travelers will go to Tanganyika and thence by steamer up to the end of that lake from where another strip of road will connect them with Lake Vic-toria. From Lake Victoria the first section of railroad will probably be built only to Gondokora on the Nile, a distance of a thousand miles or so from Khartoum, where small steamers will connect them with the railway system

of Egypt THE GREAT AFRICAN LAKES.

Mount Kilimanjaro is 20,000 feet high and is the tallest of the African moun-tains. Lake Victoria is the largest of the African lakes. It is said to be bigger than Lake Superior. It is shout to be as far inland from the Indian ocean as Cleveland is distant from the Atlantic, and it is now accessible by a railroad which reasons through a land of big which passes through a land of big game. One sees herds of zebras and giraffes from the car windows, and in-stances have been known of lions com-ing into the Pullman cars at night when the train was sidetracked and yanking the passengers out of the lower berths. Hippopotamuses have also butted the trains along the tracks with their noses, and the rhinoceroses sometimes get in the way of the en-

FRANK G. CARPENTER WRITES OF HIS NEWSPAPER EX. PEDITION THROUGH THE WILDS OF AFRICA.

sometimes get in the way of the en-gines. One-half of Lake Victoria' lies in Uganda and belongs to the British. The other half is in German East Africa and is controlled by the Ger-mans. Both nations have their own little steamers, and I shall be able to explore many parts of this lake and to describe the strange savages living upon its shores. Some of the natives go absolutely naked, with the exception of necklaces and anklets of telegraph wire, while others shave their heads with glass and dress in bullock hides. The people of Uganda wear bark cloth or cotton gowns, but they take their clothes off when they eat so as not to soll them. Indeed, they are quite civ-ilized; they have good roads and they raise so many cattle that the English expect them to compete with the Unit-ed States in the meat markets of Eu-rope.

AT THE SOURCE OF THE NILE.

rope.

I expect to visit the source of the Nile during this trip about Lake Vic-toria. The Nile flows out of the lake through Napoleon gulf, over a wonder-ful falls, with a descent so great that an enormous electric power can there be developed. This matter is now under consideration by the British government.

Below Uganda, for hundreds of miles, Below Uganda, for hundreds of miles, there are vast beds of papyrus reeds, which it is thought some day may fur-nish the paper supply of Europe. The ancient Egytians made their paper of ancient Egylians made their paper of papyrus, and the scrolls of the Alexan-drian library were of this material. The place where it grows best is known as the Sudd, a region of swamps, but one which in its paper possibilities equals, so I am told, that of the wood pulp forests of Canada and of the United States.

BIG THINGS IN AFRICA.

We are wont to think that we have all of the big things of the world. We deal in superlatives and talk about our big country, our Niagara Falls and our great lakes. As I have just said it is now claimed that Lake Victoria is greater than Lake Superlor, and

REDUCED RATES

For Christmas Holidays.

there is no doubt but that the Victoria Fails of the Zambesi river are bigger Via Oregon Short Line. Tickets on sale December 20, 21, 22, 24, 25, and 31, and January 1, 1907, final limit January 7th, 1907. See agents for further par-ticulars. City Ticket Office, 201 Main St

East Africa, through Mashonaland and Matabeland to that point. Another big thing I shall describe will be the Nile dam at Assouan. This VISIT YOUR FRIENDS CHRISTMAS-NEW YEAR'S

Half rates to all points in Utah and Nevada via Salt Lake Route. Tickets sold Dec. 24, 25, 31, Jan. 1, limit return Jan. 7th.

East Africa, and I may possibly visit German Southwest Africa. The Ger-mans are setting out cotton plantations along the coast opposite Zanzibar, and they are planning railroads to coment their capital. Dar Es Salaam, and will also go to Bagamoyo, their child port at the end of the caravan could be Lake Tanganyika and the Conso. Portuguese East Africa is almost un-ported and it will, I doubt not un-tish several interesting letters. THE NEW SOUTH AFRICA.

Since the Boer war many changes

Since the Boer war many changes have taken place in South Africa. The gold mines of the Rand are pro-ducing as never before. They have billions in sight and they may some day make gold cheaper than silver. The mining is now done by Kaffirs and the labor problem is interesting. I expect to visit Kimberly and show how the diamond grust is now throw-ing \$20,000,000 worth of these precious stones upon the world's markets every year. I shall go down into the mines and describe how diamonds are gotten out, and I may be able to sive some points from the diamond experts as to how to protect the real stones from the paste.

how to protect the real stones from the paste. Other lefters will be given on the raliroad development of South Africa. on the rapid colonization of Rhodesia, and on what has become of the Boers, and also as to American trade. There will be descriptions of the Kaffrs, the Hottentots and Bushmen, made in their homes, and, in short, a series of live, up-to-date pictures of the south-ern part of the African continent as it is today.

ern part of the African continent as it is today. It is impossible, however, to give more than a suggestion of the inter-esting features of a tour like this. The story of my travels must develop from week to week, the subjects and itiner-ary being changed in accordance with the news and with what I find on the ground. FRANK G. CARPENTER.

ASTHMA SUFFERERS SHOULD KNOW THIS.

KNOW THIS. Foley's Honery and Tar has cured many cases of asthma that were considered hopeless. Mrs. Adolph Buesing. 107 West Third St., Davenport, Iowa, writes: "A Severe coid contracted twelve years ago was neglected until it finally grew into asthma. The best medical skill available could not give me more than temporary relief. Foley's Honey and Tar was recom-mended and one fifty cent bottle entirely cured me of asthma which had been grow-it at the start I would have been saved years of suffering." For sale by F. J. Hill Drug Co.

Fails of the Zambesi river are bigger than Niagara. They are three times as high, and their force is such that they will develop 35,000,000 horse power. This is five times as much as the pos-sible horse power of Niagara, and the British are preparing to make use of it. I expect to visit the falls of the Zambesi, going inland from Portuguese East Africa, through Mashonaland and FULL LINE RECORD CABINETS. easy payments. Colu Co., 327 South Main. Columbia Phonograph

is as high as a seven-story house and as thick as the widest city street. It holds back the Atbara river and enables the valley below to have a regu-lar water supply without regard to a high or low Nile. This dam adds a fer-tile territory to Egypt twice as large



ea.st After I leave the Sahara I will de-After I leave the Sanara I will de-scribe desert life in Tripoli, in the des-ert of Libya, and also in the great Arabian desert which lies east of the Nile. In the cases I hope to visit the date plantations, which furnish the chief food of these arid regions, and to show how they are now being into show how they are now being increased by the new means of French irrigation. THE SULTAN IN NORTH AFRICA.

Turkey still has some possessions in north Africa, although Egypt has been north Africa, although Egypt has been gobbled up by the British. Tripoli is still untouched, and it is the most Mohammedan of Mohammedan lands. It is about 10 times as big as the state of New York, and its capital is the chief center of the caravan trade of the Libyan desert and a town of the Ara-bian Nights. There are occasional boats going there from Maita, and I shall be able to visit it. I am not sure that I will not be able to reach it from Tunis by the coasting steamers which go by the coasting steamers which go along the gulf of Gabes, visiting such little towns as Sousse and Sfax. If I do this I shall be able to explore Kairouan, the holy city of north Africa. This is the place to which the Mohammedans make pilgrimages just as they do to Mecca and Medina in Arabia. It is im-possible for strangers to enter Mecca, but I understand that one can see Kai-

thas been profitable from the start. For 10 years it has paid on the start. For 10 years it has paid on the aver-age more than \$16,000,000 annually in dividends, and as it is now too small to accommodate the traffic an additional canal will be bullt. LETTERS FROM NUBIA. At this writing the extent of my trav-els in Nubia cannot be outlined. I shall go up the Nile by rail and steamboat to Khartoum and Omdurman, where the mahdl reigned and may possibly make my way thence on into Abysinnia. It is not probable that I may go on to Ugan-da and the African lakes by way of the

