

# Ships That Steam Around Africa

BIG CAPE LINERS AND LIFE UPON THEM, INCLUDING ATHLETIC SPORTS AND FASHIONABLE DINNERS.

BY FRANK G. CARPENTER.  
FEW people realize the enormous extent of the steamship service about Africa. All of our great Atlantic liners now have ships which leave New York regularly for the Mediterranean, and not a few of these call at Algeria and have branch lines to Europe from every African port, and there is a continuous line of vessels stretched like a necklace of beads about the black continent.

I went from New York to Morocco on one of the big steamers of the North German Lloyd, which in eight days landed me at the Strait of Gibraltar. We passed by the Azores, almost touched Spain, and, in coming into port, could see the heights of Africa over the way. I crossed the strait in a launch to Tangier, which is only a few miles distant, and then coasted the northern shores of the Mediterranean Sea, including Algeria, Tunisia and Tripoli.

After leaving the Land of the Nile, I took a ship through the Suez Canal and then went down the fourteen hundred miles which comprise the length of the Red Sea, going out through Bab-el-Mandeb to Aden in Southern Arabia. From that port I had one of the steamers of the Indian Ocean to carry me around the Great Horn of East Africa. From Cape Town I journeyed up the west coast of the continent to the Madeira Islands, not far from Gibraltar, where I had started in, and thence went on to Southampton and home to New York. It will thus be seen that I have circumnavigated the continent. I have gone over the routes of the great steamships which were sent around Africa about 500 B. C. by an Egyptian king, as described by Herodotus, and have touched nearly all the places that Vasco de Gama and Bartholomew Diaz discovered at about the time that Columbus came across the Atlantic and found our new world.

### Big Steamships to the Cape.

There are now half a dozen lines of steamers plying between England and the Cape of Good Hope. They make the voyage in from 20 to 25 days, and there are other and slower vessels which, stopping at the various ports, are a month or so on the way.

Some of the ships go down the coast by way of the Suez Canal, and some sail back and forth by the west coast alone. Then, there are ships which go to the Cape of Good Hope on their way to Australia, and others which sail that way for India, and other lines which make the trip around the continent, starting in at one side and coming back by the other, and vice versa.

The fare from London to Cape Town ranges from \$120 to \$250 and there are second-class rates by which one can go as cheaply to Cape Town as he can travel first-class fare from New York to Liverpool. The vessel upon which I came from the Cape of Good Hope to England was of the Union Castle line. It was the Saxon, a vessel of over 12,000 tons. We made the trip in just 11 days, and were landed at Southampton at the very dawn of the morning, as we would reach there before leaving.

### The Union Castle Line.

The Union Castle line is one of the oldest of the African steamship companies. As the Union line, which was founded 55 years ago, it sent the first steam vessels regularly to South Africa. There were only two of the company's ships which then exceeded 500 tons. About 20 years later this line was united with the Castle Company, the two being combined by Sir Donald Currie, who is still the president of the organization. At that time the contract for the mails was based on a "30 days" period, and the postage rates were 1 shilling per letter. Since then the rates have been reduced to 2 cents, and the postage is now about a score of these mail steamers, and they all belong to the Union Castle Company, which has perhaps a dozen or so other vessels in its African service.

These boats carry all the gold and diamonds that come from South Africa, their freight of that kind alone being annually worth at least \$150,000,000.

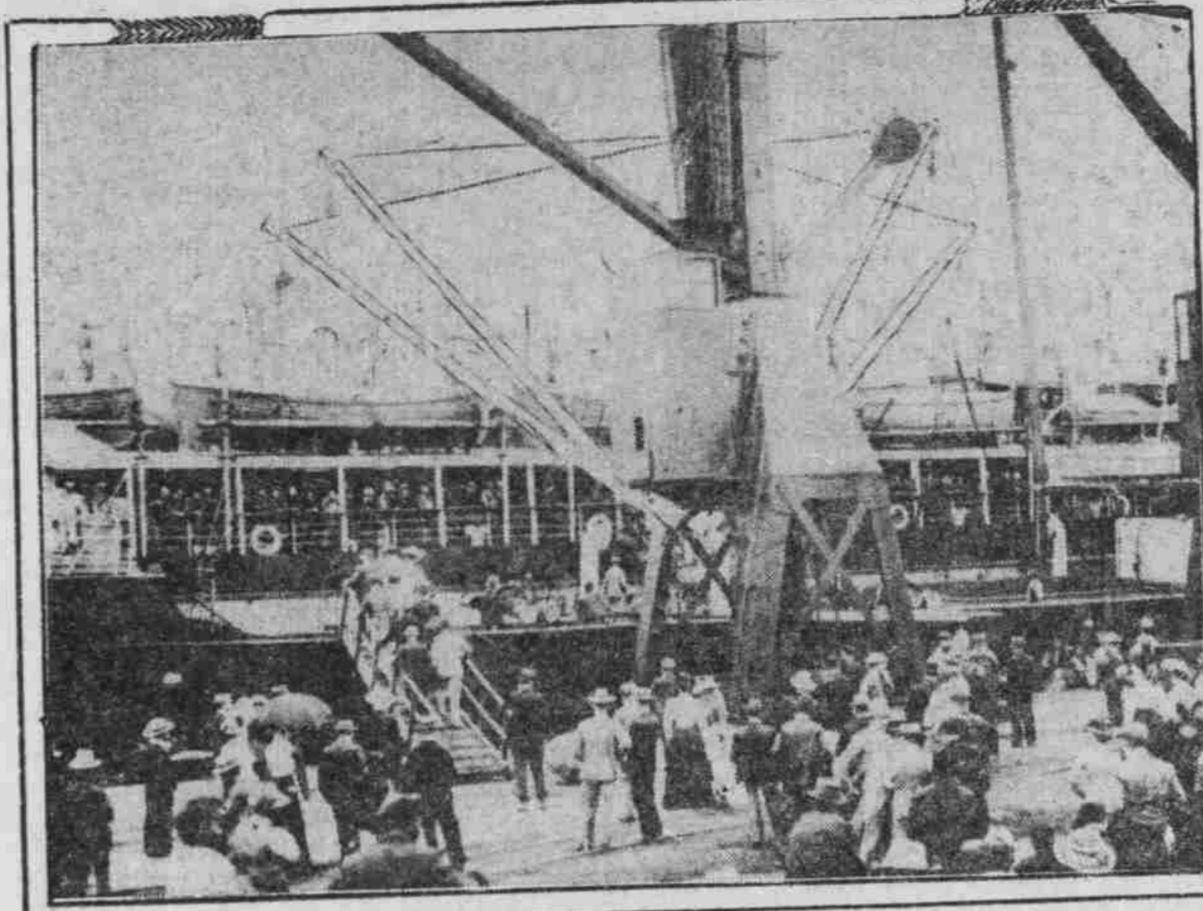
Among the other British lines are the Aberdeen, which sails from London to Natal direct, rounding the Cape of Good Hope and calling only at the ports of East Africa. These are ships of from 3000 to 4000 tons. They go down the west coast, stopping at the Canary Islands, and come first into Tripoli, then to Mombasa, Beira, Mozambique, Zanzibar and Mombasa. The trip to Mombasa costs \$220 and to Natal \$150.

There is the Bucknall steamship line, which goes to Cape Town by way of Madeira and also calls at Natal. Its fares to Natal are \$180, and to Cape Town \$140. The ships are of about 6000 tons each. The Natal line, to Durban direct, has smaller vessels, but it charges less. The British India line, which goes from London to the Suez canal and down the east coast, costs considerably more. The latter boats must transship at Aden, and the vessels are comparatively small. The rate to Mombasa or Zanzibar is \$220, while to Delagoa Bay, the port for the Transvaal, it is more than \$300.

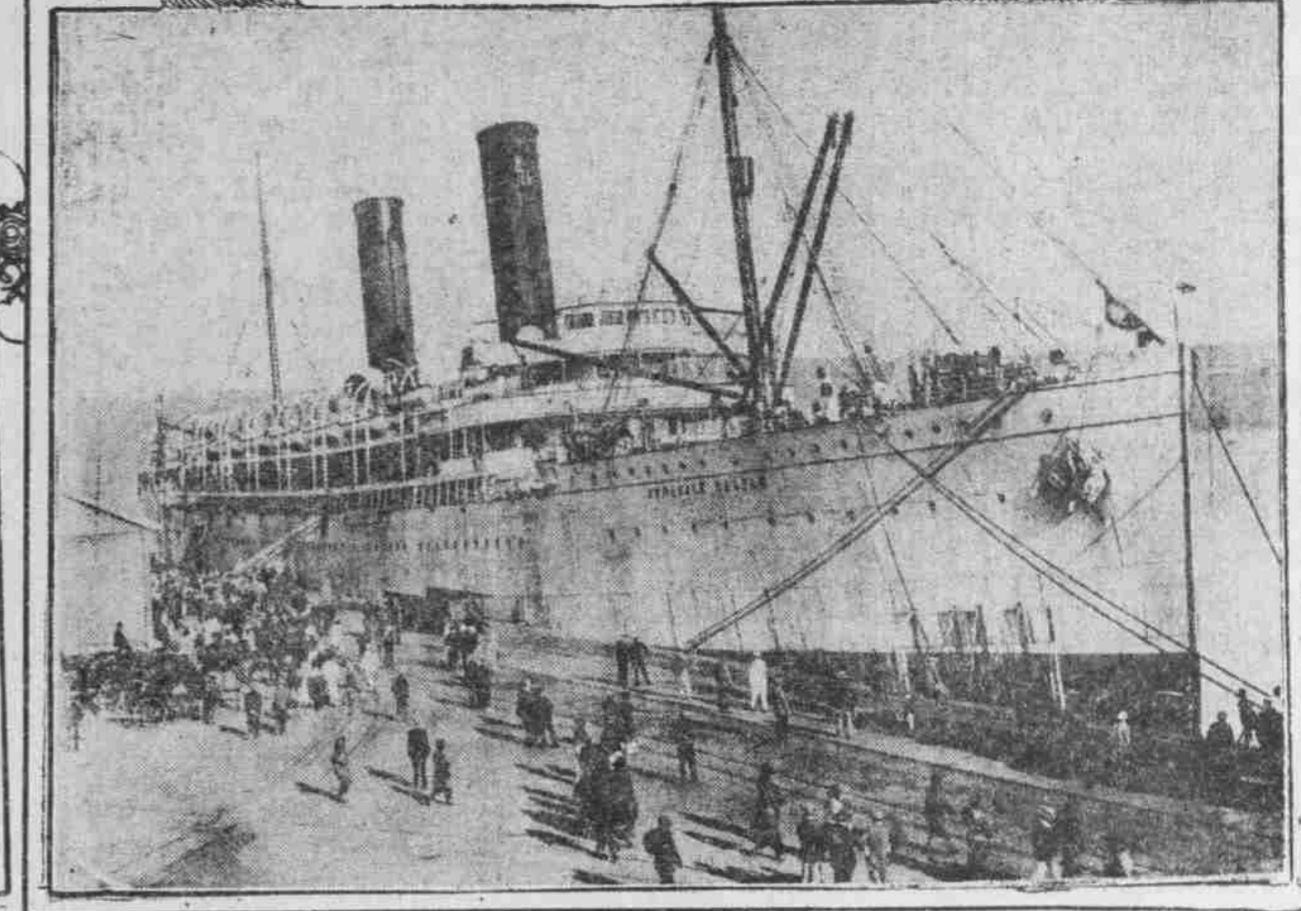
### Life on an African Steamer.

Traveling on these African steamers is, it seems to me, much more agreeable than on the great floating hotels which cross the Atlantic. The ship which brought me from South Africa was almost 600 feet long, 60 feet wide and more than 40 feet deep. The first-class cabins were on the upper deck, and the ventilation was such that we were perfectly comfortable when we crossed the equator. The ship rolled a bit, but only a few of us were seasick, and the voyage was enjoyable from one end to the other.

Leaving the Cape of Good Hope, we did not stop until we reached Madeira, 14 days later. During this time the passengers became well acquainted, and all seemed anxious to have a good time. Shortly after leaving a collection, averaging about \$5 apiece, was taken up from the first and second class passengers, and this formed a purse of several hundred dollars, which was used as premiums for games and contests. Into which all the passengers entered. It was a sort of Olympic games held in mid-ocean, in which both ladies and gentlemen joined. There was considerable rivalry between the first and second classes, and each had its champions. Among the sports entered into by the ladies were the spoon and egg sprints and the potato race. In the spoon and egg race a hen egg is laid on the deck at a certain spot, and the girl contestant must run and scoop this up with a spoon and carry it, without letting it fall, back to the



CAPE TOWN BOARDING THE MAIL STEAMER FOR LONDON.



BIG AFRICAN LINER ANCHORED AT DURBAN.

goal. The distance is 20 or 40 yards, and a steady hand to carry it. In the potato race three rows of ten raw potatoes are laid upon the deck, each row being three feet apart. There is a bucket at the end of each row. In this game three girls can contest at one time. Each takes a row and attempts to gather her potatoes more quickly than the others. The potatoes can be picked up only one at a time and all must go into the bucket at the end of the row. The one who finishes first, getting her whole ten in her bucket is the winner. Another sport in which both sexes contested, was threading the needle. In this the boy puts the thread through the eye, while his girl holds the needle.

The couple which threads first is successful. As to games for men, there were legion and some most ridiculous. One was marking the deck with what was called the bow line stretch, and another was a pillow fight contest. In the latter two men balancing themselves astride a pole with a mattress beneath them, fought each other with pillows until one was knocked on the mattress. There were about 40 contestants for this prize, and an Englishman won it.

Then there was the human cock fight, in which two men with their arms tied over their knees and fastened there by a stick, attempted to crowd each other out of a ring on the floor by means of their toes, and also

which cross the Atlantic. On the way from the Cape of Good Hope to Madeira there was not a man in the first-class who did not put on Tuxedo or a steel pen coat and a stiff boled shirt for dinner each night, and most of the ladies wore low necks and short sleeves. This custom prevails on all the steamers, and on both sides of the continent. There is full dress at all the dances and concerts, and the party in the saloon during the evening looks more like that of a Washington parlor than like the rough and tumble crowd which one always finds on the big Atlantic liners.

As to the meals on the ships, they are excellent. I had good food even on the small Mediterranean coastal steamers and on the vessels along the east coast.

and a number of large vessels which make regular trips to Australia via Cape Town. The White Star line has such a service, composed of steamers of about 12,000 tons each; the New Zealand Shipping Company and 'Shaw & Saville' have similar vessels. On these ships the passage to Cape Town costs from \$100 to \$150, and to Australia perhaps \$20 or \$30 more. Indeed one can make an ocean trip around the world in that way, taking passage from London to New Zealand, and thence going on to England by the Strait of Magellan.

Washington, D. C., Dec. 19.

## News and Gossip About Men and Women in the Public Eye

PROMINENT NOVELIST WHO MARRIED FRITZI SCHEFF

BY GEORGE GRANTHAM BAIN.  
NEW YORK, Dec. 19.—(Special).—The following are notes of personalities whose doings are recounted in the press of the world at large:

John Fox, Jr., who married Fritzi Scheff this week, is one of the most successful of the younger literary men of the United States. Mr. Fox owes his success in a part to the care with which he works. He does not trade on his reputation, nor turn out books as fast as he can write them. His novels are published from one to three years apart. They are usually tales of the Kentucky mountains and he has made this territory his own, as Charles Egbert Crowl did the mountain district of Tennessee. Mr. Fox's last and best book is "The Trail of the Lonesome Pine," in which he traces the development of a mountain girl into a New York belle and the degeneration of a New York man in the mountain surroundings to something like the original state of the girl for whose education and improvement he was paying. It is very convincingly done and yet the book has its "happy ending" as much demanded by the readers of fiction.

Champ Clark, of Missouri, has been elected as House leader by the Democrats to succeed John Sharp Williams, without opposition. Mr. Clark was born in Anderson County, Ky., in 1850. He has worked as hired man on a farm, clerk in country store, country newspaper editor and is now a lawyer. He has been in Congress almost continually since 1893.

After upsetting the entire opera world, Tetrazzini's suddenly-acquired popularity is on the decline. She is a stout woman with a pleasant expression, having no histrionic ability and possessed of a throat whose peculiar physical formation enables her to do certain vocal stunts which nature had denied to her sisters. She can run the scales like a flute, take a high note and hold it a very long time, while picking up her skirts and walking about the stage. But there is about as much warmth in her tones as in the notes of a flute, and she proved to be utterly lacking in temperament. Her audience has not shown the former enthusiasm for her this season, and it remains to be seen whether her vogue will hold through another season. London was reported growing colder to her last summer. She is under contract here for three years.

D. J. Keefe is the labor leader who, during the campaign, denied that he was supporting Taft under the promise of being appointed Immigration Commissioner. Nevertheless he got the appointment recently, and now he is being generally denounced in labor circles as the "Labor Judas" because he failed to follow Gompers' lead in the Presidential campaign.

The sixth annual toy dog show has just closed in the Astor Gallery of the Waldorf-Astoria, New York. Nearly 400 dogs were entered, women and children being almost the only exhibitors. One of the prominent exhibitors was Mrs. Thomas King, with her Griffons.

Ambassador Takahira, of Japan, is a fortunate man. He was fortunate in being the representative of his country in Washington when the treaty of peace with Russia was negotiated at Portsmouth. He was equally fortunate in being there when the recent understanding between Japan and the United States was reached. It illustrates the fickleness of fortune that his predecessor should have been displaced for advocating such an understanding as Takahira has just brought about. At that time peace with the United States was never popular with Japan. Perhaps the visit of our fleet to Japanese waters has had something to do with changing public sentiment.

The Duchess of Westminster may become the Duchess dowager while she is still a young woman; for the Duke is reported very ill. She was the beautiful Miss Cornelia West. The heir to the title is her son, who is only 4 years old.



JOHN FOX, JR., THE NOVELIST WHO MARRIED FRITZI SCHEFF.



CHAMP CLARK, LEADER OF THE DEMOCRATS IN THE HOUSE.



LONSA TETRAZZINI WHOSE RAGE AS AN OPERA SINGER IS DECLINING.



D. J. KEEFE, NEW COMMISSIONER OF IMMIGRATION.



K. TAKAHIRA, JAPANESE AMBASSADOR (TO THE LEFT) LEAVING STATE DEPARTMENT.



MRS. THOMAS KING AND HER TOY DOGS.



DUCHESS OF WESTMINSTER.

London is about as good as on the Atlantic, and there are four or five meals a day. Here, for instance, is my schedule for one day: At 7:30 A. M. the boy entered my cabin with tea and a cracker, which I ate in bed. At 8:20 I had a good breakfast in the dining saloon, at 11 a luncheon with soup and dessert, at 4 o'clock tea in the saloon, and at 6:30 dinner. The latter meal lasted an hour or more, and, in addition, there was a supper late in the evening.

Steamships Which Go Round Africa. I cannot imagine a better health trip than a sea voyage around Africa. There are several lines which go down one coast and up the other. One of the best is a German African line by which one starts at Hamburg and can go either east or west. If he chooses the western route he calls at Las Palmas in the Canaries and then goes on to Cape Town, the voyage there taking 23 or 24 days. Leaving the Cape of Good Hope the next call is at Port Elizabeth, the Liverpool of South Africa, and then goes on to East London and Durban, the capital of Natal. The two next stoppages are in Portuguese East Africa, and then come Mozambique, Cilindre and Dar es Salaam, the capital of German East Africa. From there the ships go on to Zanzibar, Tangar, and Mombasa, and thence north to Aden and on up the Red Sea and Suez Canal to the Mediterranean. They go from Port Said to Naples, and thence out back through the Strait of Gibraltar to Hamburg. The whole trip, including board, costs just about \$60 first class, with the steward's fees added, and it takes about two months to make it.

If one wishes to visit the ports of West Africa, the Woermann line, sailing from Hamburg, will take him along the Gulf of Guinea and down to the Congo, and it has also ships to Swakoppoort in German Southwest Africa. There are some vessels sailing regularly from Antwerp to the Congo and others which go to Gibraltar and around the coast of Morocco. The trip to the Congo takes 15 days and the steamer leave for there every three weeks. They land at Matadi, where one can catch the railroad past the rapids of the Congo to Stanleypool.

There is also a Portuguese steamer which goes from Lisbon three times a month for Loanda, Benguela, and the ports of Portuguese West Africa, and there are British steamers from Liverpool to other Saturday for Sierra Leone, Accra, and Lagos. The fare to Sierra Leone is \$30. These same ships go to Liberia, the fare there costing \$20. The rate from Antwerp to the Congo is \$150 and to Lagos \$150.

Mediterranean Africa. Mediterranean Africa is very easily reached from Europe. The French have a number of lines which steam from Marseilles to Algiers, Oran and Tunis and there are Italian ships which make the same ports. One can go almost daily in twenty-four hours from France to Algiers, and the trip to Tunis is not much longer. There are ships sailing weekly from Naples to Tunisia, and there is a line of vessels which goes from Tunis to Tripoli, calling at Sfax and Gabes and thence going on by way of Tripoli to Malta. These boats are of about one thousand tons each and are rather dirty. The fares are low.

At present the German lines are trying to catch the American travel to Egypt and both the Hamburg-American and the Cunard lines have put their own steamers on the Nile and they now compete with the mail vessels of the Khedive and with those of Thomas Cook & Sons, which have so long held a monopoly of that trade.

If one would visit Morocco he had best go direct to Gibraltar and take the earliest ship from there across to Tangier, or he can start at Marseilles and come down the coast of Spain in the French vessels to Malaga and cross to Morocco that way. The British have a Morocco line which makes a round trip of all the ports on the Atlantic from London in about 25 days. The cost is \$125, and during the voyage one calls at the Canary Islands and the Madeiras, and also at seven different ports in Morocco. There is a Hamburg company which makes some of the same route, and a French line which goes from Marseilles to Tangier three times every month.

On the Red Sea. The African countries on the Red Sea can be reached by several lines from Suez and there are daily steamers which will take you there by way of the canal. The Khedivial steamship line, which carries the royal mails of Egypt, is now sailing from Suez every Wednesday, and the voyage one calls at Suakin and Suakin, and every two weeks from Massowah, Hodeidah and Aden. One of the stops of these boats is at Jeddah, where Mother Eve is buried and where the pilgrimages start for Mecca. Massowah is the port for Italian Africa, and Port Sudan is the terminus of the new railroad which has just been built across the Nubian desert from the Red Sea to Khartoum.

## Newspaper Wit

**A Dreadful Thought.**  
Everybody's Magazine.  
One day Mary, the charwoman, reported for service with a black eye.  
"Why, Mary," said her sympathetic mistress, "what a bad eye you have!"  
"Yes'm."  
"Well, there's one consolation. It might have been worse."  
"Yes'm."  
"You might have had both of them hurt."  
"Yes'm. Or worse'n that; I might not ha' been married at all!"

**Appropriate Name.**  
Chicago News.  
"You wish to see some rugs?" interrogated the polite clerk. "Then allow me to show you our celebrated 'skiddoo' rug."  
"But why in the world do you call it a 'skiddoo' rug?" asked the fair customer in surprise.  
"Because, madam, every 23 days you have to beat it!"

**Long in the Public Eye.**  
"The newspaper rush into print every chance they get, don't they, Senator?" gushed an ardent lady admirer, addressing a famous statesman at a White House reception lately.  
"Yes, indeed!" replied the Senator; "and do you know, Madam, he quickly added, without the sign of a smile, "that the very day I was born the newspaper of my town had it!"

**Nothing but the Truth.**  
Chicago News.  
"This world is but a fleeting show," remarked the man with the quotation habit.  
"Yes, that's right," rejoined the observing person, "and the majority of us find that all the good seats are occupied."

**Always Opportunistic.**  
Youth's Companion.  
"I have no patience with a man who makes the same mistake twice," said Arnes, rather severely, in speaking of an unfortunate friend.  
"Neither have I," agreed his wife, "when there are so many other mistakes to make."

**In 1910.**  
Boston Transcript.  
Elevator Man—Fifteenth story. As far as we go!  
Uncle Hiram (getting out)—Gosh, Mandie, that conductor forgot to collect our fares. Come along, quick! We're a dime in.

**No Longer Secret.**  
Chicago Tribune.  
"Does your husband belong to 323 secret societies?" inquired Mrs. Kawner.  
"No," answered Mrs. Middlebloom, "I have found out the name of every one of them."

**Assistance.**  
Washington Evening Star.  
"What is your idea of helping the farmer?"  
"Well," answered Senator Sorghum, "the first and most important thing is to give him some good advice about how to vote."

**Just Like Some Men.**  
Lippincott's Magazine.  
Howell—"Rowell thinks he is the whole thing."  
Powell—"Yes, if he leans against a post for a few minutes he has the idea that the post couldn't stand without him."

**A Continual Bluff.**  
Washington Herald.  
"Life is largely a pretense."  
"Say the rest of it!"  
"I used to have to pretend that I liked cigarettes when I was a kid, and now it's the same with grand opera."

**Either Way.**  
Philadelphia Ledger.  
Ryan listened at the photograph to one of his own speeches.  
"Sounds first rate," he commented, "but it was careless of the operator to put the cylinder in reversed."