

## RAILROADS IN AFRICA

### TOOT OF THE LOCOMOTIVE IS HEARD IN THE JUNGLE.

Iron Horse Now Goes Where a Few Years Ago Feared Human Sacrifices Were Practiced. Civilization Being Extended in the Dark Continent.

One of the greatest works which civilization today is accomplishing is the opening up of black Africa by the railroad. Five years ago there were less than 10,000 miles of completed railroad in that continent. Today there are over 33,000 miles. Very little of this railroad development in the past few years has been in the civilized lands like Algeria and Tunis, Egypt, Cape Colony, and Natal, which are fairly well supplied, but the tracks have been extended through the jungles, forests and deserts of the tropical colonies. In 1890 the length of these colonial railroads was only 1,200; today there are 4,475 miles of colonial railroads in operation, and thousands of native laborers are at work on over 1,700 miles, which will probably be added to the completed mileage within another year. The prospects are that within the next six years there will be 25,000 miles of railroads in Africa.

The brain of the whites and the hand of the blacks are carrying out this wonderful work. The barbarous African has been civilized in it. He has everywhere supplied the rough labor except on the Uganda Railroad, where sufficient hands could not be secured among the scattered heathen folk of the interior, and so some thousands of men were imported from India. Not only in railroad building but also in all other industrial enterprises throughout Africa the barbarous African



MAP SHOWING RAILROADS IN AFRICA.

can be the instrument that is being employed under white guidance, in the colossal task of transforming the continent. He is a powerful and necessary factor in the work, and on the whole he is doing his part well.

**Man-Eating Lions a Hardship.**  
All kinds of strange and unexpected experiences have marked the progress of this tropical railroad building. One day, as the Indian laborers were loading dirt on a train of flat cars on the Uganda Railroad, a lion sprang among them, seized a man by the middle, and plunged away with him into the jungle. His skeleton, stripped clean, and fragments of his clothing were found a day later. Lions seldom make these bold forays. As a rule, they see the presence of man unless they are brought to bay or enraged by a wound or an attack on their young. But if it ever happens that they get human flesh they are likely to crave for more and include the human race among their prey.

The man-eating lion, as he is called, is not numerous, but he creates the utmost consternation wherever he appears. In the course of three or four days three other Indian coolies were dragged off into the jungle, and the whole force of laborers quit work, went into camp and prepared to defend their lives. It was nearly three weeks before another spadeful of earth was lifted. A large area of jungle was surrounded and a grand hunt organized, with the result that several lions were killed; there was no more trouble with the man-eating variety.

It is a somewhat novel experience for a traveler to find his train brought to a sudden standstill, and to see on the track in the rear the mangled remains of a half-grown cub which had stood on the track fascinated by the spectacle of the approaching train, and did not know enough to get out of the way. This has occurred on several occasions.

It is almost impossible in the jungle and forests to keep the rank growth of tropical vegetation from choking the track. It is continually being cut away from the sides of the roadbed and from underneath and overhead; but as the train jogs along at ten or fifteen miles an hour the traveler often hears the swish of the leaves and twigs brushing against the roof or of the grass sweeping the sides of the car. Sometimes the view of undulating savannah, as the panorama unrolls itself from the car window, is very beautiful; again the journey lies, for scores of miles, amid vast expanses of high jungle grass or amid the gloom of dense forests, and the journey is the most oppressively depressing and monotonous.

**No Night Travel.**  
But one may see the whole country as far as it is revealed from the cars. There is no such thing as night travel on these roads. They are too new, the unexpected is likely to occur, and the stations are too far apart to run any risk of getting into trouble in the hours of darkness; so all trains spend the night at one or another of the stations. You see no wood, except in the car

## RECUMBENT STATUES OF QUEEN VICTORIA AND PRINCE ALBERT IN MAUSOLEUM AT FROGMORE.



In the royal mausoleum at Frogmore, near Windsor Castle, repose the remains of Queen Victoria and her consort, Prince Albert, in one tomb. When the prince died the queen had a recumbent statue of him made and placed upon the tomb. At the same time a statue of the queen was made, by the same sculptor, and when she died this was placed alongside of that of her husband, in the space that had been reserved for it. A photograph of the statues has recently been made, for the first time, by permission of the king. It is reproduced herewith. The statue of Queen Victoria represents her as much younger than she appeared to the present generation, the sculpture, of course, like that of Prince Albert, having been modeled when both were in the prime of life. The queen is depicted in regal robes, wearing a jeweled crown, and holding a scepter in her clasped hands.

equipment, about the construction and fittings of these tropical railroads. While ants and other poisonous insects would make short work of wooden bridges and timber ties. All such things are made of steel. There are some stone bridges and they are excellent specimens of masonry; but most of the bridges are of steel that were cast in parts in European and American shops, giving skilled workmen a chance to see a bit of Africa while spending a few months at this or that stream where bridges are erected.

The locomotive, however, triumphs over one insect pest, and that is the locust fly, whose bite is fatal to horses and cattle. A stage coach company,

on the walls. It is the Pompeian way of announcing: "For mayor, Michael J. Grayson, the friend of labor." Some of these placards are rudely done. Some are set forth with skill and with embellishments. One of them contains a bit of street car health-food verse—all painted in red. No less than our own candidates of today, those of the year '79 were put forward by parties of supporters. There were the trades interests. There was the money power to be vituperated on the stump. The spellbinder addressed as "Friends and fellow-citizens of Pompeii," the woodcutters' union, the fishers, the performers and dress, the barbers and porters. He explained to them what were their more glorious privileges as free and united advocates of the six-hour day.

And there were faithfuls in those days—persons to whom South Boston would apply the epithet "bushouse." These were the long sleepers, the deep drinkers. They ran a candidate in common who was solemnly pledged to the suppression of street noise and the chief plank in their platform was a club sandwich.

The heterogeneous religion of the city crept into politics. Venus was principally worshipped, we know, but by the side of her temples were shrines to Isis and Horus and Anubis. And at this last election we hear of a minority party who in caucus assembled decided to call themselves the Isis Passover registers. They seemed to desire most of all representation on the police force.—Boston Transcript.

### POINTS WHEREIN THEY DIFFER.

One of the Sex Contrasts American Women Unfavorably with English.

Despite all the loudly expressed opinions to the contrary, nothing can touch the really smart English woman as one sees her at the Carlton or at Prince's at the luncheon hour. There is a bewitching, graceful femininity about her that is in evidence in every detail of her costume and a certain something that, for lack of a better word, we must call refinement.

Our most charmingly gowned women in America have all a tendency to extravagance in dress and ornament. The well-dressed English woman is simple in her style, despite her frills, and it is only in the evening, when she puts on her low-necked gown, that she allows any of the daring extravagance that one sees so freely displayed at our fashionable hotels on Fifth avenue where women meet for luncheon.

Then, the English woman's face is patrician even when she is far from beautiful. The finely modeled nose and chin, the long, slender necks are the rule, and, although good eyes and mouths are not so plentiful, the clear lines of the faces under the frilly hair are very satisfying from an artistic standpoint.

Our bifurcated girl and our gentlemanly young business woman, in her stiff collar and her four-link scarf, have, of course, stood for something fine, vigorous and gloriously independent.

We have chummed with our masculine kind to an extent that has made the most popular type of society girl, the racy, washing woman who above all scorns any suspicion of being an ingénue.

Many of our younger matrons have astonished restaurant groups by affecting the style of the most popular actress or opera singer in the manner of coiffure or of corsage. It has been absolutely impossible to detect the difference between the successful demi-monde and the society leader, so far as either dress or manner is concerned.

And, at the same time, the English woman of society is inclined to be fast, but she is never unfeminine. For that reason she never suggests that under her baby lace hat and her chin ties lurks the same devilry, coquetry and desire for the subjugation of man that first possessed Mother Eve and broke up the light housekeeping in Eden—Life.

### Wear Rings at Night.

"Women are not wearing rings as they did several years ago," said a well-known gem expert when asked if rings are no longer stylish. "They buy more rings than ever before, but they use them only for full dress." "Why, as recently as five years ago the sex had a craze for making pawnshop displays on their hands, and wore rings morning, noon and night, anywhere and everywhere. Even women in the deepest mourning did not discard their rings." "But it is not so now. The matron is content with wearing her wedding ring, even putting aside her engagement ring, while her single sister, if she wears even one ring, usually adopts a plain old gold seal ring adorned with her coat-of-arms or somebody else's." "Rings are brought out with the stars, but it is now considered quite vulgar to burden the hands with them in the daylight."

A man always likes his mother-in-law among his most distant relatives. A rich man never refuses the peacocks offered him in charge.

## BATTLE IN A THUNDERSTORM.



JAPANESE AND COSSACKS BATTLE WHILE THE ARTILLERY OF HEAVEN MINGLED WITH THAT OF EARTH.

The battle of Wa-Fang-kai was one of the bloodiest in the Russo-Japanese war, with the possible exception of that which raged around Nausim-bill, in which 4,000 Japanese fell, and was one of the most terrifying which the mind of man can well conceive. When the engagement was at its height and the Cossacks and Japanese were in deadly and desperate struggle a tremendous thunderstorm broke over the scene, and for a time the artillery of heaven mingled with that of earth in deafening and demoralizing confusion. The heavens seemed to be rent asunder with the awful reverberations and the play of lightning was vivid and blinding.

### LIFE.

Give me the strength and height  
Of glorious life—  
The dazzling light,  
The straining and the strife,  
The storm that fuses,  
In their divinest scope,  
High winds on mighty seas,  
Not sheltered bays,  
Wild torrents, great and gay  
With sudden power,  
Not the soft spring-time shower.  
And if the storm should kill,  
The turret down—  
So be it still.  
Still let me snatch the crown  
Life has to give,  
And cry, but once, I live!  
—Harper's Magazine.

### TIRZAH'S CHIMNEY.

FIVE years before, when Solomon Green had asked Tirzah Hitchcock to become the second Mrs. Green, she had tartly refused the honor. "I ain't much of a beauty," she had told him, "but so warmed-over affection for me, thank you, Solomon Green."

Solomon had reasoned all in vain. "Why, Tirzah," he pleaded, "it ain't no way natural for women to live alone. Every mornin' your chimney is the first thing I look at, an' if I wasn't to see the smoke a-comin' out of it, I'd be scared to death thinkin' you was robbed, or killed, or sumthin'."

"What's that as is keepin' up two houses, when one would do just as well?"  
Since that time the two had hardly exchanged a dozen words. Solomon had not married, neither had Tirzah, and now, on the night before her fortieth birthday, she sat looking around her orderly little home with the most desolate feeling at her heart she had known for years.

Tomorrow would be her birthday. Mechanically she had gone through a few preparations for that rather dreary festival. The smallest hen from her flock was curled up ready for roasting inside the same pan in which her hens had been roasted for the last fifteen years. A green apple pie sat on the pantry shelf beside a sour cream spice cake, while a plate of mealy trams was waiting patiently the filling of grape jelly to be theirs on the morrow.

Never before, at that season of the year, had Tirzah's hens been laying so well.  
Her cow had never been known to give so large a yield of milk. There were three new kittens in the basket behind the kitchen stove, and her hen nary bird was the loveliest singer in all the village. But for all this Tirzah was not satisfied.

She had heard that day that the widowed cousin, who usually kept house for Solomon Green, had unexpectedly married.

Of course, this was nothing to Tirzah, but still—here she sniffed two or three times, and then, without a particle of explanation to the astonished cat, who had come forth demanding her allowance of milk, sat down in her cane-seated rocker and burst out crying.

For five minutes she cried, and then she dropped her apron and looked guiltily about.  
A thought intruded itself upon her which she considered in the light of a secret crime. Over and over again, despite herself, she rehearsed Solomon's proposal; each word as it had been spoken, until, suddenly, like the hand writing upon the wall, there stood forth these words: "Every mornin' your chimney is the first thing I look at."

Had he meant it? Did he still turn his eyes with the coming of the morning light down the little hill which lay between them? Did her lonely chimney still claim his thoughtful care?  
Five minutes later the dark plot was formed, and Miss Tirzah was hurrying about her preparations for the night with cheeks that burned with fire she had thought long since gone out forever.

The following morning more astonished creatures there could not be than were the kittens, cat, cow, hens and canary of Miss Tirzah Hitchcock. Something, certainly, had gone wrong. Six o'clock came, and the stable door was not opened by the brisk mistress.

### TONS OF BRIGHT GEMS.

The World's Supply of Diamonds Weighs 5,000,000 Carats.  
It is estimated that the total world production of diamonds up to date approximates 2,500,000 carats, says the Baltimore American. As we are not in the habit of weighing our diamonds by the ton, we are in some doubt concerning the proper system of computation, whether tray or avoirdupois, long ton or short ton. According to the system used by those who do weigh their diamonds in ton quantities, the result would be in the neighborhood of twenty or twenty-five tons of sparklers now appearing as factors in the joys and miseries of a world which has substituted diamonds for the beads and wampum of its ancestors.

The regions contributing to this supply and the percentage of their contribution appear as follows: South Africa, 81.5 per cent; Brazil, 18 per cent, and the remaining 5 per cent divided among Borneo, India, New South Wales and British Guiana, with North America and Russia supplying specimens. The last two of these countries have furnished just about enough to equip an opera box for a single evening. The deep obligation of society to South Africa is fully apparent. The price of diamonds has been heavily advanced during the last year or two, but it is simply appalling to think what the price would have been without the South African supply. Society, American, English and continental, should daily thank heaven for Kimberley and Jagersfontein.

We are unable to give the cubic measurement of the total collection, but, so far as weight is concerned, it would make a load for a medium-sized freight car.

**One Pleasant Dance.**  
Mr. Klumsay—I danced quite a number of times with Miss Cutting last night.  
Miss Pepprey—Yes, she was telling me how much she enjoyed one of the dances.  
Mr. Klumsay—Indeed? Which one was that?  
Miss Pepprey—The one you sat out.—Philadelphia Press.

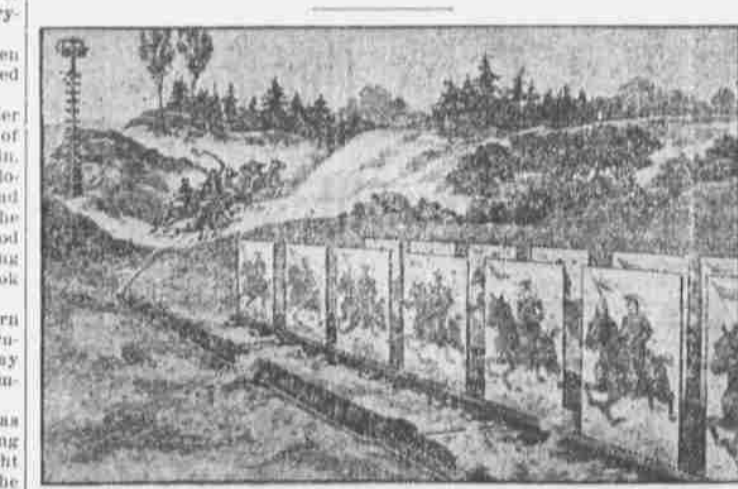
**The Man Who Attracts Business.**  
A sunny man attracts business success; everybody likes to deal with agreeable, cheerful people. We instinctively shrink from a crabbed, cross, contemptible character, no matter how able he may be. We would rather do a little less business or pay a little more for our goods, and deal with an optimist.—Success.

**When the sexes have equal rights** will men wear \$3.98 military creations and kiss each other on the streets?  
"You see, Tirzah," he said, with a

guilty laugh, "I alters look at your chimney the first thing in the mornin'—I've kinder got into the habit. I know you don't like it, but—eh—why, Tirzah, woman, whatever she is?"  
"Solomon," cried Tirzah, and she almost screamed in her excitement. "I—I do like it. I—oh, Solomon—I didn't build a fire a purpose."

And Solomon—  
He rose then and there and kissed her!—Housekeeper.

## MOVING TARGET ADOPTED BY THE GERMAN ARMY.



German army officers have adopted a new moving target. In order to test the number of successful hits made by a force of riflemen upon a body of charging cavalry a target has been invented which consists of a number of life-size figures painted on a movable screen. This screen is connected with an immense beam securely fastened to the ground. By means of ropes passed over pulleys, inserted in the beam, the target is attached to a team of horses. The team is then set at full gallop, thereby drawing the target nearer to the beam, the infantry firing meanwhile. The troops have developed great efficiency in marksmanship.

## NEW LINES OF RAILROAD.

Southern States Show Most Activity in This Work.

Thirty new railroads are now under construction in the Southern States, according to the New York Globe. Reports from different localities recently indicate that with rare exceptions all of the Southern railroads now building are being pushed in completion as rapidly as possible. This condition of affairs is regarded by Southern business men as abundant proof of the industrial prosperity of the South. Nearly \$100,000,000 is being put into these thirty new railroads, and the greater part of this vast sum was obtained prior to the past few months.

It is estimated that between 1000 and 10000 miles of new railroad will be completed in the South and the Southwest this year. In Oklahoma three new lines, aggregating 1,250 miles, are now building. The most important of these is the Denver, Woodward and Southwestern, which will extend from Denver across the Indian Territory and Oklahoma to Texarkana, a distance of about 1,000 miles. This road is designed to open up Oklahoma to the surrounding country. The Missouri, Kansas and Oklahoma Railroad is also building an extension of 1500 miles from Oklahoma City to the Texas state line. Not the least interesting of the new railway projects is that of the Houston-Galveston Interurban Railway Company, which is building a fifty-mile electric line from Houston to Galveston.

In Louisiana a railroad fifty miles long is being constructed from Baton Rouge to Irenaux bridge and a seventy-two-mile line is rapidly connecting Moreauville and Crowley. Thirteen new roads are building in Arkansas with a total of 600 miles. The Arkansas Western is the longest of these, extending from Waldron to Hot Springs, a distance of eighty-two miles. Eastern capitalists are interested in this project, which is designed to make Hot Springs more accessible. The Hotze, Strawberry River Valley and Western is building fifty-six miles of line from Hotze to Franklin, Ark.

Three new railroads of importance are under construction in Kentucky, and Virginia and Tennessee report two roads each. Chattanooga is to be benefited by a new road seventy-five miles long extending from that place to Oliver Springs, Tenn., with a branch to Hartman. New railroads, each from ten to eighty miles long, are building in West Virginia, Florida and Texas. The Goulds, E. H. Hartman and the Rock Island people are separately interested in the Texas lines.

Construction work on nearly all of these Southern railway projects is being hastened in the expectation of a heavy increase in traffic. While the country are cutting down their working forces as much as possible, the new companies in the South are as a rule increasing their construction forces. Some of the new lines will tap virgin coal fields, others will connect with new iron mines, and many will enable 1,000 or more recently established cotton mills to get their products to market.

## FEATURES OF BUENOS AYRES.

Live, Busy Metropolis with a Population of a Million.

The city is laid out like a chessboard, being divided according to the ancient plan of all South American cities, into cuadras or squares, with endless straight streets which have the one advantage, it seems, during the spells of revolutions, of letting the government make a clean sweep of the rebels with the aid of artillery, or the other way around. In the older parts the streets are narrow and always treeless, but the newer thoroughfares have the appearance of European boulevards. The houses were originally all built according to a prevalent one-story type, but with the rise in the value of property and the increase of business, houses ranging from three to six stories have been going up in the central part of the city. All the streets and public squares are splendidly kept and well lighted, and there are a number of beautiful parks which have been laid out with seeming disregard for the climate. Few people in the United States are aware that this is a city of almost a million inhabitants, with the area of Paris, and that it recalls in its immense business activity some of the large cities of North America. As a metropolis, however, Buenos Ayres is an anomaly. It will be recalled that the great source of wealth of the Argentine nation lies in its wheat and corn fields, its enormous herds of cattle and sheep, and the exportation of meats, hides and wool. But, owing to the absence of workable coal and iron mines and the impossibility of exploiting the forests of soft woods because of their distance from the ways of communication, there are practically no articles manufactured in the Argentine.

A few factories are kept alive by a high tariff, but they are looked upon as hot-house plants hardly capable of a prolonged existence. Buenos Ayres thus represents a cosmopolitan conglomerate occupied in exporting what the interior of the country produces, and in importing what it cannot manufacture. The city is thus a national luxury made up of non-producing consumers, an all-absorbing center which has done nothing but grow until it represents the life of the nation at the expense of all other towns.—New York Evening Post.

**Wants Modern Man.**  
"Excuse me, madam," said the book canvasser as a spinster who was beginning to carry weight for age opened the front door. "But are you interested in the study of prehistoric man?"  
"I should say not," replied the giddy old girl. "I am too busy trying to get a man of my own to-day interested in me."—Mobile Register.

**Before or After?**  
Scratcher—So you've resigned, have you?  
Form—Before or after?  
Scratcher—Before or after what?  
Form—You were bounced.—New Yorker.

A short man always likes to stand on his dignity.