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CENTRAL AFRICAN RAILROAD

How a Young American Put up The Steel Bridges

Left Seven Thousand Tons of American Steel in Place Within a Year

A young Pennsylvanian has just got back from Africa, after experiences which merit description as adventurous and interesting. Uganda is a name associated in the memory with the feast of Livingstone, Stanley, and DuChaille, with gorillas, lions, hippopotami, the jungles, cannibals, and poisoned arrows. It was only a few years ago that it stretched dread, impenetrable; it was yesterday that the mystery of its lakes, was solved, its fabled dwarfs and strange beasts proven realities. It is a land, therefore, of adventure.

But it was an unheard of feat, one beside which the wonder stories of Tipoo Tib and Emin Pasha are commonplace narratives, a deed of characteristic modern romance—that which A. B. Lueder and the men under his command performed in Uganda. They built twenty-seven steel bridges for a railway running between Mombasa and Victoria Nyanza.

For the dream of a line from the Cape to Cairo is—it is hard to believe it—not a dream at all any more, but a sober enterprise being rapidly consummated. And a vital part of that vast continental system is the Uganda railway, today finished and in operation across 600 miles of Central Africa, with one terminus on the Gulf of Zanzibar and the other at the headwaters of the Nile.

American Enterprise

It was a British dream, this gigantic African enterprise; but it took Americans to make it a reality. The Uganda railway had rugged country to cross, and to obtain practical grades many viaducts were required. In two years English contractors succeeded in putting up eight of these, and the outlook was dismal. When it came time to let more contracts, the American Bridge company offered to erect the remaining twenty-seven bridges at a cost of \$90 a ton in place in Uganda. As the lowest English contractors had named a much higher figure for placing the bridges on board ship, the howls of patriots in parliament were not heeded, and the contract was given the American firm.

But the Yankee invaders did not pause long to contemplate their strange surroundings. Within three days after arrival the 30-ton "traveler" had been put together, steam was up, and the big machine was ready to swing out over the first ravine, 480 miles from the coast, on the ragged sides of the Man escarpment, a range 8,000 feet high. The viaduct across this was assembled in less than a week, and the "traveler" moved on to the scene of new endeavors.

The workmen were East Indian coolies and native coast Africans. The latter, homesickness made worthless at the end of a few weeks. The former, with caste notions which were so many insane delusions to the matter-of-fact Americans, required endless patience. Five Indians or Africans were computed worth one American.

Built in Philadelphia

The bridges were built in Philadelphia, at the Pencoyd Iron work. They were put aboard three tramp steamers in the winter of 1901-1902—14,000,000 pounds of steel, in a thousand separate pieces, with half a million feet of southern pine and year's provisions. All pieces had been numbered and lettered and painted—a color of its own for each viaduct. Then Mr. Lueder, an engineer of Wilkes-Barre, with H. P. Murray, an assistant, and N. R. Jarrett, a superintendent of construction, of Selin's Grove; a foreman, a clerk and seventeen bridgemen struck out for Africa.

Mr. Lueder tells the story in the World's Work for July. A temporary line extended over the most of the way. Not that it had done much in the way of spreading the blessings of civilization. The year before twenty-two natives had been carried off the works by lions. The lords of the forest evinced a strong dislike of the trespass on their lands, and occasionally a rhinoceros would dispute the way with a Baldwin locomotive, zebra, hartbeest, ostrich, antelope and elephants played about the camp.

Mr. Lueder had a savage fight for

his life with a lion. His clerk shot a fine specimen from the construction train. The men spent the Fourth of July shooting hippopotami in torrid lakes. The natives skulked in the forest terrified by the shriek of the engine whistles and in greater degree by the sight of bridges springing as if by magic across the rocky ravines.

All Kinds of Trouble

When these problems of labor so raw and troublesome had been conquered, work went swiftly on. A bridge 380 feet long, 75 feet high, with a double slant, was hung from almost inaccessible hillsides in sixty-nine and a half working hours. The English contractors who were putting in the concrete foundations couldn't do their work fast enough—they had not raced with American skill and speed before—and the game was delayed. The pottering English officials down the line sent up materials and trains to move the camps, a trifling matter of a week or ten days behind time. Parts of the bridge got lost in transit, naturally—traffic arrangements between Philadelphia and Central Africa being as yet less perfect than could be desired.

Missing parts were hammered out by main strength in an improvised forge set up in camp. The Americans worked ten hours a day, and took no health precautions beyond boiling their water. Except for a slight occasional indisposition, not a man was sick. The line crept on over gorges, water courses, tumbled rocks of strange geological formation, where only fifteen years before Stanley had sought for Emin Pasha in the tangled recesses of a fabled jungle. On last Christmas day the last steel plate was fitted into place, and the last rivet of more than half a million was driven home and "backed up." Twenty-seven bridges and 7,000 tons of Pennsylvania steel had been set up in the from the sea to the long hidden heart of Africa by an American boy of 24, and over them the rails stretched sources of the Nile.

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Leaves Corvallis	1:50 p.m.
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No. 1 returning—	
Leaves Yaquina	7:30 a.m.
Leaves Corvallis	11:30 a.m.
Arrives Albany	12:15 p.m.
No. 3 for Detroit—	
Leaves Albany	7:00 a.m.
Arrives Detroit	12:20 p.m.
No. 4 from Detroit—	
Leaves Detroit	1:00 p.m.
Arrives Albany	5:55 p.m.
Train No. 1 arrives in Albany in time to connect with the S. P. south bound train, as well as giving two or three hours in Albany before departure of S. P. north bound train.	
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Train No. 3 for Detroit, Breitenbush and other mountain resorts leaves Albany at 7: a.m., reaching Detroit about noon, giving ample time to reach the Springs the same day.	
For further information apply to EDWIN STONE, Manager, T. COCKRELL, Agent, Albany, H. H. CRONISE, Agent, Corvallis.	



3 TRAINS TO THE EAST DAILY

DEPART FOR	TIME SCHEDULES From Portland, Or.	ARRIVE
Chicago Portland Special 8:20 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	6:30 p. m.
Atlantic Express 8:15 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:30 a. m.
St. Paul Fast Mail 8:50 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Wallac, Pullman, Minneapolis St. Paul, Duluth, Milwaukee, Chicago, and East.	7:30 a. m.

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