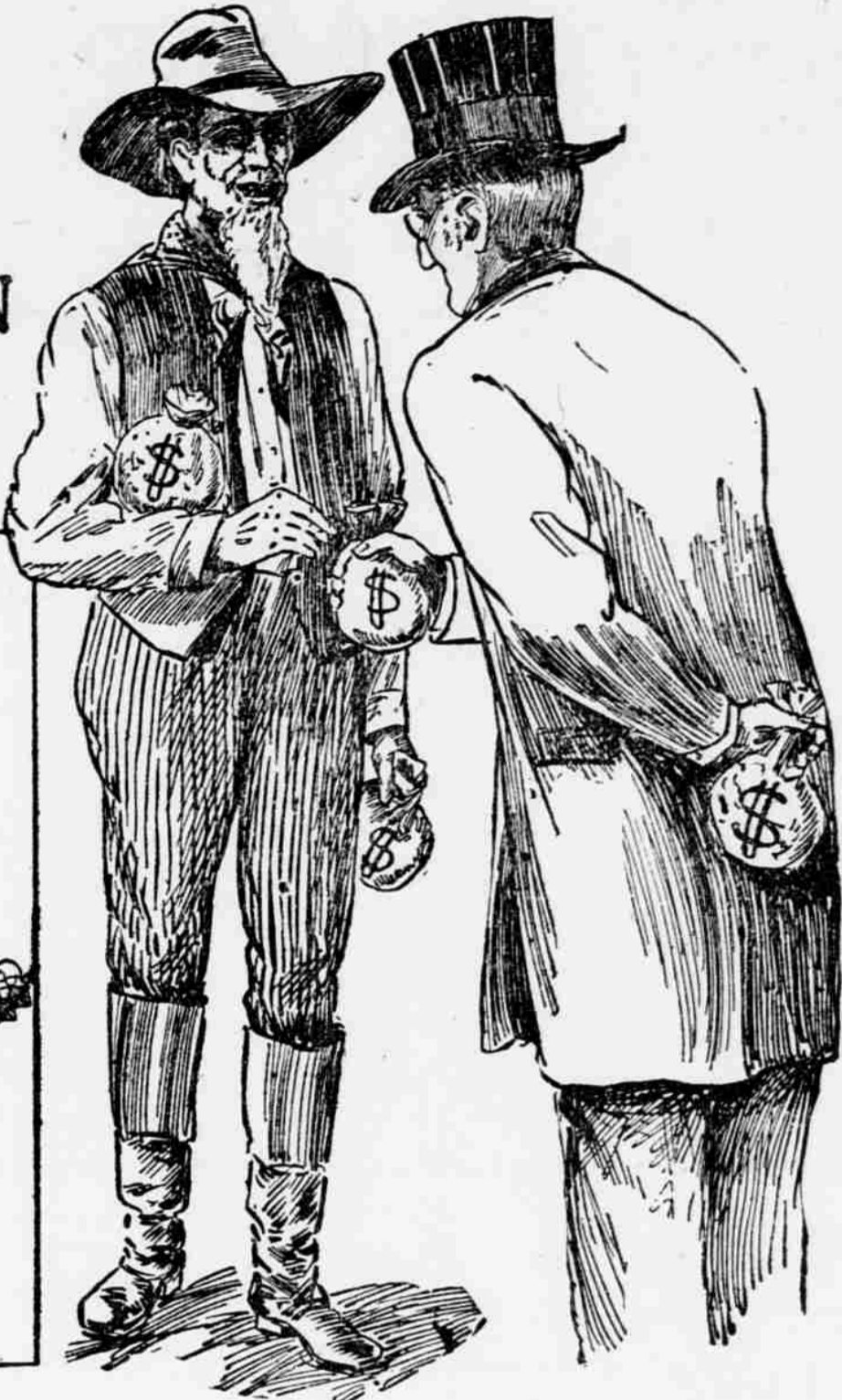
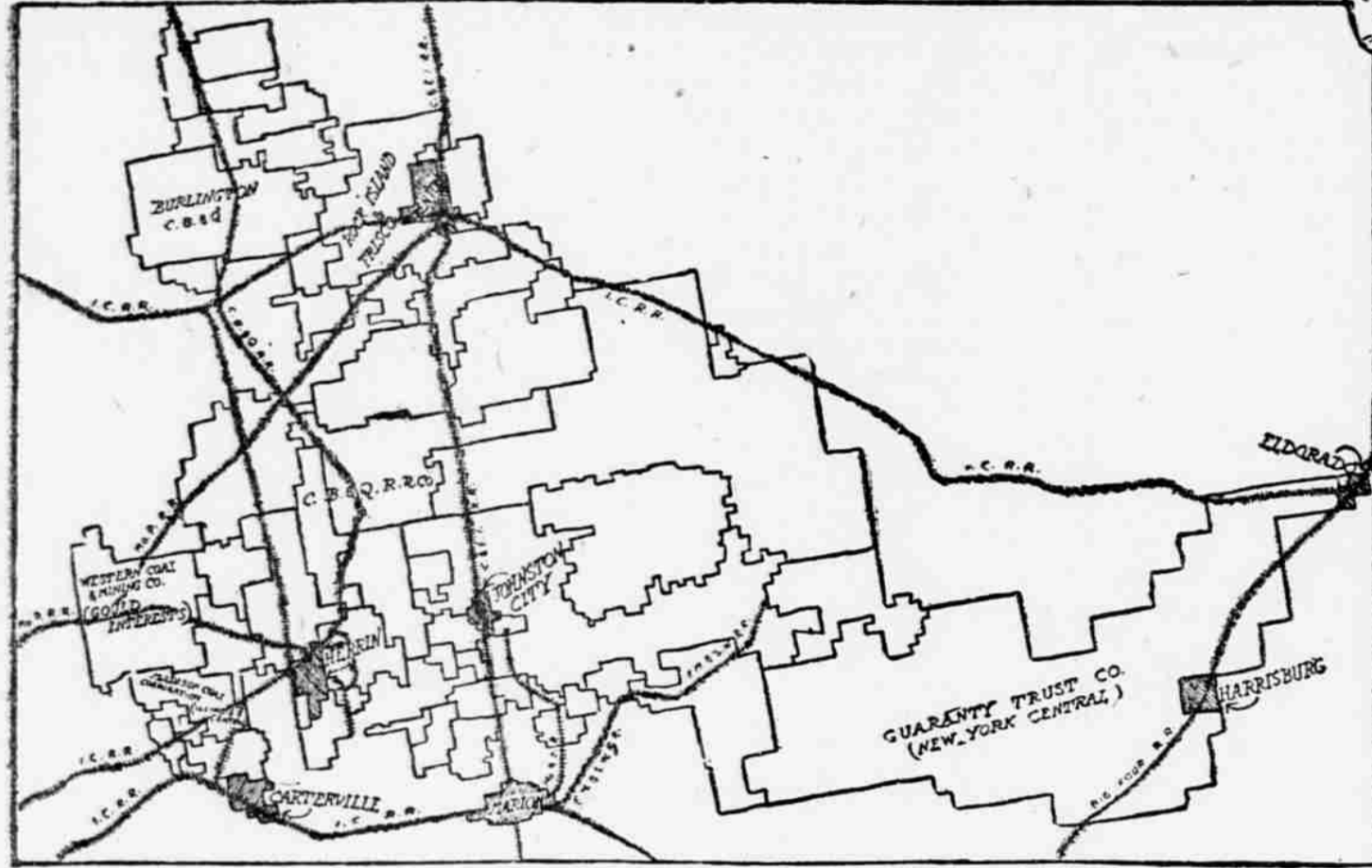


RAILROADS in A GREAT STRUGGLE for SHARES in A BLACK KLONDIKE

A Little Section of Southern Illinois into which \$20,000,000 has been poured in the last few years, making PLUTOCRATS of PLAIN FARMERS and building CITIES where before were open fields. — The marvelous COAL FIELDS of WILLIAMSON and adjoining Counties, and how Railroad Kings are battling for them.



IN THE heart of Southern Illinois—in "Little Egypt," once a term of derision, but now synonymous with prosperity and modern progress—a section of perhaps a thousand square miles, embracing parts of four counties and not all of any one of them, has developed almost untold wealth and has become the theater of struggles none the less titanic because the outer world has not heard much of them, so silently have they been carried on. Fortunes have been made, and, what is more marvelous, have not been lost, in the rapid advancement of the section. Communities have grown prosperous far beyond the dreams of the earlier settlers, and their prosperity continues. Within these precincts the busy hum of trade has never been stilled. "Everybody who wants to is making money," is the way one of the busiest of business men puts it.

Such in brief and in general terms is the recent history of the immense and new coal-producing area of Williamson, Franklin, Saline and Jackson counties. There lie the immense deposits of bituminous coal, which in a few short years have brought Williamson County from a negligible part of the coal-producing State of Illinois to the very first rank in the coal counties of the commonwealth, now fifty-five in number, and every one of them high in the race of fuel production. How this has come about, all within less than a decade, if we neglect the little local shafts which have existed merely for provision of home consumption, makes an interesting chapter in the history of Illinois which has not yet been written. Such history is compressed within that decade, indeed, in large part within the last half of that decade, as to be almost unbelievable were not the confirmation so ready to hand. And the end is not yet, for with it all scarcely more than a quarter of the total coal-bearing area is in the hands of actively operating companies. The other three-quarters is still held by the original owners, some even held under the original government patents without a single transfer since the days of the homestead, of the "bit act," when land was purchasable for 12½ cents per acre, and of the \$1.25 act. The railroad struggle for traffic and ownership supremacy is still on, beneath the surface. New lines are to be built, new surveys are being made, and with the coming of the Panama canal this little section of Illinois will bear its share not alone in the production of long-haul tonnage to the gulf ports, but in the provision of the power for other tonnage, and as a centering point for the big transportation lines which are reaching out for the gulf coast against the time when the annual traffic will have its weight with the movement of freight from the Northwest and from all the Middle West and the Upper Mississippi valley.

Such railroad kings as Hill, Gould and Yoakum all have had their eyes glued upon this favored spot, and all have shown their interest in the grasp which they already have upon it, but there is more to be done, and more will be done, even though it be silently and without the sounding of brass.

All this by way of explanation, for the sudden accretion of wealth in the heart of Little Egypt has come about through the railroad battle for coal and coal traffic. The other developments have been concurrent with it and are only to be understood with the aid of this knowledge. Every move that has been made has been in the silence so characteristic of the railroads when they reach out for anything they really want, and with these moves have come the rapid growth of town and country and the sudden increase in individual prosperity. The last decade has seen Harrisburg grow from a village of 1,000 or more souls to a thriving inland city of 12,000, with national banks, handsome business blocks, beautiful churches and paved streets.

Herrin, laid out but fifteen years ago, is to-day a town of more than 10,000, and is still growing at a rate hard to conceive. Marion has sprung from 1,200 to 12,000 within the same time, while Johnston City, once but a prairie site, and that but a half dozen years ago, is a thriving place of 6,000, with its modern conveniences and up-to-date structures equal to the pride of many a larger town. Benton, which is the county capital of Franklin and once ruled the country round with the majesty of 1,000 residents, is now a busy place of 8,000, with the end not yet.

Many an interesting story is told of the earlier residents of the section, of the days when coal was not figured among the assets of the farmers and the pioneers of Illinois, especially the Illinois days of Dickens and his "American Notes." One is of Charles Carroll of Shawneetown, to whom fell a stretch of land upon which he was inclined to refuse to pay the taxes. It all came about in this wise: In the early days of Little Egypt, Goodall and Campbell of Marion were tobacco factors, shipping heavily to Europe and conducting a business which was large for those days. By wreck at sea and defeat in their botomy they were sent to the wall and their assets largely fell into the hands of Sawyer, Wallace & Co. of New York, also in the same line of business. For a number of years the land remained in the possession of the New York firm, which planned to develop it as farming land, and sent a Col. Manning out to look after it. He scarcely proved a success, though this is of no moment, for before he was able to work out his plans for the development of the tract the New Yorkers failed in their turn and in their settlement the land was turned over to Carroll in partial adjustment of a claim of some \$40,000. Carroll had doubts about the value of his new property and was on the point of refusing to pay the taxes, when his caution prevailed and he decided to hold the land a while and take the risk of the few additional dollars it cost him. The rest of the story is quickly told. The real extent of the coal deposits became known and a part only of the Carroll holding was sold for \$400,000, or ten times the bankruptcy claim of the owner. This is but a single instance. There are many more.

Still another instance—and this of having one's cake and eating it, too. A conductor on one of the roads running through the coal district became possessed in the early days of a tract of perhaps 250 acres of land on which he did little save rent it out and pay the taxes, for he continued in the service of his road. Only recently he became incapacitated for railroad work and determined to quit the work. Almost at the same time he received an offer for the coal rights of his possession, which he had permitted, almost, to lie fallow. The offer was \$25,000, and this conductor will retire, put his coal rights price out at interest and then farm the surface of his holding, for it is still his.

The geological estimates of the coal-bearing area included within the thousand or so square miles referred to are that the seams which are now being worked are capable of outputting approximately 9,000 tons per acre—this without considering other seams not now considered of value, but which, in the event of higher prices and shorter supplies, would eventually become of marketable character. Inasmuch as the field embraces something like 600,000 acres, it is easy to calculate the total deposit as in excess of 5,000,000,000 tons of coal of a quality which has rapidly made its impress upon the coal-consuming world. Basing values upon the lowest leasing basis, 3 cents per ton, the coal values alone represent a land value in the neighborhood of \$150,000,000, and the land is still left to farmers, one of the richest of agricultural sections whose productive value, even before the mining of coal began, was considered the peer of any in the State.

ON BOARD A LEPER SHIP

Three Thousand Afflicted Were Transferred to Philippine Isolation Pen.

STORY OF AMERICAN SAILOR.

Heartrending Scenes When Relatives and Friends Attempted to Rescue the Victims.

"Alf" Jorgenson, second mate of the American ship Atlas, in port from the far east, is back in his native land after an absence of three years, with a thrilling narrative of his experience during that time, says the New York Evening Telegram. Jorgenson hails from Seattle and shipped on a sailing vessel from San Francisco three years ago. He landed in the Philippines, and there attached himself to one of the numerous coast guard steamers maintained by the government to patrol the coasts of the islands and keep down the piratical Moros, whose main desire in life is to murder the pearl divers and destroy the native industries of the Philippines.

"After a year on various coast guard steamers doing patrol duty," said young Jorgenson to-day, "I was transferred to the Basilian, also a coast guard vessel, which, however, had been detailed to transfer lepers from the various ports of the Philippines to Culion island. For three months we transferred hundreds of the lepers to the isolation pen on Culion.

"While the American officers used every kindness and gentleness in the work of taking away the unfortunates from the villages and towns to the lonely island, they often had to use force to prevent rescues by friends and relatives. Sometimes the scenes were heartrending when families had to be separated because there was no room for the lepers to take their kin to Culion.

"In many instances the Moros, under the pretext of assisting the friends and relatives of the lepers, would attack us, and on one occasion a numerous force surrounded the Basilian, but were repulsed.

"As leprosy is not contagious to the European or American, none of us were afraid to handle the lepers. Three months of this was enough for all of us on the Basilian, and to a man we asked for a transfer to another steamer. Capt. T. A. Hillgrove, who, by the way, is a New York man, was in command of the Basilian. All in all, we transferred about 3,000 lepers in the three months we were on this detail. I quit the leprosy transfer

work in August of last year and a month later shipped on the Atlas, bound for home."

AUTHOR, AND WOMAN HE GAVE TO ANOTHER MAN AS RUSKIN DID.



John Ruskin's world famous act in giving his wife to his friend, Sir John Millais, has been duplicated by J. M. Barrie, author of modern days. The divorce which Barrie sought in England, when he found that his wife loved Gilbert Cannon, a young dramatic critic, has been made absolute and the infatuated couple is free to wed. Barrie gave his former wife a deed to a palatial home at Franham and \$750 a year income for life. The author admits that he dearly loves the woman he divorced, but for the sake of her happiness gave her to Cannon.

THE HIGHEST COURT of the LAND

Governor Hughes of New York, whom President Taft has named for the Supreme bench, is to fill the vacancy caused by the death of Justice Brewer of Kansas. Justice Brewer was the second of his family to serve with Chief Justice Fuller in the capacity of associate justice. Stephen J. Field, whom Justice McKenna of San Francisco succeeded in 1897, was his uncle. Others who have been members of the court since Fuller was appointed by President Cleveland are Joseph P. Bradley of New Jersey, Stanley Mathews of Ohio, Horace Gray of Massachusetts, Samuel Blatchford of New York, Lucius Q. C. Lamar of Mississippi, Henry B. Brown of Michigan, George Shiras Jr. of Pennsylvania. Chief Justice Fuller is the oldest member of the court, though Justice Harlan, who is the oldest in point of service, having been a member since the Hayes administration of thirty-three years ago, is a close second. The baby of the court, William Henry Moody, is 57, while the other four range in age from 61 to 69, so the court is a living exemplification that old men are for counsel.



The honor and responsibility of naming the chief justice of this high tribunal is given to comparatively few Presidents. In the 120 years which have passed since the Supreme Court held its first session in the Exchange of the City of New York, Feb. 4, 1790, twenty-six men have served as President of the United States, but there have been only eight men to serve as chief justice. John Jay, John Rutledge, Oliver Ellsworth, John Marshall, Roger Brooke Taney, Salmon P. Chase, Morrison R. Waite and Melville Weston Fuller form the distinguished list. Marshall served the longest term,

thirty-four years. He and Taney together covered a period of sixty-three eventful years.

In 1890 the centenary of the Supreme Court was celebrated with fitting ceremony in New York, the city where it first sat. At that celebration Edward S. Phelps said of this tribunal: "Judges will be appointed and will pass. One generation rapidly succeeds another. But whoever comes and whoever goes, the court remains, keeping alive through many a century we shall not see, the light that burns with a constant radiance upon the high altar of American constitutional justice."

MOUSE IN THE CHOIR.



During a service in the Presbyterian Church at Milford, Mich., a sly little mouse crept out from a hole in the wall and darted toward a row of young ladies who sat back of the pulpit and composed part of the choir. One of them espied the little rodent and instantly there was a hubbub which interrupted the service for several minutes. Skirts were hastily gathered together and the female singers quickly got off the floor, using their chairs as temporary retreats. Alarmed at the racket the mouse made off in another direction, to the relief of all present. The minister then resumed his sermon.

Avoiding the Difficult.

"By Jove, I find it quite impossible to lift my new style of spring hat to a lady, don't you know?" "What can you do?" "Cross the street, don't you know."—Cleveland Plain Dealer.

PLAN OF THE ARENA FOR THE JEFF-JOHNSON FIGHT.

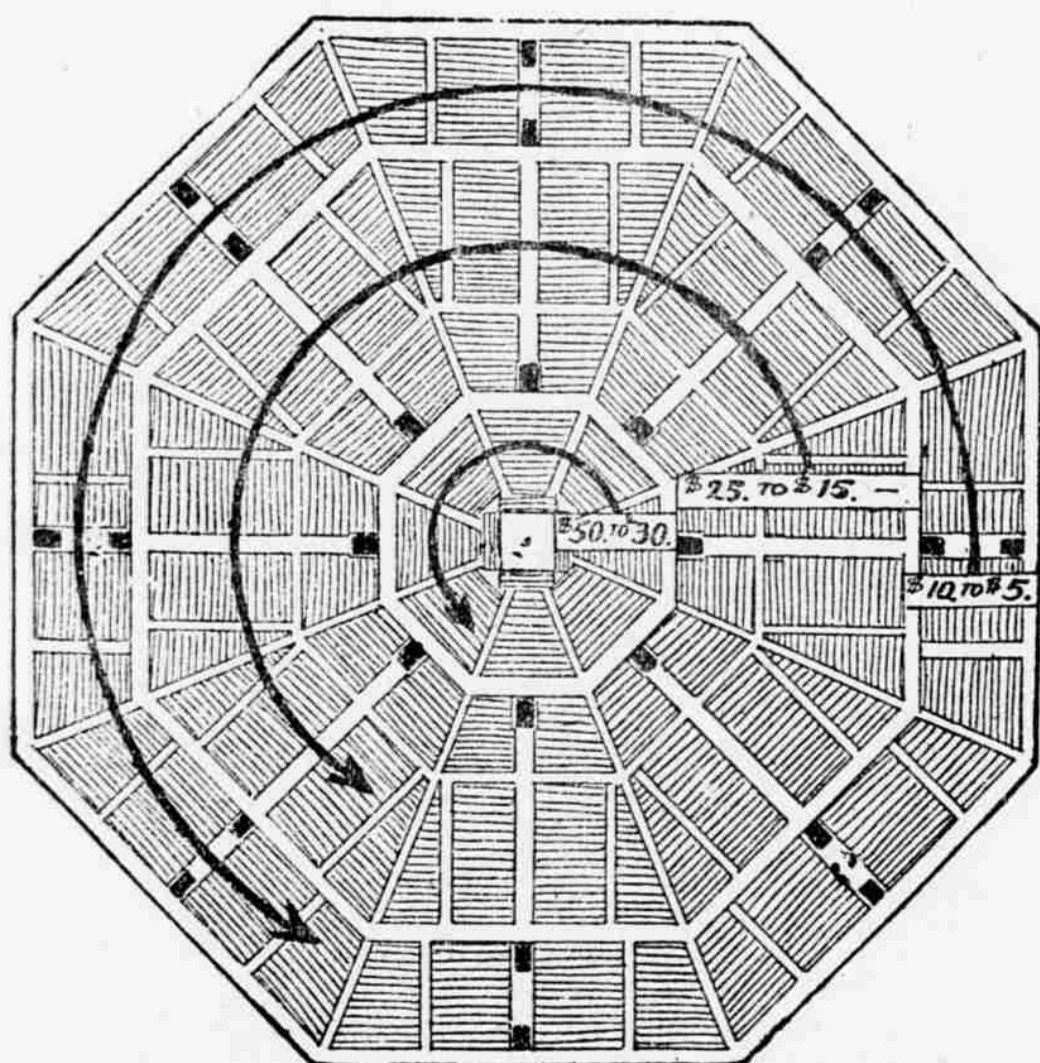


DIAGRAM OF THE SEAT PLAN OF THE FIGHT ARENA.

Those who are going to see the Jeffries and Johnson fight can glean some sort of an idea regarding the location of the seats from the accompanying reproduction of the architect's blue print of the seating scheme. Octagonal in form, the arena is planned to seat 30,000 at present, but it can be enlarged to accommodate twice that number should the occasion warrant. The highest priced seats will be \$50. These will be the ring-side boxes. Right behind them are the \$30 seats, then two divisions of \$25 and \$15 seats, and around the outside the \$10 and 5 seats.

BOY LASSOES CAR AND IS DRAGGED FOUR BLOCKS.



Playing "Wild West" with a rope tied around his body, the small son of Mortimer Duffield succeeded in lassoing the Port Norris trolley car near his home in Bridgeton, N. J. He was dragged behind the fast-moving car for nearly four squares. Then the conductor happened to turn around and noticed that something tied to the rope was being pulled along. He stopped the car, and the boy was found nearly unconscious and badly bruised. No bones were broken.

The Gossipers.

"They say she will create no end of gossip." "Well, I guess the jobbers in that community will be able to handle her output."—Louisville Courier-Journal.