

ty-three to be seventy-five feet in diameter and thirty feet high. The oil development in Kansas is yet scarcely one year old. Kansas, her educational institutions, charitable reformatories and penal institutions, compares most favorably with those of states twice her age. Her State University, State Normal, Colleges, Agricultural College, Training Schools, County High schools, with a public school system second to no state in the Union, are the Kansans' pride. These with the numerous theological schools and colleges of almost every religious denomination serve to dispel illiteracy and place her citizenship upon an intellectual plane of development second to no state in the Union, regardless of age. The charitable and penal institutions of the state are in harmony with her other institutions of rapid development, and are models in their respective lines of state institutions. The national government has been very liberal in the erection of Post Office and Custom House buildings in the larger cities of the state that materially assist in giving the public utilities as landmarks of progress along the highway of civilization. No state has better or more commodious houses of worship than Kansas, erected and maintained by as zealous and progressive a membership as can be found anywhere in the United States. All creeds and denominations of religions are represented with public houses of worship and an educated ministry turned out by our colleges and institutions of learning. Kansans in the building of their towns and cities deemed it to be as indispensable to have a church erected among its first buildings as a blacksmith shop or grocery store, so great is their love and veneration for the hand that has guided and guarded their footsteps thus far on life's rugged way. Many of the ministerial brethren of Kansas have attained such enviable reputations for eloquence and power that they have been called to and are now acceptably filling pulpits in the larger cities of the eastern states. No longer are we compelled to go East for teachers, theologians, scientists, statesmen, doctors, lawyers and "fakers," for, owing to our superior advantages, they are "turned out" in Kansas.

The magnificent prairies of Kansas are dotted over with beautiful homes of modern architecture, with fine barns and all convenient appurtenances. These homes are neatly and some of them elegantly furnished, making rural life upon a Kansas farm very pleasant and enjoyable. The farmers of Kansas, their sons and daughters, dress in neat and as fashionable attire as do the citizens of its towns and cities. Many people from other states somehow have imbibed the idea that Kansas and her people are on the verge of civilization, and do not enjoy any of the comforts and blessings of modern times. If this class of "doubting Thomases" would but bid farewell for one brief summer to the "worn-out" hills and "moss-grown" villas and visit Kansas, view its elegant towns and cities, the happy and contented population, these false ideas of Kansas would vanish and they could see us in our stage of progressive advancement. To all such we say come and see us; see us, as we are; take a ride upon our splendid railway systems; see our vast fields of golden grain waving in the sunlight; gaze upon our corn fields, yielding 200,000,000 bushels annually; behold the verdant fields of alfalfa, clover and Kaffir corn; glance at our extensive orchards laden with luscious fruit; pass through our "berry fields," pluck some tempting berries and satisfy that prejudiced appetite of yours that "good things" really do exist west of the Mississippi River; stop off and rest your wearied body, put up at one of our \$100,000 hotels, gaze up and down the well-paved streets and behold blocks of brick and stone business houses carrying magnificent stocks of up-to-date goods; hear the hum of manufacturing industries; get on board of one of our modern electric street car lines and see a typical western city by "electric light." Resume your journey, behold the smoke from yonder factory; see the sons of toil, grim with smoke, making zinc; see the eyes of Inferno peeping out through the retorts; behold the sulphuric flame, feel the intense heat and imagine you are near Satan's Kingdom; pass out and cool your heated brow in one of those delightful Kansas breezes; see that derrick pointing heav-

enward; approach it and feel the invisible current rushing upward with terrific force from a six-inch tube, it is natural gas as it emerges from nature's storehouse in the bosom of mother earth, and realize what a blessing it is to mankind; see those other derricks with large tanks near by, the oil as it spouts up the aperture and flows for miles through a line of piping to a refinery, where it is prepared for the markets of the world; see yonder tippie, grim and black; get on the cage, go down into the bosom of the earth 100 feet; see the miners by the thousands digging and bringing to the surface millions of tons of "black diamonds;" visit our foundries and machine shops and brick yards; see our people in holiday attire; then return to your home "away down east" and tell your friends that things out West "verily do move."

The State Geologist gives the following official statistics of the mineral resources of the large operators of Kansas for the past year: Bituminous coal production, 5,230,433 tons, valued at \$6,799,563; natural gas, value \$800,000, this industry being at that time in its infancy, now amounts to about \$2,500,000; oil, valued at \$360,357. The oil industry when these statistics were made was less than one year old, the production now being much greater, amounting to fully \$2,000,000. The output being constantly increased by many new wells "brought in" and new fields opened up. Salt production, 1,270,000 barrels, valued at \$762,609; gypsum plaster production, 49,217 tons, valued at \$209,172; building stone production, \$529,157; brick production, \$1,200,000; lead and zinc production, 40,000 tons, valued at \$1,043,724. The value of these various mineral productions aggregate the total enormous sum of \$20,223,132. With the output of smaller plants not included in this report, including the much greater development in the oil and gas fields, will easily increase the grand total to the \$25,000,000 mark.

The following are the shipments of coal for the month of November from the towns reached in the great coal belt of Southeast Kansas by the Frisco System: Pittsburg, 1,750 cars; Weir City, 1,600

cars; Scammon, 1,475 cars; Cherokee, 900 cars. Smaller towns in Cherokee and Crawford Counties 1,500 cars, the total approximating 180,000 tons. These figures show that about one-half of the coal output of the State of Kansas is produced from the mines located in the Counties of Crawford and Cherokee, both of these counties ranking near the top in the list of agricultural counties, outranking all others in the production of coal, lead and zinc, the greatest wealth producers in the state, and furnishing employment to about 15,000 men.

Kansas has more miles of railroad than any state in the Union with one exception. With all of her extensive trunk lines of railways, at certain seasons of the year it is with difficulty that cars and motive power can be had to convey the vast products of the state to the markets of the world. Railroad development is the best indicator of a wealth-producing territory, for where wealth abounds there you will find railroads, the great arteries of trade and commerce, without which it would be impossible to develop the Southwest, which has, through the aid and assistance of these public carriers, become the wealth-producing portion of the United States.

The Frisco System, through the wise foresight of its promoters, built its lines through the state in such directions as to include within its trackage the finest agricultural and wheat-producing portions of the state, with several lines running through the coal, lead, zinc, gas and oil fields of the south central portions of the state, giving it a carrying trade of freight and passenger traffic unprecedented by western railroad lines. One division of the System enters the state near that great western metropolis, Kansas City, running due south through the finest agricultural portions of the state, passing through Wyandotte, Johnson, Miami, Lynn, Bourbon, Crawford and Cherokee Counties, thence through the beautiful Indian Territory and on to the Gulf States. The St. Louis line of the System enters near the southeast corner of the state, passing in a north-westerly direction through the Counties of Cherokee, Crawford, Labette, Montgomery, Wilson, Elk, Greenwood, Butler,

Sedgwick, Harvey, Reno, Rice, Ellsworth, Cowley, etc. Along this line are situated the great lead and zinc mines of southeastern Kansas, its great coal fields of Cherokee and Crawford Counties, the great natural gas and oil fields of the state. Neodesha, where the Standard Oil Company's refinery is located, and to which all the oil from the Kansas field is piped, is located upon this line; thus this great System of railways brings all sections of the state, with their varied industries, in close connection with the two greatest markets of the West, St. Louis and Kansas City. Kansans cordially invite all homeseekers, capitalists, manufacturers and others seeking to better their condition to visit their state, see the vast agricultural and mineral realities and be convinced that Kansas has superior inducements to all seeking homes or investments of any other portion of the Southwest.

It was the writer's privilege to settle in Crawford County, Kansas, in the Spring of 1871. At that time the population of the county was less than 2,000. Now it contains over 43,000 industrious, prosperous and happy people. Then the face of the country presented a beautiful prairie waste, unbroken by hedge, orchard or grove, its virgin soil untouched except in spots where the pioneer had built his hut or sod house; now the whole face of the country is in a high state of cultivation, dotted over with beautiful farm houses, barns, orchards and groves, with good roads leading to all the important towns and cities in the county. Five trunk lines of railroad run through all parts of the country. Less than 10 per cent of the land is waste land, not susceptible of cultivation. Crawford County has within its borders seventeen towns and cities, ranging from 350 to 15,000 population. Pittsburg, the chief city of the county, has a population of 15,000, well-paved streets, miles of brick blocks, electric street cars, with all modern improvements, and a \$100,000 hotel. This city was founded twenty-five years ago, and is noted for its vim, energy, push and business.

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From the
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