

wisdom in the selection of the site which they appropriately named Tahlequah, a word, according to Cherokee translation, that signifies, "The Haven of Refuge." It has been their mecca ever since.

Tahlequah lies in a charming little vale, surrounded on all sides by wooded hills from which gush numerous large springs of the purest freestone water. Viewed from any point it is a most delightful spot and one in search of pleasing landscapes will find them in abundance. It is just the location to appeal to a wearied and tired wanderer; its shady arbors and rippling brooks beckon to him who needs rest and recreation, and in consideration of its history no other place, perhaps, was more appropriately named.

The educational institutions of Tahlequah are ample and sufficient for a town five times as great in population. In the northern part of the town is the Female Seminary, an elegant school building, supplied with all modern appliances, costing more than \$100,000; south of the town is the Male Seminary, a similar institution, costing about the same; on the west are

the Cherokee Academy (Baptist Mission), and Tahlequah Institute (Presbyterian Mission). In addition to these, are the colored high school and quite a number of primary schools. While in session, the attendance is, at the Male Academy, 180; Female Seminary, 200; Tahlequah Institute, 200; Cherokee Academy, 150; at the public schools, 225; and in the colored schools, 150 pupils; in all, 1,105. The Presbyterian, Baptist, Methodist Episcopal, Episcopalian and Moravian churches all have large congregations and commodious church buildings. The school fund held by the United States for the benefit of the Cherokee children amounts to \$902,252, and yields an annual interest of \$45,555; the Insane and Blind Asylum fund is \$64,147, and yields annually \$3,207 interest. The school fund also gets \$2,000 a year from railroad right of way rentals.

Tahlequah is the home of many rich and refined people, and the Cherokee women are noted for their beauty and accomplishments, many of them having been educated in the best colleges in this country and European capitals.

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## DIXON'S TOMATO INDUSTRY.

It has been satisfactorily demonstrated that the rocky hillsides of the Ozark region will grow anything—tomatoes being no exception. If one should stop off at Dixon, Mo., this assertion would again be verified, for it is here that the hillsides are fairly covered with tomato vines. They are so extensive in size, however, as to no longer deserve the mere appellation, patches, but would more properly be called fields.

Dixon is one of the highest points between St. Louis and Springfield on the Frisco System. One can stand on the rear porch of the Frisco Hotel and view the picturesque mountain scenery for fifty miles or more; the air is so pure it fairllyas well.

makes the invalid swell with renewed vigor, and it is here that some day will be built a fine summer resort for St. Louisans.

But back to the tomato cannery. Surrounding the little town of Dixon are some 160 acres of tomatoes from which the good farmers are fast becoming rich. The Dixon Canning Company has just put in a cannery with a capacity of 20,000 cans daily. This factory employs fifty-four girls and about fifteen men to handle the business that comes to it. They pay the farmers 35 cents per 100 pounds for the tomatoes and one man, H. P. Sherwin, gathered \$100 worth of these vegetables from a small garden this year. Others are doing quite

# MEMPHIS, THE QUEEN CITY OF THE SOUTH.

BY A. K. W.

Located at the head of one of the most fertile valleys in the United States, and possessing all of the advantages that nature can give her, Memphis, the Queen City of the South, is indeed a metropolis to be counted in the final reckoning of the large cities of this country.

Far ahead of the cities in whose class she was counted a few years ago, the Tennessee metropolis forged on at a rate that

Cities of one-third and half her size in this rich territory, who started out to compete with Memphis are now numbered among its patrons. In the matter of shipping facilities, Memphis holds a point of vantage that cannot be taken from her. Her eleven trunk lines furnish competitions greater than most cities can boast of.

If these eleven trunk lines were to combine, the city still has the Mississippi river,



Suburban Home, Memphis, Tenn.

proves startling to the people of other sections. So great a momentum has the city acquired that conservative men say she will grow greater and greater for years to come.

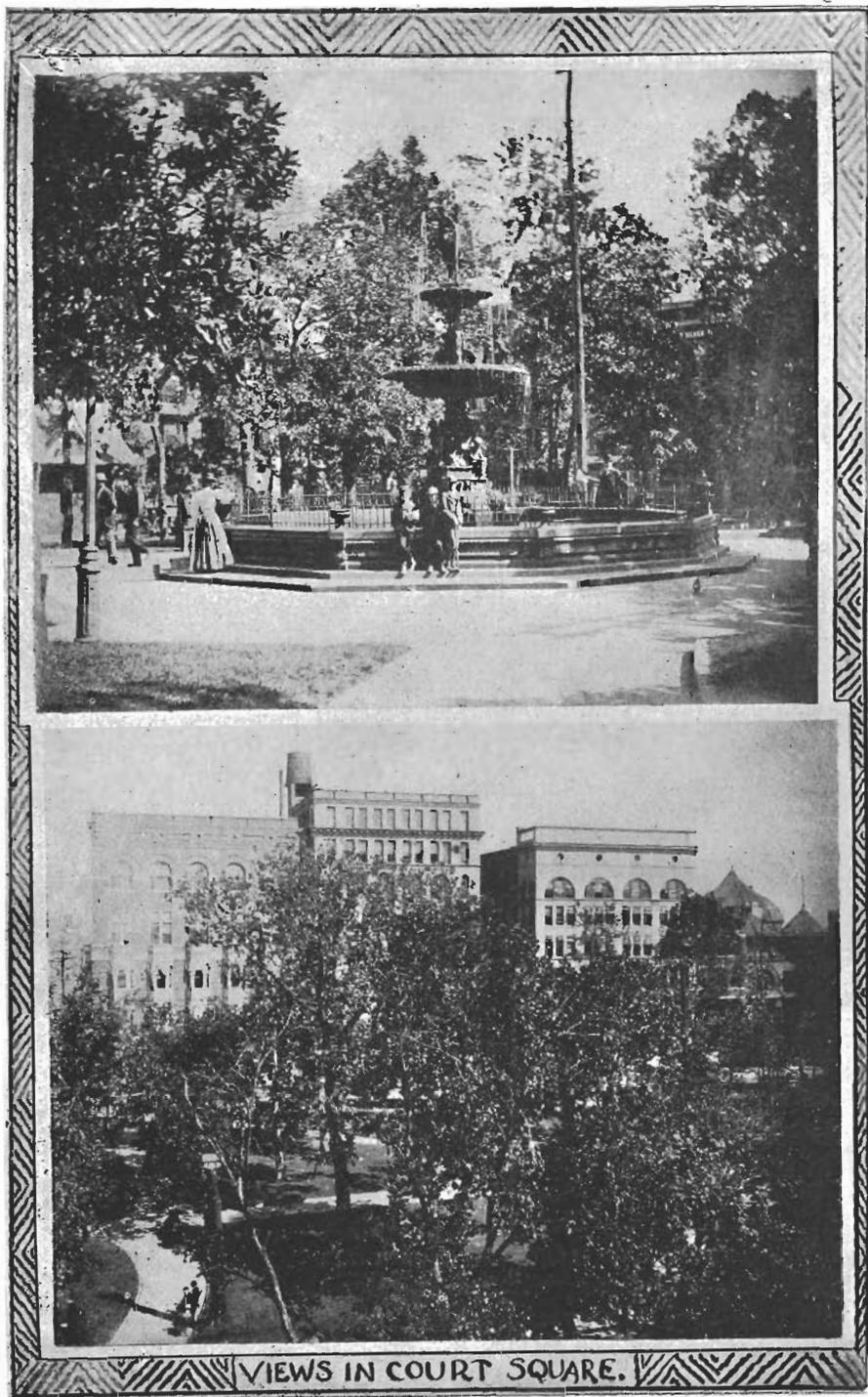
With wideawake and intelligent moneyed men pushing her, they see no stopping point. Memphis has and can have no competitor in many lines of trade. Half way between St. Louis and New Orleans she has a great territory, which neither can hope to take away from her. Taking in nearly half of three states and reaching on into the fourth, she is the center of trade for hundreds of thousands of people.

in addition to its wonderful railroad facilities. The great stream forms an insurmountable barrier to all congestion of traffic. Cotton and lumber have done more to make Memphis great than any other two things that have contributed to her growth. The city is the largest inland cotton market in the world and the market is steadily growing. Mississippi, Arkansas and West Tennessee have for many years sent their cotton to Memphis. Now Texas, Indian Territory and Oklahoma find they can do well here and are coming in to join the forces.

The city is also the center of the cotton-

seed industry. It is the largest producer of cotton-seed products of any city in the world. This fact was emphasized time and again in the past few years. As a hard-

wood lumber market the city is constantly increasing in importance. With hundreds of thousands of acres of wooded land lying all around and 500 square miles of wooded



VIEWS IN COURT SQUARE.

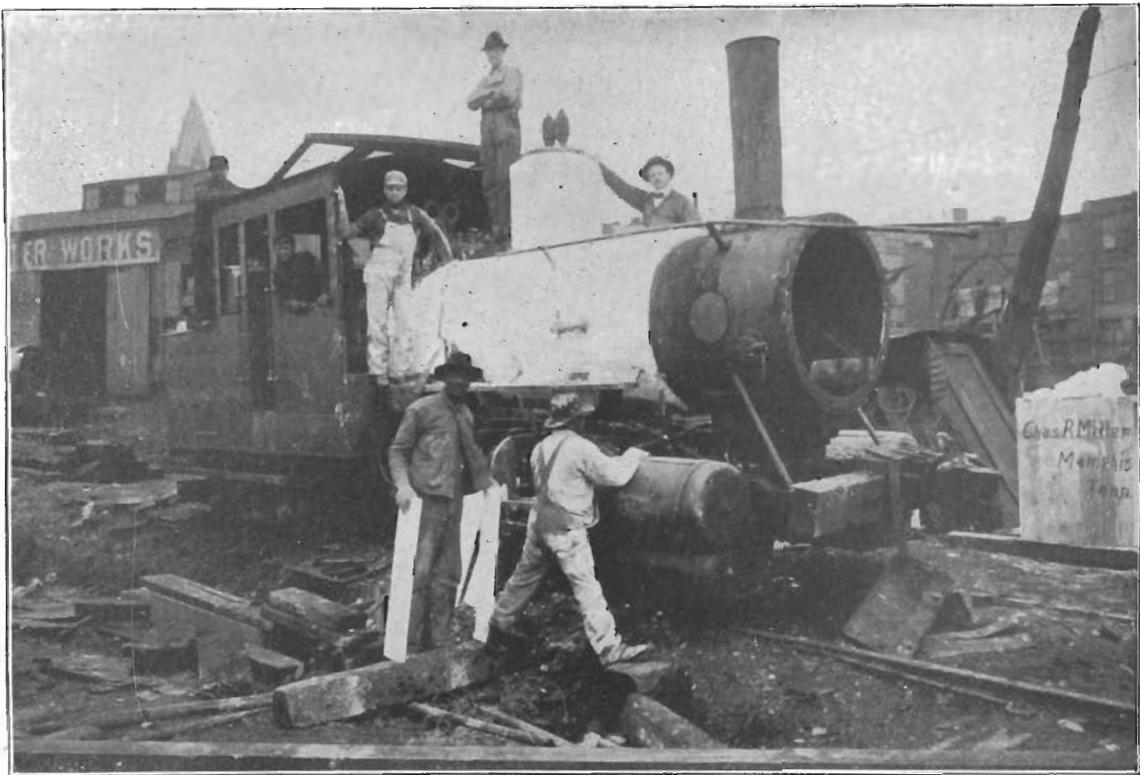
land within a radius of 100 miles, it is easily the largest hardwood market in the world.

The industrial development in the last two years has been greater than ever before. In twice the same length of time this town has forged ahead of its southern neighbors. Factories of all sorts have been flocking to the city. Northern manufacturers have come to realize that they can get their raw material close at hand, and ship the finished product North much

meant as a compliment to our southern city.

The business activity, the hustling quality, the rush and roar of life pervade Memphis from one boundary line to another, as is the case in no other southern city.

In the uptown district the streets and stores teem with moving people from daylight to dark, bank tellers are kept busy and the clerks are engaged, while in the streets the drays and trucks lumber past, and there is general activity all around. In



Building Logging Engine.

cheaper than by continuing at their old locations. Labor is cheaper, rates are right and a mild climate makes better results possible.

Memphis is a lively city of the Southland. It is this view that always impresses the stranger. This is the feeling that imbues all and they carry it away and talk to their friends about it. The remark is frequently heard that Memphis resembles many northern cities. This is always

the outlying districts of the city, the whirr of straps and wheels, the roar of machinery and the belching chimneys confirm the earlier impressions. There is everywhere plenty of work and everywhere one is working.

Memphis has:

The largest inland cotton market in the world.

The largest hardwood lumber market in the world.

The largest producer of cotton-seed oil and products.

The largest snuff market in the world.

The second largest lumber market in the world.

The seventh in wholesale of boots and shoes, St. Louis ranking first.

Memphis is:

The second largest wholesale grocery center in the South.

Largest drug market in the South, and third largest in the United States.

this city, three others practically assured within the next eighteen months, and still others projected in this direction, Memphis promises in a comparatively short time to rival all competitive cities in the Southeast and Southwest as a transportation center.

As a gateway between the East and West, Memphis is coming right to the front with a development that is exceeding any of its rivals in that respect. Chicago, St. Louis, Memphis and New Orleans are



Typical residence, Memphis, Tenn.

The twenty-seventh city in population.

The twenty-sixth in volume of business.

The second in health.

The volume of business for 1902 reached \$287,000,000 and for the present year will exceed, it is believed, \$300,000,000. This is an exceptionally fine showing.

For the past few years Memphis has grown so rapidly in the eyes of the transportation world that it is now classed as one of the great railroad centers of the United States and one of the most important in the entire South. With twelve distinct lines of railroad radiating from

the four great gateways of the Mississippi river valley territory through which pours the bulk of the traffic, both passenger and freight, between all sections of the East and West.

Memphis' railroad development has been especially noticeable since the opening of the great Memphis bridge over the Mississippi river, the only one south of St. Louis, though one is now under construction at Thebes, Ill. The bridge has brought Memphis to the front as a passenger gateway by eliminating many of