

THE COAL CARRYING RAILROADS AND THEIR PRESIDENTS

ESTIMATING the total railway mileage in America at 200,000 miles, about one-twelfth of that total is included in the eastern anthracite coal carrying roads. But the "coalers," as they are popularly termed, include at least eight systems, more or less great and extremely important to the sections they supply with coal. These are the Pennsylvania, the Erie, the Reading, the Delaware, Lackawanna and Western, the Lehigh Valley, the Jersey Central, the Delaware and Hudson, and the New York, Ontario and Western. The Pennsylvania has a mileage of 5,370 miles. Next to the Pennsylvania in mileage ranks the Erie system, which controls a total of 2,170 miles of lines, reaching from the seaboard to the lakes. The Philadelphia and Reading system, with 1,455 miles, is more extensively a "coaler" than the Erie, and its president—Baer—has taken the most prominent part in the recent conferences and discussions respecting the great strike. Like the Central of New Jersey, the Lehigh and the Erie, the Reading is controlled by J. Pierpont Morgan, who has the situation in his grasp, dominating as he does more than 6,000 miles of coal carrying lines and four out of the eight systems recognized as "coalers." All these have their termini on the Jersey shore, opposite New York city, as also has the Delaware, Lackawanna and Western, another road known as essentially a coal carrier, and nearly 1,900 miles in length.

There are yet two comparatively short lines, but having an important bearing on the situation. One of these is the Delaware and Hudson, 660 miles in length, including all branches, of which R. M. Olyphant is president, supplying the Albany and Champlain region as well as northern New England.



A GROUP OF COAL ROAD PRESIDENTS.

The Erie is the shortest of the eight lines, the New York, Ontario and Western, which extends from Cornwall-on-Hudson to Oswego, N. Y., with trackage rights over the West Shore from Cornwall to Weehawken, N. J. Its total mileage is 508. Small as it is, the O. and W. has a commanding influence in coal affairs.

George F. Baer, president of the Philadelphia and Reading and the Central of New Jersey, is a sharp, shrewd lawyer, keen in debate and forceful in argument. He does not always say what he thinks, but he does so when he feels like it. He is known in his home country—Somerset, Pa.—as the "silent lawyer," for he speaks but rarely, though

always to the point. Baer is a veteran of the civil war, is about sixty years old and since 1870 has been counsel of the line of which he was chosen president last year. He has done more than any other man perhaps to bring the great coal carrying companies into harmonious relations with one another and to establish the all powerful "communi-

ty of interest" system. Baer is a slightly built man, but full of energy and devoted to hard work. President Frederick D. Underwood of the Erie system is fifty-three years old and has been in the railroad business since he was eighteen, when he entered the service of the Chicago, Milwaukee and St. Paul railway as a clerk. After

that he was brakeman, baggage man, fireman, conductor, division superintendent and in 1886 became a general superintendent. Thirteen years later he was vice president and general manager of the Baltimore and Ohio railroad, having attained to this position in 1899. In 1901 he was chosen by the men then engaged in forming new railway combinations as president of the Erie. Mr. Underwood is one of the most popular of railroad men, always affable to his business associates, enterprising and of commanding presence.

President Alfred Walter of the Lehigh Valley railroad, like his confrere, Underwood of the Erie, became a railroad man early in life. When just out of his teens, he was a roadman in the engineer corps, becoming an assistant engineer in 1874 and passing through all the grades, in 1882 being appointed superintendent of a division of the Pennsylvania system. In 1889 he was made general superintendent of the Baltimore and Ohio lines east of the Ohio river and in 1892 general manager of the New York, Lake Erie and Western railway, resigning in order to take control of a vast coal property. He was so successful in this work that he attracted the attention of the Lehigh management and was offered the presidency of the system, which he accepted. Mr. Walter is a native of Brooklyn, N. Y., where he was born Oct. 2, 1851.

W. H. Truesdale, president of the Delaware, Lackawanna and Western railroad, like young Lochinvar, "came out of the west," where he began his career in the auditor's office of an obscure railroad. That was more than thirty years ago, since which he has mastered all the various points of financial railroad and at last "landed on top." His knowledge of railroad finance is said to be unsurpassed, and

as a hard headed man of business he is regarded by his fellow presidential associates as a pillar of strength.

Thomas Powell Fowler, a fine appearing man of about fifty, the president of the New York, Ontario and Western railroad, is the typical railroad president in bearing, but a lawyer by profession, having graduated from the Columbia Law school in 1874. Entering at once upon the study of railway law, Mr. Fowler quickly gained a reputation as a specialist and has figured prominently as the receiver of wrecked railroads, setting several on the way to financial prosperity. Alexander Johnston Casati, president of the Pennsylvania railroad system since June, 1895, is now nearly sixty-three years old. He received a technical education abroad and in this country and entering the service of the Pennsylvania railroad as a civil engineer, rose to be general manager and finally president of its vast system. That he is a force to be reckoned with in all operations concerning the development of railway lines and natural resources in this country, particularly in the east, he has shown on many occasions.

Some of the coal carrying roads are more or less directly engaged in the mining of coal. The Reading, Lehigh Valley and Delaware, Lackawanna and Western operate mines. But it is not as mine operators that these roads practically control the output of anthracite. They monopolize the trackage tapping the anthracite region, and by fixing the prices for carrying coal, as well as regulating the tonnage to be hauled to market, they are the masters of the situation. JAMES L. ALBERTS.

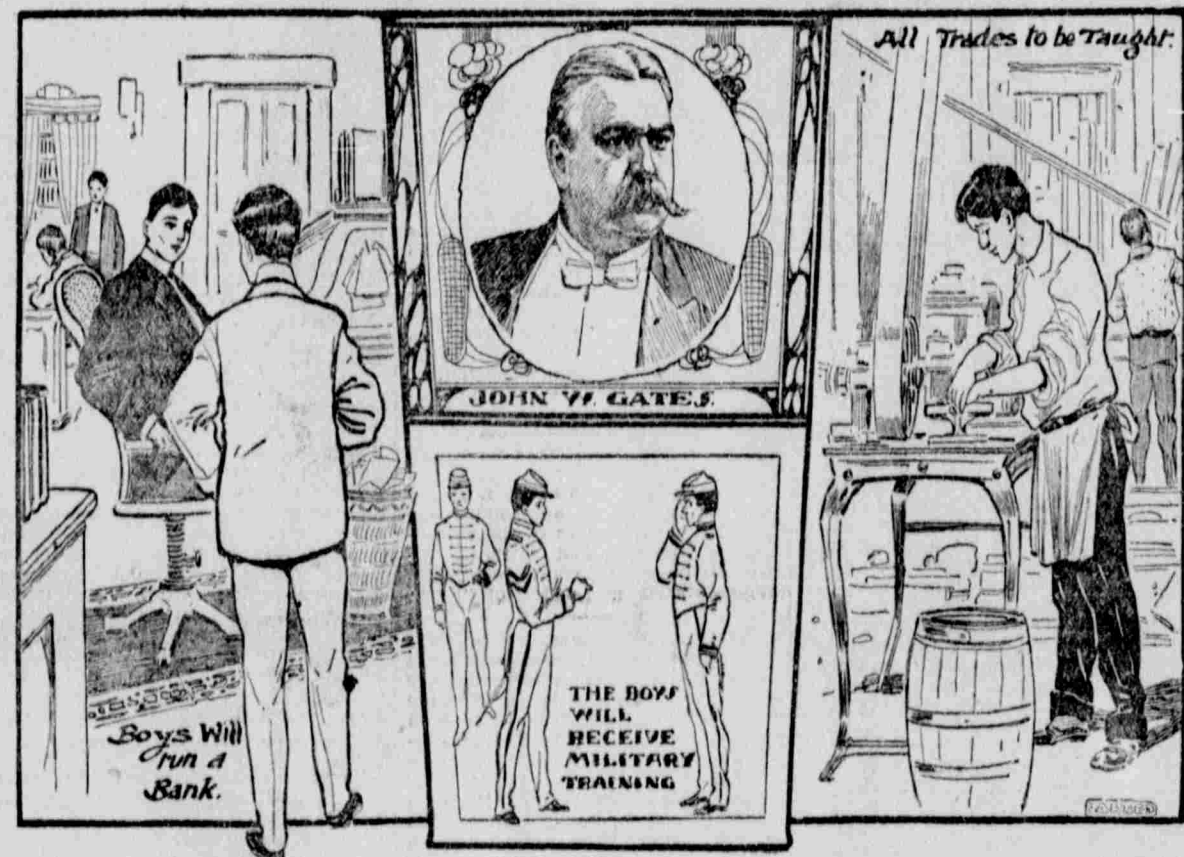
A Chinese official in Shanghai recently entertained a number of foreign officials at a dinner of 125 courses.

JOHN W. GATES' UNIQUE SCHOOL FOR AMBITIOUS BOYS

E DUCATION is almost as old as humanity. The desire for it was implanted in the mind of man at an early period of his existence, and it has expanded with his growth. Although the original meaning of the Latin word educare—to rear, to nourish—has been lost sight of occasionally, the world is now coming around to the primitive rendering, and the latest educational schemes are being developed along the lines suggested by the meaning of the word itself. One of the latest of such schemes, if indeed not the very latest, is that of the millionaire steel and wire man, John W. Gates. At least he has fathered the idea, whoever may be really responsible for its paternity. In that breezy manner peculiar to the great and successful multimillionaire Mr. Gates recently promulgated this "new and original" idea for the education of boys. After a preamble declaring his firm belief in boys—anyway that they were to become the men of the future and that said future was going to be proud of them—Mr. Gates casually made reference to the educational scheme that had been absorbing his attention in the intervals of business. Having purchased a tract of more than a thousand acres in Illinois lying in a fertile valley about thirty-five miles west of Chicago, he and a few friends are going to establish there an institution for the education of boys which, he says, to be the largest of its kind in the world. This educational institution is to be called the St. Charles Home and School For Boys, to be free to all lads of good character, and all its advantages are to be enjoyed without

cost, either to the boys, their parents or guardians.

It would seem that the United States had already about as many schools as it could well fill at the present time, but this school is to be unique in many respects and run on original lines. The old conditions are passing away, says Mr. Gates, and new ones are to take their place. The time for theorizing is past. What interests humanity now is, How shall I get a living? What is my particular bent and how shall I develop it? In short, the practical is of more consequence to the majority of people than the theoretical. The hard, cold facts of existence press constantly upon the average boy, and he must be educated in such a manner as to be able to meet and overcome them. It is Mr. Gates' plan to first find out what is in a boy, then do everything possible to bring out his latent abilities in the direction of his bent. To this end facilities will be afforded for a classical, a technical and a commercial education. After a general ground plan has been laid out and cultivated, as it were, the boy will be induced to name his preference for a life work or study and will thenceforth be educated by specialists, who will do all in their power to make him the most finished product of the century. Every facility will be afforded for training in the various trades, from working in a blacksmith's shop to clerking in a bank. There will be a banking institution run by boys, in which financiers will be trained, and, presumably, a broker's office, with its time and tickler. There will be a real railroad on the grounds, with all the fittings of a first class line.



The most interesting thing about this up-to-date school will be its absolute freedom from restraint. There will be no compulsion as to work or study, and, moreover, there will be no fence of any

kind around the place in order to prevent the boys from running away if they want to. If there should be a boy there with a desire to run away from a place where everything is being done

for his welfare, Mr. Gates shrewdly says the institution is much better off without him. Along similar lines as Mr. Gates' scheme is the well known Junior Re-

public, founded by Mr. William Reuben George in 1894, though for a different class of boys from that Mr. Gates purposes to educate. The Junior Republic idea was a philanthropic one for the benefit of the outcast or very poor in crowded cities. It went further than the Gates idea—in fact, it inculcated a spirit of thrift and independence by an effort to make the school community self supporting. Boys taken from the tenements, and girls, too, were instructed how to manage dairies, carry on farms, banks, courts—in fact, were taken right to the heart of things and taught to be self-reliant—to think and act for themselves. These boys and girls, of course, were not of the grade from which the best and finest of the world's workers are drawn and would naturally be classed as below the average from which the Gates institution would obtain its students. But the object is the same in both institutions, the Gates and the Junior Republic—to lay the foundation for character, to bring out the latent possibilities in youth and to help the world along by bettering the rising generation.

The Junior Republic community has been alluded to as one of the most remarkable in the world. It is located at Freeville, N. Y., Mr. George's home town, and has been visited by educationists from every part of the globe. While it has many features in common with the Gates scheme, it is diametrically opposed to it in one particular—the boys and girls are under strict restraint and are punished for infractions of the rules. It might be taken by Mr. Gates, in fact, to represent a good deal of what he does not intend in his institution, because, not to mention any other item, it is a school with a fence around it.

It is intended to make the farm contribute materially to the support of the Gates St. Charles school in Illinois. A packing plant will also be established. EDWARD M. ANSTATT.

IN THE PROPER SPIRIT.

The son of a wealthy distiller in the north of Ireland was upon his marriage promoted by his father to the position of managing director and was handed over one of the father's residences known as Distillery House, a handsome mansion standing in beautiful grounds, situated about half a mile from the firm's extensive works.

Some months afterward the son, being in the neighboring town, stepped into the club for lunch and, meeting a friend, invited him to join in the repast. During the progress of the meal the young director remarked to his guest: "We have been thinking of changing the name of our residence. It scarcely sounds well my wife's letters to be addressed from Distillery House. Could you suggest a suitable name?" The friend laid down his knife and fork, thought for a moment and then said: "I think I have hit upon it. What do you say to calling it 'Alco Hall'?"

NOVEL RACING RECORD.

Richard Pille, who recently died at Doncaster, England, held a unique record. He had witnessed every St. Leger race run since 1826. Mr. Pille was five years old when he attended his first race.

THE PROMISING INDUSTRIAL FUTURE OF SOUTH AFRICA

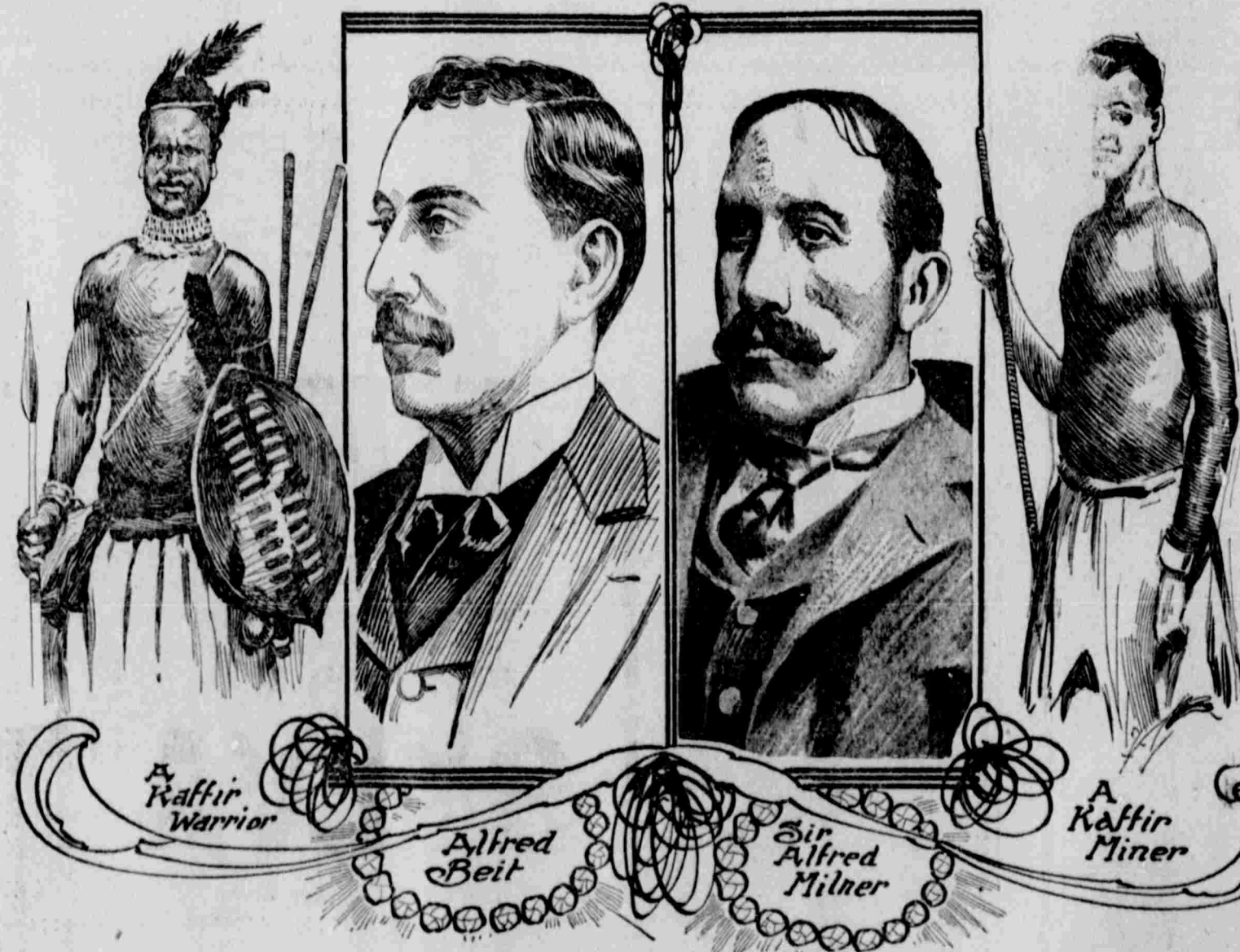
IF any one had prophesied a year ago that the present hopeful condition of affairs would prevail even several years hence in South Africa, he would have been derided as an enthusiast. But the prospects there are brighter than any Boer or British optimist had ventured to predict. The Boers have accepted what the arbitrament of war has brought them. They are now ready to set their hands to the great work of reconstruction and push along the wheels of progress to the extent of their ability. They obtained good terms when they treated for peace, and the old distrust that once existed between Boer and Briton has passed away, giving place to a sentiment of mutual respect.

Since peace was proclaimed and the country thrown open to immigration it has become evident that there will be a freedom of movement and development in South Africa that never existed before. The old Boer view was insular and restricted. The new British view has a worldwide horizon. There will be no outlanders in the South Africa of the future. Such restrictions as will be placed upon trade and agriculture will be shared by all alike without regard to nationality. Lord Milner's tax of 10 per cent on the gold miners' profits and the concessions made to the Boers, such as allowing them to use Dutch in their schools, giving them \$15,000,000 with which to rebuild their burned farmhouses and replenish their devastated estates, all indicate the trend of things. An era of good will as well as peace has been inaugurated.

British South Africa as now being reconstructed, after expansion by territory gained from the Boers, will be about a million square miles in area, three-fourths of which is already provided with civilized institutions. The remaining quarter million square miles,

lying mainly north of the Zambezi, is considered as remarkably promising for exploitation, with indications of vast agricultural and mineral wealth and inhabited chiefly by aboriginal people. It may not be a fine field for individual enterprise, owing to the natural obstacles in the way, but it will probably be opened up and worked by great companies, somewhat after the manner pursued by Rhodes in his territorial conquests.

These companies will probably be operated by the man who was once Rhodes' partner, the original projector of many of his great enterprises, who still survives and is a factor of importance in the development of South Africa. This man, of course, is Alfred Beit, the world's great and only billionaire. He is a quiet, unassuming man of German extraction and is now just under fifty, having come to Africa when only twenty-two or thereabout. His success in consolidating the Kimberley mines so that he and Cecil Rhodes and a few others controlled their output and had a grip on more than 90 per cent of the world's diamond products is a tale oft told and well known. He is now back in South Africa, with the old schemes sizzling in his brain and fully resolved to carry to their conclusion the plans he and Rhodes formulated many years ago. He is behind nearly all the great enterprises, such as the Beira, Rhodesia and Bechuanaaland railways, the Rand mines, the Consolidated Diamond, etc. Probably no one man except Lord Milner, the high commissioner and governor in chief of the colonies, will have so much to do with South Africa's immediate future as Beit. Among the projected schemes is that vast and much vaunted "Cape to Cairo" railroad. More than one-half its 5,000 miles are already covered, and one may now ride in palace cars from the Cape to Bulawayo, a distance of 1,400 miles. The actual ruler of South Africa,



Lord Milner, has been connected with the country in a diplomatic capacity for the past five years. The estimation in which he is held at home is shown by his being created a viscount this year and given a free hand to do as he pleases. "Lay broad and deep the foundations of a united South Africa, as free, as prosperous and loyal as the sister federations of Canada and Australia," was the sole injunction given him by Colonial Secretary Chamberlain.

The Boers claim that it was a mistaken policy on the part of Great Britain to deprive them of their firearms and allow the Kaffirs to retain the guns that one side or the other had given them during the war. Now the Kaffirs, many of them, have fled to the mountains and isolated hills and are likely to descend at any time upon the farms and mines. The policy of the Boers was to keep the Kaffirs under firm control and make them "toe the mark," but the British have been more lenient. Having had a taste of freedom, the blacks are loath to return to service, but prefer to roam over the country and hunt, and especially are inclined to hunt their former taskmasters, the Boers.

More than 75 per cent of South Africa's population is composed of Kaffir natives, mainly black and barbarous, and if they rise against the whites there will ensue a war of races that may devastate South Africa anew and hamper development. The Kaffirs are greatly needed as laborers on the farms and in the mines. EARL J. GRELLERT.

BLADDER SKIN BALLOONS.
A full sized war balloon, with all its fittings, costs nearly \$5,000. The bladders of about 74,000 dead oxen are used to make a medium sized balloon. A bladder skin balloon is far superior to a silk one. Rents in a skin balloon close almost automatically, and the leakage is of the slightest.

TOPICS OF THE TIMES.

There are about 10,000 murders a year in the United States.
Germany's annual consumption of beer works out at over thirty-six gallons a head of population.
Japan is making a census of all her people who have contracted influenza since the beginning of 1902.
The restoration of Petersburg cathedral, which has been in progress for eighteen years, has cost over \$400,000.
Making lace by hand is a well developed art in Paraguay and is practiced generally throughout the republic.
In spite of hard times the value of farm animals in Germany is increasing at the rate of \$4,000,000 a year.
The Moorish government has granted

to France a contract for the coining of \$3,000,000 worth of Moorish money.
Canada has become quite a cotton manufacturing country, and few persons realize that \$50,000 cotton spindles are running.
It is said that Thomas A. Edison has never owned a watch. "The one thing I want least of all to know," says he, "is the time."
From Winona county, Minn., comes a

report that this is a record summer for rattlesnakes. One citizen has killed more than 200 of them.
Farmers and fruit growers of California are saving samples of this year's crops for exhibition in the California sections at the world's fair in 1904.
Chrome is found in both European and Asiatic Turkey in considerable quantities, but only districts within easy reach of the sea have been

worked. The principal workings are in the neighborhoods of Salonika, Broussa and Macri. The largest deposits are said to be in the district of Denizli, but the government has given no permits to work this region. The Denizli ore has yielded in tests as high as 55 per cent peroxide of chrome and is a surface deposit.
The replanting of grass on the wasted cattle ranges in Nebraska, Wyoming,

Colorado, Utah, Montana, Idaho and the Dakotas is to be attempted by the railways penetrating those states. The first problem to be solved is the finding of a grass plant suitable for stock purposes. Nearly 4,000 acres will be fenced and divided into thirty plots for experiments in planting. These western cattle ranges have been ruined by too much crowding and overgrazing. It is expected that, once the feasibility of re-

planting is proved, the federal and state governments will lend their aid to the movement.
No Russian military officer may marry until he is twenty-three.
The dark spot in the center of a bean blossom is the nearest approach to black that occurs in any flower.
Paper coal is a form of fuel recently found in Bonn, Germany. It splits naturally in films as thin as paper.