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Re-discovering ILLINOIS
 by LESTER B. COLBY
 ILLINOIS CHAMBER OF COMMERCE

(Illinois Chamber of Commerce)
 Imagine a trainload of bricks 1767 miles long. Imagine 3,500,000,000 bricks. Some bricks! I have just looked in on Danville, home of the brick. Also home of "Uncle Joe" Cannon, now in his 89th year. Uncle Joe holds the American long distance record in Congress—but I started to tell about bricks.
 F. W. Butterworth is general manager of the Western Brick Co., of Danville. It is credited with being the largest manufacturer of face brick in the United States. I asked Mr. Butterworth about bricks. He said, rather casually,
 "This company makes about 13,000 car loads of brick a year. That's enough to build 9,000 average sized homes."
 Used in Chicago
 Have you ever stopped to think how many bricks it took to build the buildings in the loop district in Chicago? I was told that pretty near all of the loop bricks came out of Danville, the bricks in the new Union League club, the new Sherman House annex, the Eitel block, and the Allerton house being some of the newer buildings built of Danville brick.
 Danville has just received the order for the bricks for the great Stevens hotel—now under construction—three million bricks—the biggest single brick order for any one building in years, perhaps a record for all time. It was while we were talking about these things that the estimate of Danville's total production, since the industry started in 1900, was made. It was put at 3,500,000,000 bricks.
 Yes, many bricks.
 Huge Output
 Danville's total production of bricks we figured would make a solid train 1767 miles long, a train that would stretch from New York to Chicago and then south about to New Orleans. Its yearly production, at present figures, a train 98 miles long. Statistics are a bit startling sometimes.
 The four separate companies operating a string of plants circling Danville can ship out of Danville, in a pinch, 100 carloads of brick every 24 hours. The brick industry in Danville employs approximately 1000 men and burns about 450 tons of coal a day.
 Oh, yes, coal—
 The brick and coal industry in Danville are closely interlocked. A good many years ago, Mike Kelly, now dead, got the idea that surface soil could be moved off and the shallow veins of coal about Danville mined right out in the open. That was the birth of the "strip mine."
 Strip Mine Industry
 Today the strip mine industry is developed to a higher degree around Danville than any where else in the country. Big shovels are used, specially made, larger than those used in digging the Panama Canal, the operators told me.
 Mike's old properties have drifted into the hands of the United States Fuel company, fuel subsidiary of the United States Steel company. The United Electric Coal company operates the largest strip mine in the country. Its output runs, I was told, about 1,500,000 tons a year.
 Sixty mines around Danville give work to about 4000 men. Quite a few boys have done well. Take John G. Hartshorn and his brother, W. G. They got to collecting strip mine properties, beginning with next to nothing. Not long ago they sold out for \$2,500,000.
 Works Together
 Coal and bricks work along together pretty well around here. For example the Western Brick company's properties were selected for a reason. As they are worked a stratum of clay is laid bare and then a stratum of coal. Then comes another stratum of clay and another of coal.
 Clay goes into brick and coal makes the fuel. Simple, isn't it?
 Probably third among the industries of Danville is zinc, represented chiefly by the Hegler Zinc company. This industry has been built up here largely because of transportation and fuel supply.
 There's another little story of Danville. H. C. Horneman arrived in town one day in 1910 with \$700. He went to manufacturing butter. His output now runs, he told me, about 28,000,000 pounds yearly. He is the president of the Sugar Creek Creamery, credited with being the third largest producer of creamery butter in the U. S. A.
 He has branches at Louisville, Ky., Indianapolis and Evansville, Ind., St. Louis and Marshfield, Mo., Pana, Watseka and sales offices in Pittsburgh, Pa., and Jacksonville, Fla. He still lives in Danville. I found him at the fair grounds looking over the cows.
 And that's something else again. Danville is the home of the Illinois and Indiana Fair association which takes in a group of counties on each side of the line. It is one of the biggest fairs in the state and has an outdoor amusement park in connection open all summer. Speaking of amusements—have you heard of Danville's lake?

Builds Lake
 Decatur built itself a lake not long ago so Danville took an inventory of its lake possibilities. Engineers found that by damming a narrow neck of the Vermillion river just out of Danville a lake a mile wide and six miles long could be formed. The water will average from twenty to forty feet deep.
 The dam is in and the water back-up. It will take the winter rains, probably, to fill the great reservoir which will hold 25,000,000,000 gallons. But in spite of that a yacht club has been formed, subdivisions are being opened up along the future shore and the golf club is preparing to open a new 18 hole course where boating and golfing can be combined.
 Danville is a clean and snappy town. Bricks, perhaps, can be credited a lot for that. Homes throughout the city, especially the newer ones are being built of face brick. The business part is well built—of brick. It makes for good appearance.
 Centennial in 1927
 Folk in Danville are preparing to celebrate the city's 100th anniversary. Its first subdivision was opened in 1827. But nothing mentioned above had anything to do with starting Danville. It was something else.

Before the town was there, settlers arriving found a salt spring. Indians had long boiled the water down and made salt. Whites, following suit, made salt, developed an industry. The nucleus for the town was formed.
 Later, with railroads, salt could be brought in cheaper and that ended that. As the first pioneers came the wave of New England settlers filled Illinois to the north as Virginians and Carolinians filtered into the southern part. Danville was the meeting place of the two waves. Uncle Joe Cannon was born in Carolina.

First Railroad
 The Chicago & Eastern Illinois railroad was Danville's first direct connection with Chicago, 124 miles due north. That road established its main shops in Danville and employs about 2000 men. Danville now has five main lines of railroad and is on two principal concrete highways. It enjoys the same freight rates as Chicago.
 Out of this situation has developed a firmly established group of small factories. Metal industries probably lead among these.
 They must talk a lot in Danville. general manager of the Vermillion county telephone company tells me that there is a phone to every 4.8 persons in the city. The company operates 26,291 miles of wire and 37 miles of underground cable. Figures do surprise you sometimes.

A Mistaken Conception
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