

AMERICAN PROGRESS SINCE APPOMATTOX

BY CHARLES M. HARVEY

A STORY OF AMAZING CONTRASTS—THE LONG STRIDES MADE BY
THE UNITED STATES IN FORTY-TWO YEARS—NORTH, SOUTH, EAST,
AND WEST HAVE GONE FORWARD WITH UNPARALLELED RAPIDITY

OMAHA and Sacramento saw stirring things in April's early days of 1865. Oakes Ames, Sidney Dillon, and Thomas C. Durant at the one point and Leland Stanford, Mark Hopkins, and Collis P. Huntington at the other were starting, the one group toward the sunset, the other toward the sunrise, to push their divisions of America's first continent-spanning railroad toward the meeting-place of four years later, many hundred miles distant in northern Utah's desert.

Time and conditions stood behind the undertaking. A regenerated nation, more powerful, progressive, and expansive than the old, and with immeasurably greater prestige all over the world, was born. Foreign immigration and capital, repelled by the war, began to flow in with greater volume than ever before. The United States surged with the pulsations of a new youth. Eager, confident, exultant, the country, with its energies released from the work of destruction, turned to construction. It was America's new era, and its earliest and most direct concrete expression was the Union-Central Pacific Railway.

At the climax in 1869, when the rails met at Promontory Point, in Utah, Stanford and Durant driving in the golden spikes, the strokes were registered telegraphically at Washington, New York, Chicago, and other points in the United States, and the news was flashed to Europe by Cyrus W. Field's Atlantic cable—which itself appeared just a year after Appomattox. The actors in the scene held, for the moment, the center of the

universe's stage. The cannon salute which greeted this joining of the Atlantic to the Pacific in bands of iron—soon to be replaced by steel—was a shot heard round the world. Jay Cooke's Northern Pacific Railway, which wrecked him in 1873, was already beginning. It was completed by Henry Villard in 1883, the exercises being attended by ex-President Grant and by other eminent personages, many of them from Europe. In the Cascade Mountains in 1893, James J. Hill's Great Northern road had its last spike driven, and another transcontinental line—there are five to-day in the United States, as compared with none in 1865—was completed.

THE BONANZA DAYS OF SILVER

The roads themselves were partly the consequence and partly the cause of the gold, silver, and copper discoveries in the West. It was in 1872 that Mackay, Flood, Fair, and O'Brien made their strike on the Comstock lode in Nevada, a discovery which put bonanza in the English tongue, added \$600,000,000 to the world's silver stock in a few years, sent silver plunging downward in price, dislocated the currency of every nation on the globe, incited William J. Bryan's "cross-of-gold" speech in the Chicago convention of 1896, convulsed American politics in that year as it had not been convulsed since 1860, and swung all the world to the gold standard except China and a few petty republics in Central America.

One day in 1891, in a locality which had been trodden over by thousands of

explorers, hunters, trappers, soldiers, and argonauts since the days of Pike of Pike's Peak, without any of them suspecting that under their feet were the richest gold deposits in proportion to area on the globe, Robert Womack, a cowboy, made the discovery which put Cripple Creek on the map. This was the United States' most important find of the precious metals since the war, except the bonanza strike of 1872. Cripple Creek produced \$200,000 of gold in 1891, has gone above \$20,000,000 a year several times recently, and will probably turn out \$25,000,000 in 1907. It has given Colorado the precedence—formerly held by California—among the country's gold-fields, and has placed the United States close to the head of the gold-producing countries of the world, the Rand, in South Africa, being the only region which leads us.

THE COMING OF COPPER

Midway in time between Mackay's and Womack's strikes, but more important than either in money value, were the Montana and Arizona copper discoveries, which made the careers of Marcus Daly, Frederick A. Heinze, Senator William A. Clark, and Thomas W. Lawson more picturesque and stirring than those of the bonanza kings. As a consequence of these discoveries the United States has jumped from a low place among the copper-producing countries until now it furnishes much more of that metal than all the rest of the world combined. Since 1887 Montana has led the Lake Superior district, which until then held the American primacy in copper production. Montana alone in 1906 produced nineteen times as much copper as the entire United States did in 1865.

As a resultant of the operation of these forces Nebraska was admitted to Statehood in 1867, just after Oakes Ames's road had traversed the State, but before the line was completed. Then, in a bunch, Villard's road sent in North Dakota, South Dakota, Montana, and Washington in 1889, and Wyoming and Idaho in 1890, while Utah, on the more southerly railway circuit, came in in 1896. Seattle, on Puget Sound, created by Villard's and Hill's roads, has a population of 150,000 in 1907, and is des-

tined to be one of the greatest of the Pacific ports, through the development of the country's Asiatic and Alaskan trade. The railways, too, have made Portland another of fortune's favorites. Portland had its Lewis and Clark Exposition in 1905, and Seattle's Alaska-Yukon Exposition of 1909 is expected to eclipse that of Oregon's metropolis. Oklahoma and Indian Territory, which, jointly, had less than 100,000 population in 1865, nearly all Indians, and which now enter the Union jointly as the State of Oklahoma, have 1,600,000 people in 1907, nearly 1,500,000 of whom are whites. The Territories of New Mexico and Arizona, which had, taken together, 95,000 people in 1865, and which are soon to be organized into one or two States, have 400,000 population to-day. Incidentally, the "Great American Desert" is being transformed into a vast granary, and the country's center of political gravity has been swung across the Alleghanies and far over into the Mississippi Valley.

The forty-two years have brought a wonderful expansion east of the Mississippi also. New York, Ohio, and Indiana have doubled in population between 1865 and 1907; Massachusetts, New Jersey, and Pennsylvania have more than doubled; and Illinois, Michigan, and Wisconsin have nearly tripled. Chicago, from about the fiftieth of the world's cities in population, has become the fifth, or possibly the fourth. New York has become the world's second city in number of inhabitants and perhaps its first in wealth. Pennsylvania produces eleven times as much coal in 1907 as the entire United States did in 1865, and more than any country outside of the United States produces to-day, except England. Pittsburgh has established itself as the world's leading iron and steel center.

THE SOUTH'S LEAP FORWARD

Below the Potomac and the Ohio our progress has been far more rapid in the forty-two years than it has been above that line. The South, which before the Civil War was an agricultural region almost solely, is dotted all over with mills and mines. Beside every cotton plantation a cotton factory is being put up.

While the South had to go to the North or to England for practically all of its cotton goods before 1865, it is using 2,400,000 bales of cotton in its mills in 1907, or as much as the North. Nearness to the raw material and cheapness of land, labor, and rents will probably give the South ultimately, for the United States, almost as much of a monopoly in cotton manufacturing as it has in cotton-growing. Birmingham, Alabama—a second Pittsburgh, but with its coal, iron, and limestone nearer than Pittsburgh has them—may beat Pittsburgh before another forty-two years pass. The South's \$18,000,000,000 of wealth in 1907 is \$2,000,000,000 greater than that of the entire United States at the time of South Carolina's secession. DeBow, statistician and prophet, the acutest mind on industrial questions which the old South had, would marvel at the spectacle in his section if he saw it now. To Calhoun, Jackson, and John Randolph the South of 1907 would be as full of strange sights as Brobdingnag was for Gulliver.

RAILROAD EXPANSION

Taking the country as a whole, the expansion in the forty-two years has been striking. On that day in 1865 when Oakes Ames's and Collis P. Huntington's track-layers were starting out on their continent-spanning work, there were 35,000 miles of railway main track in the United States. There are 225,000 miles on April 1, 1907. The number of men whom the railways employ—1,500,000—is greater than the armies commanded by Grant, Lee, Sherman, Johnston, and the rest of the National and Confederate commanders on the morning of Lee's surrender. For 1907 the revenue of the country's railways—\$2,400,000,000—would pay the interest-bearing debt of the government of the United States twice over, and leave enough to support the government for a year. To-day the property of the American railways—\$16,000,000,000—is as great as the wealth of the United States at the time of Lincoln's election.

Between 1865 and 1907, both years being included, the United States' annual product of pig iron jumped from 832,000 tons to 27,000,000 tons, and its coal output from 10,000,000 to 400,000,-

000 tons. In the forty-two years the annual value of its aggregate mineral output has expanded from \$150,000,000 to \$2,000,000,000; its products of manufactures from \$2,000,000,000 to \$17,000,000,000; the value of its farms and farm property of all sorts from \$7,000,000,000 to \$30,000,000,000; that of its farm products from \$1,000,000,000 to \$7,000,000,000; and the country's wealth from \$20,000,000,000 to \$118,000,000,000. The value of the country's farms and farm property to-day equals the value of the country's property of every description in 1870, in the middle of Grant's first term as President.

SOME FIGURES OF GROWTH

In the four and one-fifth decades in which the country's population has been multiplied two and one-half times, the value of its farms and farm property has been multiplied by more than four, its farm products by seven, its wealth by nearly six, its manufactured products by eight and one-half, its mineral products by thirteen, its pig iron by thirty-three, and its coal by forty.

The rural free mail delivery in 1907 gives the people in the farming districts conveniences enjoyed only by those of the larger cities in 1865. The telephone, which is climbing over the hills and reaching out into the farthest agricultural localities, furnishes to the dwellers on the farms advantages unknown anywhere forty-two years ago. By these two agencies, as well as by the trolley-car, isolation in the United States is being abolished, and the near and the remote are being brought into juxtaposition.

In the period in which these advances have been scored the people's savings-bank deposits, which were \$200,000,000 for the whole country in 1865, have swelled to \$3,400,000,000 in 1907, multiplying seventeen times, while the population has been increasing two and one-half times. In the same four and one-fifth decades the interest-bearing debt of the government has been reduced from \$2,200,000,000 in 1865 to \$900,000,000 in 1907, a drop from \$65 for each man, woman, and child in the country at the former date to less than \$11 to-day. The attractions which have been named

have made the United States an object of interest to all the world, and have brought to us more than three times as many immigrants in the forty-two years since 1865 as came in the seventy-six years between the founding of the government under the Constitution and that date, or 19,000,000 since 1865, as compared with 6,000,000 before that time.

Half a century ago Walter Bagehot said that when England lost her supremacy in manufacturing, her decline and fall as a nation would be swifter than Rome's was after Constantine transferred the capital to Constantinople. The United States snatched the primacy in manufacturing from England in 1880, in iron and steel in 1895, and in coal production in 1900. In all those fields our lead is rapidly lengthening.

With only five per cent of the world's population, the United States in 1907 produces twenty-five per cent of its gold, thirty per cent of its silver, forty per cent of its iron, forty-two per cent of its steel, forty-five per cent of its coal, fifty per cent of its petroleum, sixty per cent of its copper, seventy-five per cent of its cotton, and eighty per cent of its corn.

Just before Appomattox Lincoln predicted that if the Union should be saved it would have 100,000,000 people by

1900, and that persons then living would see 250,000,000 population in the country. The latter part of the prophesy will probably be fulfilled. The first part of it failed. The population in 1900 was 76,000,000, instead of 100,000,000.

But the country's wealth has grown in a far higher ratio than Lincoln or anybody else at that time expected, expanding from \$20,000,000,000 in 1865 to \$118,000,000,000 in 1907. Four years now add as much to the country's wealth as the aggregate was forty-two years ago. Every succeeding sunrise in 1907 sees \$10,000,000 added to the wealth of the United States. This country's wealth is greater than that of the United Kingdom and France combined, the second and the third of the world's nations, respectively, on this roll.

The greatest romance of the world's annals remains untold. Who will write the epic of the locomotive's conquest; of the gold, silver, coal, and copper discoveries and development; of the steam-plow, the steam-harvester, and the other labor-economizing appliances by which one man does more work, and does it better, than four men did it forty-two years ago? And the rest of this wonder-tale of American expansion from Lincoln's days to Roosevelt's?

HER CONFESSION

ONCE in my lady's garden bower
 I hid me when she came,
 And heard her whisper to a flower
 A secret and a name:
 She held it in her finger-tips
 A little while, and then
 Pressed it against her scarlet lips—
 Kissed it, and said *Amen!*

Till she had gone I did not stir;
 One dear desire was mine—
 To win the rose that talked with her
 In Love's leaf-fashioned shrine:
 But all in vain I made my quest,
 For when she went she wore
 That fragrant token on her breast—
 What rose could ask for more!

I found her at the garden's gate,
 All sweetness and surprise:
 In the old rose I read my fate—
 My fortune, in her eyes:
 And when I told her I had heard—
Amen! again said she,
 Suiting the action to the word,
 Then gave the rose to me.

Frank Dempster Sherman

JOHNSTON FORBES-ROBERTSON

BY MATTHEW WHITE, JR.

AN ACTOR WHO IS OUTRANKED BY NONE ON THE ENGLISH STAGE OF TO-DAY—THE STEADY GROWTH OF HIS ART FROM A BEGINNING THAT WAS ALMOST ACCIDENTAL TO ITS FINE CULMINATION IN "HAMLET"—HIS AMERICAN TOURS

INTELLECTUAL discernment, a keen appreciation of artistic values, a deep, clear-toned voice, a dignified presence, and an inborn ability of impersonation—these, united with a most unusual modesty, form the distinguishing traits of the man who is outranked by none in England's list of present-day actors. Devoid of mannerisms and possessed of that equable temperament so rare among players, Johnston Forbes-Robertson is in every way deserving of the high place he has achieved.

His adoption of a theatrical career came about through chance. The son of John Forbes-Robertson, a well-known London art-critic, painting was the goal set before this one child out of eleven who seemed to possess the temperament for professional pursuits. He began to draw when very young, and while in his teens was working hard for a scholarship from the Royal Academy which would enable him to continue his studies under the most advantageous auspices. But it was an up-hill task, and often the young fellow would ask himself whether the game was worth the candle.

His father being a painter, the boy was thrown directly into the world of artists. Looking about him, he could not fail to be impressed by the meager returns, the nerve-racking anxiety incident to the life. Among the elder Robertson's friends were men connected with the stage, and one day W. G. Wills, the playwright, dropped into the studio. His drama "Mary Stuart" was then

having a run at one of the London theaters, and on the occasion of his call he fell to lamenting the shortcomings of the young man who was playing the juvenile rôle.

"I have been looking everywhere for some one to take his place," added Wills, "but I don't seem able to find anybody."

"Have you thought of my son Johnston?" was Mr. Robertson's quiet remark.

The suggestion might as well have been a bombshell, to judge by the exclamation in reply from Wills.

"Your son Johnston!" he cried. "Why, I thought you were bent on making a painter of him."

"So I was," answered Robertson, Senior, "but I think the boy is finding it rather slow work. You might see what he says. I think he would serve your purpose."

Even the comparatively low salaries then paid to actors in England seemed large to the young fellow when compared with the uncertain returns of painting, and Johnston Forbes-Robertson at once took up with Wills's offer.

HOW FORBES-ROBERTSON MADE GOOD

Undoubtedly the playwright was so prompt in falling in with the father's suggestion because of the young man's personality. This, of necessity, counts for much in the world of players. Of course it must be backed up by some ability, but endow a man or a woman with a good stage-presence, and half the battle in securing an opening is won. After