"The Industrial Progress of The South"

By J. B. Killebrew

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Peggy B. Perazzo
Email: pbperazzo@comcast.net
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THE INDUSTRIAL PROGRESS OF THE SOUTH.

BY J. R. KILLEBREW.

THERE are two kinds of provincialism. The old swagger and boastful spirit of the South, the claim to superior courage, virtue and refinement, was fairly typical of one kind. If the Chinaman, who neither goes abroad nor invites the stranger to sojourn within his gates, has his peculiar form of provincialism, so has the man of the highest civilization, large culture and information, who ignores the progress of those he considers beneath his notice and scarcely worthy of study. The greater wealth, culture and civilization—the more advanced stage of progress—of the Northern people may be admitted; but they are so profoundly busied with a self-contemplation which closely resembles the nombril studies of the Eastern sect of umbilical philosophers, that they continually ignore the marvelous strides of the people of the South, and appear to be unmindful that a step in progress made by one part is a step by all. Only the progress of older communities, and of civilizations deemed yet higher than their own, engages their attention. As Von Moltke dismissed the American war with the contemptuous remark that it was scarcely worth while for a general to study the movements of mobs, the people of the North decline even to study as a curious problem the progress of a portion of the United States, known as the South. If they are for a moment withdrawn from self-contemplation, it is to study and seek guidance and knowledge of human progress from England, France and Germany.

MICA MINE, BAKERSVILLE, N. C.

It may be granted that the North can learn but little of practical value from the South as to lines of human progress; but there is something closely akin to a high form of provincialism in ignorance of the social, moral and industrial condition of the old slave States, which is in marked contrast with the general knowledge the Southern people possess of almost all that pertains to the North. While the Northern people are traveling in Europe, and studying European progress and civilization, the people of the South are anxiously studying the principles of material progress which have conferred wealth and independence on the North.

If not now, it must be admitted in coming years, that few statesmen and few philosophers have reported from the North to the Northern public upon the condition of the South, at a time when practical legislation and a determination to deal with the subject, with or without knowledge, made such reports of peculiar practical importance.

The South has made tremendous strides since the war, unparalleled in the history of any country. The term "South" is used as a mere convenient designation, although it has lost its sectional significance. The old swagger and boasting, the claim of superiority, early gave way to an injured air, endurable as a way to a better frame of mind. The succeeding apologetic phase, in which apology was veiled beneath a lofty protestation of independence, followed a sullen acceptance of the inevitable; at present the Southern people are in a most excellent frame of mind, laboring earnestly and hopefully, studying closely the principles of progress elsewhere, adopting methods without servile imitation, but with a clear perception, in general, of adaptation to their own wants and necessities. Boasting no longer of superiority, they appear to possess the calm confidence of a people conscious, at last, both of their own strength and shortcomings—of a people who perceive the road to true greatness, and are pursuing it quietly, neither vaunting themselves overmuch, nor yet stopping either to revile others or to beg pardon of the world for being alive. True, there are still fossil elements in excess, evil elements which will long disturb society; but the intelligence and influence which control the general line of progress are the measure by which a people must be estimated. What has been done in spite of obstacles, is the real question.

I have been speaking of the white people. The negro has passed through several stages, from infantile dependence to foolish juvenile self-assertion. He has made substantial progress, and appears to be confidently holding his future in his own hands, having learned to know that he will gain that for which he shows capacity. He, too, is entitled to be judged, not by the dense ignorance of the masses, but by the character of the advanced guard; where that has gone, he can follow. As to his future, I confess that I have passed from disbelief, through doubt, to confident reliance on his progressive powers.

This much preliminary to a brief sketch of material progress in the South. Some points in the past must, however, be first noticed. It is necessary to look back to a period just before the war to find a promise of that development which might otherwise be the result of temporary pressure upon a fickle and mercurial people, likely to relapse into indolence when pressure is removed. The people of the South were becoming, just before the war, profoundly impressed with the necessity for a new progress, which partly grew out of a half-consciousness that the seeming splendor and greatness of slavery was mere empty sham. Their commercial conventions, the study of political economy by a few able men, their bright dreams of direct commerce, and a splendid manufacturing and commercial future, are only valuable as they show a perception of their own abilities, the capacities and necessities of the country and its natural advantages. So long as slavery existed, these were but dreams, impossible of realization; but statistics of manufacturing and railway development show that they were determined, and only failed to see that such development as they sought was incompatible with slavery. Considering the existence of that system, they made really rapid strides for a sparsely settled agricultural country. A decline was already falling upon the seeming glory of the South, recognized by such men as Debow, and they sought the right means to the remedy, except that they did not see that the first step toward the application of the remedy was the abolition of slavery—not an oversight, when it is reflected that no people can, of themselves, loosen so vast an evil when it is so great an interest.

Slavery had prepared the way to a greater development, but it was not possible for slave-owners to know that it had performed its mission. Those dreams of greatness were at least the kindling of a light never extinguished, and they are valuable as they show that the spirit and the perception of the way to progress are not a new growth.

The first truly great awakening of the Southern people was, however, in the war. The marble statue, when first imbued with life, power and consciousness, was not more profoundly astonished at its own new powers than the people of the South when they first awoke to a consciousness of their own superhuman energy. For a dash they were prepared—to pursue a flying foe they entered the war; that the knight of the swagger, the bowie and the pistol would chase the Yankee over the border, they looked for; they were prepared for a holiday jaunt; they awoke to terrible reality, and rose at once to meet it, astonished at their own powers. The difficulty with the North was to bring her resources to bear, and to induce her people to feel that they were necessary; the South had to create them. Cut off from all the world, the industrial energy and judgment displayed excelled even the military power, and had profounder influence on the after progress of the South. Having nothing, they had to provide themselves with everything—clothing, munitions of war, provisions, every article of necessity or luxury; and these were nearly all produced at home, comparatively little brought from abroad. All this disappeared with the close of the war, drowned in lost hopes, depressed spirits, ruined fortunes, destroyed labor system; but a perception of powers, once gained, is never lost. The factories were closed, and for a moment there was a disposition to return to the old life of luxury and ease, to look again to the North for almost everything used or manufactured. The conditions which permitted that indolent reliance on others, that hand-to-hand sort of life, had been destroyed with slavery; the industrial and military energy displayed became useful to a people confronted with new conditions and environed by new difficulties and new duties. They have gradually been able to read themselves in the results of those four years of tremendous energy. The dreams of the decade from 1850 to 1860, and the realities of the four years of war, have been of tremendous consequence to the Southern people, in guiding them to a new development.

Let it be remembered that in a sparsely settled country, possessing little of permanent and established industry beyond agriculture, a splendid sham collapsed with slavery at the close of the war. While not a loss to the South to be subtracted from its aggregate wealth, emancipation was a direct loss to every individual slaveowner; and, to a certain extent, such a calamity as would befall a country which owed several millions of bonds to its own citizens,

if they should be at once repudiated. The gain to the tax-payers would balance the actual pecuniary loss to the bondholders, but the actual loss to the country would be irreparable. It only differed from that case in this: the negro could go to work almost as efficiently, and very soon more so—the bond could not. It was such a sudden change of ownership as always works great confusion, disorder and real loss to the community in the destroyed efficiency of a large class—the slave-owners, in this case. The temporary inefficiency of the emancipated slave must also be considered. Add to this the losses of war, the disorganization, the education in vice and disorder, and it will be allowed that many years of labor must have been mere preparation—mere adaptation to new conditions. It must also be granted that the progress made has been attained by the clear judgment and great efforts of the live few, dragging the many along with them, and leaving still a large fossil class who will die without ever understanding the new environment under which they are living and laboring. But in this the South does not differ from other countries.

In estimating the progress made, we must allow that millions of slaves—freed slaves—and plantation-owners, compelled to learn life over, and suddenly deprived of a large amount of property—a people defeated, paralyzed by losses in war, society disorganized, labor let out of bondage to revel in new-found freedom, are not conditions favorable to progress on the part of either race. Such is not even the chaos of which social and industrial forms are readily crystallized. If order, increased production, substantial progress and prosperity have, within fifteen years, proceeded from this chaos, the fact argues extraordinary tenacity, sagacity and adaptation on the part of both races. What seemed to have been obstacles, have doubtless in many cases proved aids in reality, as incentives to exertion; but it requires brains, resolution and energy thus to turn adversity to account, and make untoward circumstances rounds in the ladder to success.

It is only necessary to present a few general statistics to give a cursory view of the substantial progress of the past fifteen years. The cotton crop of 1879 is estimated at 5,757,397 bales, while that of 1880 is expected to reach 6,000,000 bales. The best return from slavery was 4,823,770 bales. The lowest point to which war reduced peace production was 2,228,987 bales, in 1865-6, whence the progress was continuous to 1879.

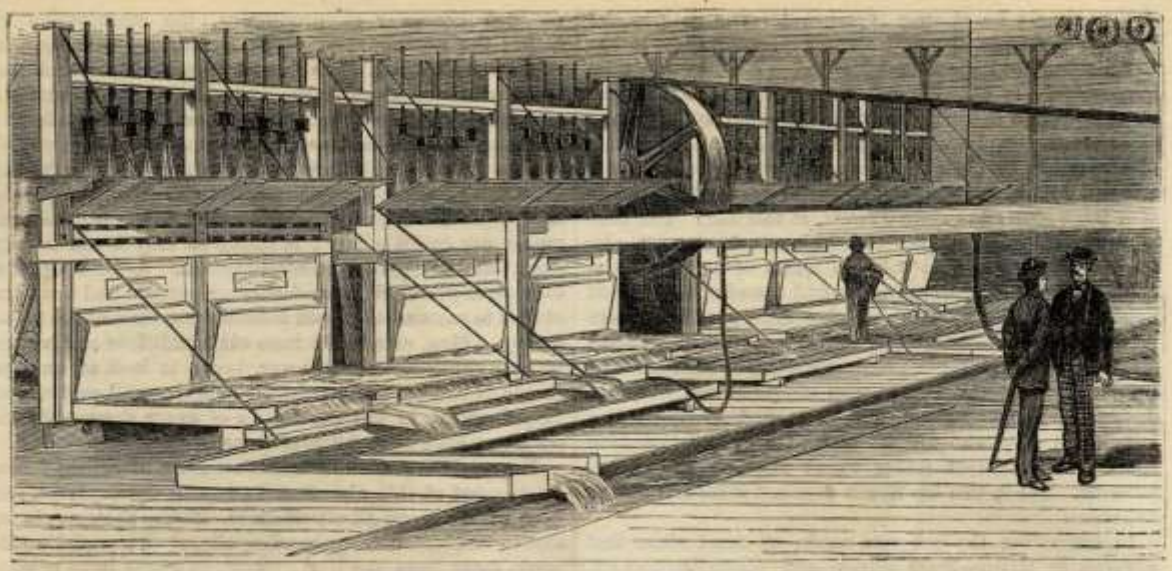
Society cannot be at once thrifty and idle, industrious and wasteful. This result argues energy and thrift in all classes, although we may allow to all classes a still too large proportion of unthrift and want of appreciation of the spirit which animates the majority. The common charge that the Southern whites, educated by slavery, are cross-road loafers, whittling, whisky-drinking, quarreling and fighting, killing, maiming or mutilating negroes for pastime, is utterly incompatible with these results in this one staple. To produce such results, both races must have been at work and in substantial harmony, with very slight race-antagonism. This, however, is but a single product, and, to a far-seeing student, must appear the least hopeful sign.

Without burdening with statistical details an article intended to give a general glance at the condition of the whole South, the records of the coming census will show a similar increase in wheat, corn, tobacco, live stock, all the products of the farm, the orchard and the garden. The most promising sign is, that with the exception of cotton, tobacco, rice and sugar, in which there is a very large increase, the rest are nearly all, so far as general production is concerned, new, and most of them entirely so. The diversified character of production, the combination of crops; the rapidity with which society is becoming not only more compact, more bound together by varied ties of interest—more under the influence of the associative principle, less a loosely aggregated mass of individuals, but also more independent and more completely self-sustaining, are features which afford the highest promise for the future. The necessities of the South compelled the people to provide themselves with those things they had neither money nor credit to buy; in doing so they found largely augmented savings and increased profits. As farming grew to be more profitable, manufacturing began to find a surplus of food to sustain labor, and industry was thus added to industry. Men, cast adrift from old conditions and means of easy subsistence by the war, began to look around for means of employing their hands or their small capital, and they found it in the necessities of every community for what was once brought from abroad.

The gradual growth of manufacturing, of skilled labor, on account of this almost entirely new development, has been rapid beyond all expectations. Before the war, plows, ax-handles, buckets, hoe-handles, almost all iron and wood-work, came from the North; now, to a very large extent, our own capital and our own skilled labor works up our own raw material, under the superintendency of our own business capacity, though sometimes of enterprising Northern men. There is also growing up a considerable exportation of both raw material never before exported, and of the products of skilled labor. Improvement in stock, raising blooded horses, cattle and sheep, are almost new industries which have had a remarkable growth since the war. Sheep-raising and the manufacture of wool are growing up as new industries in portions of the South never before suspected of being adapted to these industries—for instance, in southern Mississippi. Tennessee has become a worthy rival of Kentucky in fine horses, in cattle and sheep, and the exportation of beef and mutton to Eastern markets.

Perhaps no State in the South has suffered more from obstacles of every kind in the way of improvement, and yet cotton manufactures in New Orleans and other points yield large returns, which have caused increase in capital and enlargement in mills. Four cotton-seed oil mills in the State have a capital of $710,000, and $787,000 are employed in the manufacture of artificial ice in New Orleans. Until recently, shoes for the New Orleans trade were brought from East; the shoe trade is now supplied at home, and the finer qualities are sold in Northern cities. Foundries and machine-shops in New Orleans furnish all kinds of agricultural implements for the home trade, at prices which defy competition. Orders for plantation implements, engines of all sizes, the complicated and heavy machinery for sugar-making, corn-mills and cotton-gins, are executed by New Orleans companies. Wood-working establishments make sashes, blinds and doors; the pine and cypress lumber of the State is being worked up and exported. There are also minor factories of soap, mosswork, fertilizers, boneblack and chemicals. Sugar refineries are preparing to rival those of the East. These are all industries which have grown up since the war, and they are sufficiently varied to afford strong hopes for the future.

The Louisiana population of 708,000 in 1860, had grown to 726,000 in 1870, and to 930,000 in 1880. The sugar crop of 18,070 hogsheads in 1865, of 41,000 in 1866, of 30,000 in 1867, of 34,000 in 1868, had grown to 208,571 in 1878, but fell off in 1879, on account of the hard Winter, to 171,424. Rice-growing is a new industry, which has grown from 21,000 barrels in 1867 to 93,000 in 1873, 187,000 in 1876. After declining for three years, the crop



STAMPING MILL IN THE GEORGIA MINE DISTRICT.

of 1880 promises to be the largest ever raised, amounting to over 200,000 barrels. The Louisiana Land Reclamation Company of New Orleans, chartered in 1878, have already reclaimed for rice-growing, by the use of dredge-boats, digging canals for drainage, irrigation and transportation, over 10,000 acres of land, and are energetically proceeding with their great work. Another company is preparing to solve the question of permanent navigation by opening a great ship-canal. Meantime, the opening of the mouth of the Mississippi by the jetties has increased the shipments of grain by more than 3,000,000 bushels of wheat, and over the same amount of corn, by official figures, over the shipments of any former year. This is a partial and cursory glance at a few salient points in the progress of the

CUT IN A GEORGIA GOLD MINE.

SOUTH CAROLINA PHOSPHATE WORKS.—MIXING ROOM, PHOSPHATE MILL, SCREEN, AND CRUSHING OF PHOSPHATE.

Southwest, from which a great industrial revolution may be easily inferred.

In the neighboring State of Mississippi, despite the shot-gun, the new industry of sheep-raising and wool manufacture is yielding excellent returns; cotton manufactures in central and north Mississippi, and at Natchez, have paid so well as to encourage further investments and enlarged operations. The pine timber of the State is being exported by river, rail and by the Gulf, yielding large returns, and preparing the land occupied by forests for settlement and culture. The cotton crop shows its proper share in the general increase, while new crops tend to make the State more than ever self-supporting; and it may well be doubted whether the shot-gun is the means by which these results are reached—whether such results and the shot-gun can co-exist.

Alabama, before the war known only for its cotton and the commerce of Mobile, scarcely accessible by rail, and almost undeveloped, has since the war been pierced by railroads, interior towns built up, its rich resources of iron and coal rapidly developed, cotton manufactures built up, largely increased and varied production brought about, until the new, crude-in-industry, inaccessible and apparently thriftless State of ten years ago, with high credit, wears an air of thrift and progress.

Various causes have combined to make Georgia the most prosperous and progressive State in the South. The mountain barriers which Pennsylvania and Maryland pierced to reach the rich east-and-west trade, did not exist to impede Georgia as they did Virginia and North Carolina on the Atlantic, and Kentucky and Tennessee to the West. Her rapid development of a railway system, easy approach to the Atlantic and to the trade of the West, and access to Tennessee—whose people could not reach the coast—gave her a progress and a prosperity which has been maintained since the war. Georgia had also a larger proportion of northern capital and enterprise before the war than any other Southern State. Inferior to Alabama, and by far inferior to Tennessee, in agricultural and mineral resources, through her admirable position and the energy and wisely directed efforts of her people, Georgia is the most prosperous of Southern States. The credit of the State, the growth of commerce, the number of her widely reaching commercial lines, the growth of commercial cities, the progress of agriculture, the advance in manufactures, the generally diffused spirit of progress, the increase in small holdings, the remarkable accumulation of property in the hands of negroes, attest a widespread thrift and industry.

Cotton manufacturing began in Georgia before the war, at Columbus and Augusta. At the former city the mills and the supply of cotton were burned in 1865; the plucky people, with their own capital, rebuilt the mills, and to-day 16,984 bales are consumed annually, the planters receiving $899,200 for the raw material, which is converted into fabrics valued at $2,696,600; sales of these fabrics embrace twenty-five States. The Augusta factory made a report in 1868, showing that the property was purchased from the city at $140,000, on a credit of ten years, the purchasers paying in as commercial capital $60,000, which, the buildings being dilapidated, was expended on repairs in the first two years. "Since the purchase," says the report, "we have paid for the entire property, without calling on the stockholders for another dollar, added largely to the property by purchase and by building, bought $100,000 worth of new machinery, increased the capital to $600,000 by the addition of a portion of the surplus, paid dividends —20 per cent. annually—regularly, and now have a property worth the par value $600,000 in gold." The business suffered diminution of profits from the panic, from which it has recovered, and it is now in a flourishing condition.

South Carolina has 18 mills in operation, with 1,937 looms and 95,938 spindles; profits range from 18 to 25¼ per cent.; value of cotton consumed, $1,631,820; value of the product, $3,932,150. Thus the growth of manufacturing is about to restore her prosperity to South Carolina, in spite of disadvantages which are apparent. Her mineral fertilizers, her fertile lands, her seaports, her situation with reference to east-and-west trade, have given her advantages which race and political troubles have only obscured for a time.

Tennessee will exhibit, in the reports of the coming census, a progress far from what it should have been, and yet giving great promise in the diversity indicated, in the broadening of the lines of development, to embrace almost the entire range of human pursuits. With almost every variety of climate, soil, vegetable product and mineral wealth, Tennessee has a capacity for all industries and power to be absolutely self-sustaining, if that were possible or desirable to any country. With coal and iron surpassing in abundance, richness and quality the supplies of any other State, admirably grouped with reference to river transportation and food supply, all fitted for mutual development, Tennessee is at once the richest and most varied in its capacity. The State has enjoyed an emigration to Texas of its thriftless classes, who have been replaced by over seven thousand frugal immigrants from the North. A great colony from England is building upon the Cumberland tableland, under the direction of Mr. Thomas Hughes. Manufacturing has grown at a swift pace, if we compare the time before the war with that since, while the mineral development is in a far more healthful state; and it is only when the resources and capacities of the State are compared with others that we must wonder that capital has not there sought its apparent opportunity.

For a brief season under the tariff of 1842, there was a sudden growth in iron production—a mere speculation—which melted in a decline almost as sudden, leaving a few, but comparatively only a few, foundries still standing. The furnaces were small, and the production of charcoal iron alone, and but few were in operation in 1860. Now the furnaces built are all of the first capacity, of permanent value, with all the latest improvements in iron production. Thus, while the production of what is called the Western Belt, being charcoal alone, awaits connections with coal-fields for greater development, although large returns are made to a few companies there, yet the development of the East Tennessee Iron Belt has been the newest and the largest development in iron.

The reports of the special census agent at Chattanooga give $2,291,600 invested in manufacturing interests in Chattanooga alone, without counting those in the county and outside the city. The Roane Iron Company, built by Northern capital; the English city and iron manufactory of vast capacity at South Pittsburg, and many other establishments, exist in the counties around Chattanooga, where nothing of the kind existed before the war. The entire capital invested in manufacturing in Hamilton County, in which Chattanooga is situated, was in 1870, $475,155, and almost nothing in 1860. Knoxville is the seat of several foundries, a large nail factory and extensive car-wheel works, which have all grown up since the war. Nashville has rapidly grown to be a large manufacturing centre, having a wagon factory which is claimed to be the largest in America, if not in the world; large bucket factories and furniture establishments, which work up an abundant and excellent walnut, maple, cedar, sweet gum and other woods suitable for their purposes,

The marbles of Tennessee are becoming fashionable, and their variety and abundance, and the growth of the trade from nothing or little more since the war warrants the belief that it will become a tremendous interest in a few years. In marbles, granites and limestones suitable for building, Tennessee is far ahead of any other State in the Union.

The most gratifying feature about the development of Tennessee is the varied and widely diversified character of her industries. She is laying deep and broad the foundations, and while there is, perhaps, no single industry in which she is not excelled by some other State, there is none that comes so near embracing the nucleus of all industries, and all products of the farm, the factory, the mine, the orchard and the garden. All this has come so rapidly and so silently, that her own people are unconscious of their progress, and need nothing more now than to know themselves and to become conscious, through what they have done, of what they are capable.

In 1870 the census showed a considerable advance over 1860 in manufacturing, but that of 1880 will show a tremendous stride from 1870, notwithstanding that it must be discounted for the effect of the panic and the subsequent stagnation. In no single respect will the census show a falling off from 1860, unless it be in hogs, which were then fattened and driven as almost the only means of reaching market until the railroads were built. Cotton manufacturing has succeeded well in Tennessee, and new factories are building, while the large factory at Nashville has exhibited such returns as to stimulate to further operations.

If we go to the growing Southwest, we shall find the new State of Texas fully keeping up with the march of the rest of the South. The progress of Texas has been beyond question rapid and substantial, but it is a mistake to suppose that it is more prosperous than the older States. Because it is building something where there was nothing, it seems to go beyond the older States, which are adding to what already existed; it can be easily seen that the entire growth appears in the one case, while it is obscured in the other by that which was already there. In reality, the new fabric created in the old States out of the old has been by far the greater progress attained in the South.

Texas is rapidly filling up with population, developing some manufactures of woolens and cotton goods; but it has yet before it the work of assimilation of population, of creating varied industries and crops, of discovering its proper lines of progress and of industry.

If we turn to the extreme Southeast, we find a State also new, acquiring population and capital, developing industries fitted to situation, climate and soil, and giving promise of a great future. Florida is, perhaps, receiving just now larger accessions of Northern men and capital than any other Southern State, in proportion to its size and its old population, excepting only Texas. The other States owe their progress in the main to themselves; Florida and Texas owe theirs largely to Northern capital and immigration, which are also beginning to find their way into the older States. The progress of orange-growing alone, from 2,500 barrels in 1874 to 10,000 in 1875, to 15,000 in 1876, to 31,000 in 1877, to 75,000 in 1878 and to 200,000 in 1879, shows how rapidly fruit industry is preparing the way to more varied and solid industries, and to that place in the commerce of the world which the Florida Peninsula is destined to have on account of its position and its excellent ports.

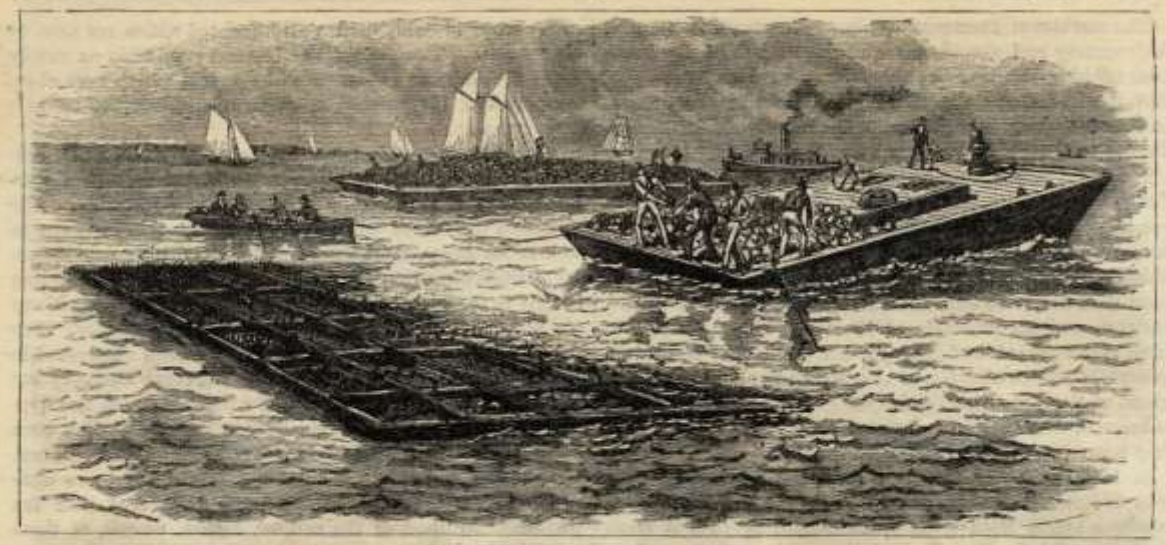
The South has not only experienced a large increase in cotton, tobacco and sugar, and a larger still in its production of breadstuffs, hay and stock, but it has acquired many crops of field, garden and orchard which are new, or almost new. The peanut has become profitable on sandy lands of Tennessee, Georgia and Virginia which were of no value before, the crop of Tennessee being 600,000 bushels per annum.

The production of sumac, by the substitution of its cultivation for the wild product, promises to become a permanent, as it is in some States a large, industry. The extended culture of fruits and vegetables for Northern as well as for home markets is an almost entirely new industry, sustaining a line of steamers from Norfolk and adding largely to the profits of every north-running railroad. Many old industries have been infused with fresh vitality. For two and a half centuries tobacco has been cultivated in Virginia and North Carolina, planters making annually but small profits; within the past few years a fresh development has introduced a practically new industry. The worn fields, where generations have lived hardly and died poor, have turned out to be the chief corner-stone of a new agricultural development. It has been discovered that the physical condition of the soil, or, rather, no-soil, of these worn fields, is just suited for the growth of the finest tobacco known to commerce. By the skillful application of a small amount of manure, the plant is nurtured into a feeble life until it attains the desired size, when the extinction of the plant-food allows it to decline, turning yellow with gradual waste of life, until it is of the desired color, when it is cut, and carefully cured by flues. It is so fine and delicate in color that it often brings one dollar or more per pound in the market. The strange spectacle is exhibited of lands which will not grow a bushel of wheat making net returns of from $300 to $500 per acre. Everywhere in this belt a splendid prosperity appears. Old, dilapidated towns have acquired new life; new towns have sprung up like magic; fields which would not have brought, ten years ago, $1 per acre, are now worth $50. Men who found their only source of profit in the increase of their slaves, have left sons to grow rich with free labor, to live in better houses, and surround themselves with the comforts, the luxuries and the elegances of life. The discovery of gold would not have conferred upon the poor regions of North Carolina and Virginia the present wealth or the hope of permanent industry afforded by yellow tobacco.

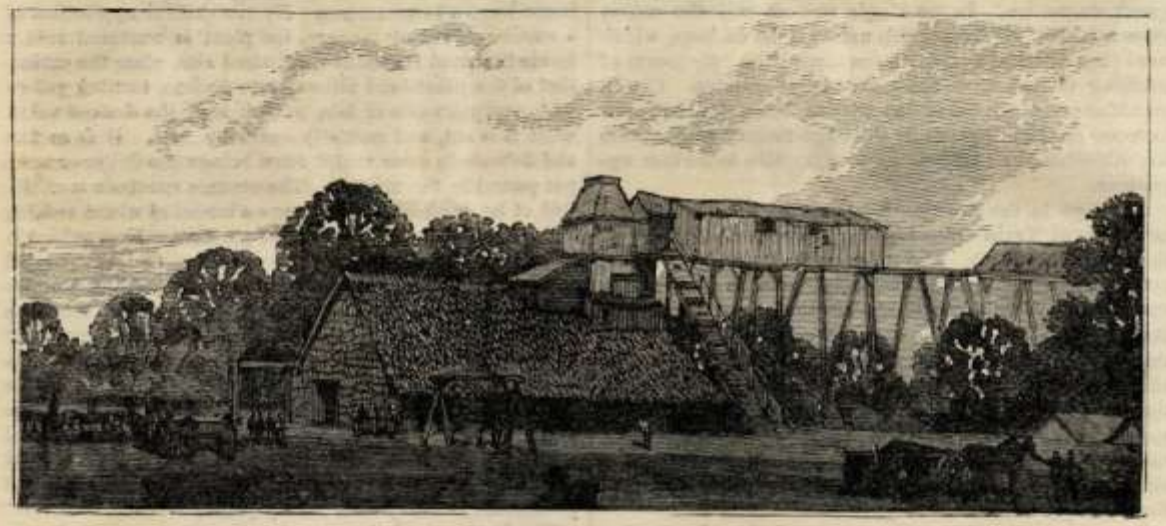
The lumber trade has grown to be of vast extent all over the South. The pines of Georgia, Alabama and Mississippi are becoming fashionable for interior woodwork in the East; the wines of France are sent abroad in barrels made from Tennessee timber, and Englishmen are buried in coffins made from the oaks of the Obion County bottoms. The capital invested and labor employed in this industry are immense, and the returns, large as they are, dwarfed in importance by the value of the cleared-off lands for future settlement.

The commercial development of the South is to be shown by the census of 1880. While a great advance on all former years will be exhibited by the present census, yet the processes by which the South is to attain a proper commercial independence are now going on, and cannot appear in results in the coming returns. The deepening of the Mississippi channel already exhibits gratifying results; but the rail combinations, which show a wider and much greater diversion of trade, are just now going on. The ports of Galveston, Pensacola, Fernandina, Savannah, New Brunswick, Port Royal, Charleston, Wilmington, Richmond, Norfolk, in their receipts of cotton and other exports and imports, will exhibit, as well as New Orleans, gratifying growth of trade.

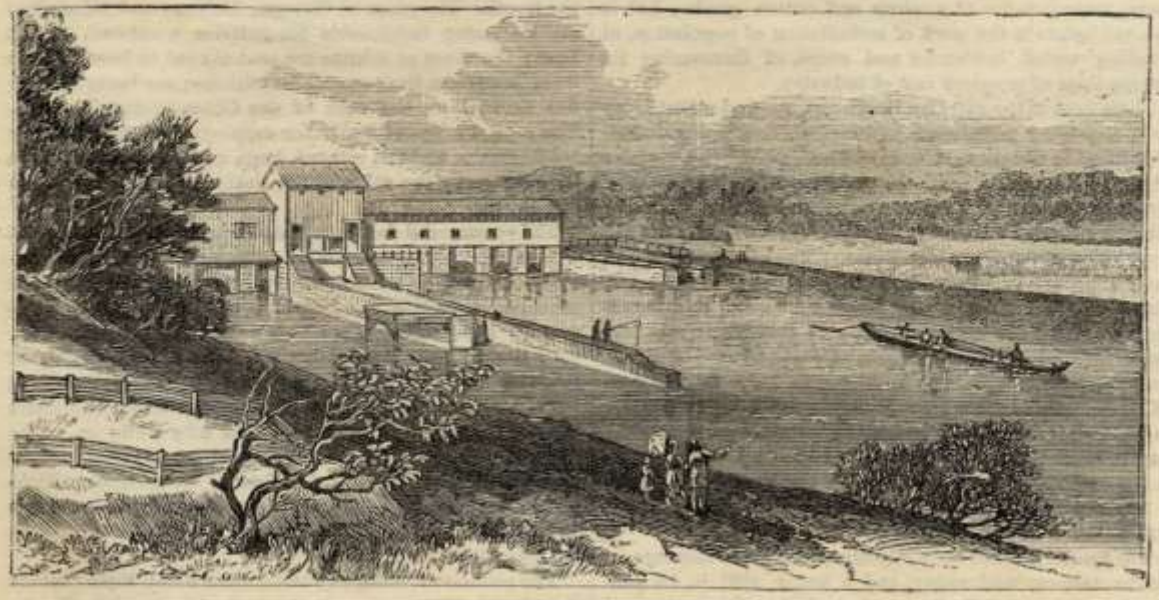
The process of railway consolidation which must precede the growth of commerce between the West and the North-



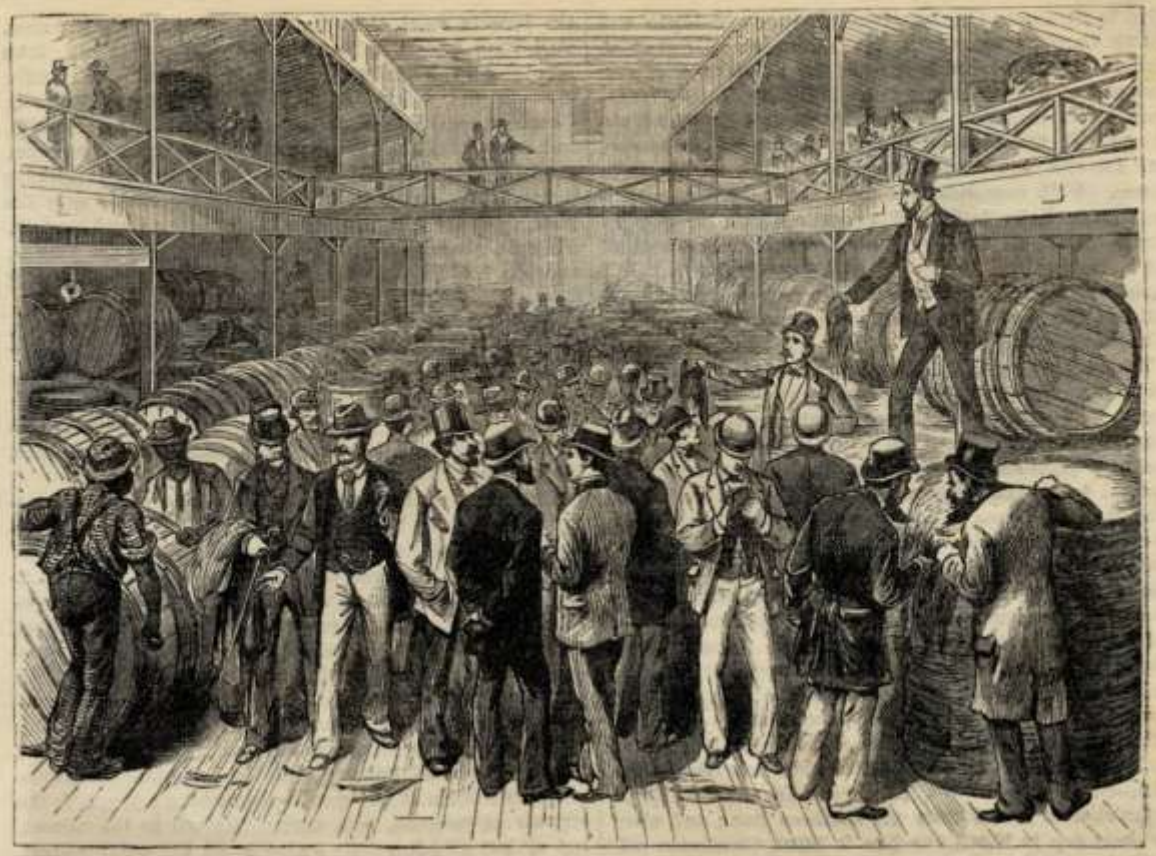
IMPROVEMENT OF CHARLESTON HARBOR.



IRONWORKS IN TENNESSEE.



VIEW OF THE CANAL AT AUGUSTA, GA.



A TOBACCO SALE AT NEW ORLEANS.

west and the Southern ports, only began in 1880, or in the latter months of 1879. We can rely on the prescience which led the shrewd capitalists who are engaged in the work of consolidating the roads of the South into great through lines; they have clearly seen the coming value of Southern trade, and prepared to reap the profits. The growing prosperity of the South, the value of its own products, the shortness of the lines between the South and the Northwest, fully justify their forethoughtful action. It may be fairly said that the greatest railroad interests of America, and the shrewdest railroad men, are engaged in securing lines between St. Louis, Chicago, Cincinnati and various Southern ports, from Galveston to Norfolk.

While many cities are seeking the trade of the South, others are seeking also available outlets. San Francisco seeks the sea at Galveston and New Orleans; St. Louis, Cincinnati and other cities, the Atlantic ports by various routes; and the roads compete amongst themselves for the best routes. Already capital is engaged in bridging the small gap between the Tennessee and North Carolina rail systems, which, when filled, will

A RICE-POUNDING ROOM.

give to St. Louis, Cincinnati and the ports of North and South Carolina communication across the Alleghanies, and to the people of Tennessee the advantages of that east and west intercommunication hitherto denied them—such communication as Pennsylvania and Maryland obtained with the West by piercing that mountain barrier, and Georgia and South Carolina by not having it to pierce. With consolidations made and in progress, with connecting links built and under contract, backed by ample capital, all the long lines necessary to connect all the Northwest and the Pacific with the Atlantic and Gulf ports will be completed within five years. Already St. Louis, Chicago and Cincinnati have abundant connections with the Gulf and Atlantic ports.

There are yet needed, it is true, many supplementary connecting and local lines, to link together the various through systems. This idea of commerce between the South and the Northwest, between the great supply sources and Southern ports and the European markets, has only been brought to anything like practical realization within the present year; hence, results cannot begin to appear or to be cognizable statistically for two or three years yet. The southwestern trend of the Atlantic coast, and the conformable southeastern trend of the Pacific coast, making lines from San Francisco or San Diego to the eastern waters at Galveston, New Orleans, or the South Atlantic ports shorter than the lines to any port north of Norfolk, give the South a great advantage in the Pacific trade, and that advantage is almost as marked if connections are made with the present transcontinental roads at St. Louis. That great Western centre of distribution now reaches the Atlantic coast at Savannah, New Brunswick and Port Royal by far shorter routes than any northern line; and when the short gap in North Carolina is filled, Charleston will be, perhaps, the nearest port for Cincinnati and St. Louis. While Chicago finds its nearest Atlantic port at Baltimore, the difference between that port and Charleston direct is very slight, while all points of distribution west of Chicago will find their shortest connections with the South Atlantic ports across Kentucky and Tennessee. These are advantages which will constrain capital seeking for profits, and overcome the commercial preponderance of the East.

This new rail consolidation in the South is simply stupendous, and yet it has scarcely attracted attention in the East, except from those who are seeking investments and speculating in stocks and bonds. A superficial view of the commercial advantages of the South will convince any candid reader of its bright future. Railway lines already exist which must take advantage of convenient outlets, affording to the South a widely diffused commerce, building up not one but many ports, as centres of wealth, culture and refinement. Beginning with Galveston: the roads which are connecting that port with the products of Texas and its neighbor States and territories, with San Francisco and San Diego, and reaching out toward Mexico, promise a large local trade, a part of the transcontinental trade, and a considerable Mexican commerce. The growth of Galveston, with but few of these facilities, justifies the prophecy. The Mississippi, with its barge transportation, its cheap freights, amounting to five cents a bushel on grain from St. Louis to New Orleans, the rapidly extending lines connecting it directly with the Pacific coast, the lines to St. Louis, Chicago and Cincinnati, and to all parts of the South, assure New Orleans a great and flourishing commerce.

Pensacola and Fernandina are acquiring rail connections and growing in commerce, and the construction of a canal to cut off a thousand miles of dangerous navigation around the Florida coast is only a matter of a little more time. Rail lines from the Northwest and West extend from Montgomery, Vicksburg, Memphis, Nashville, St. Louis, Chicago and Cincinnati to New Brunswick, Savannah, Charleston and Port Royal, across Alabama, across Georgia, and across that happily situated, long State of Tennessee, to which all the Northwest must pay tribute by furnishing it transportation lines. North Carolina awaits only the piercing of the Alleghanies, while Richmond and Norfolk, Virginia, already exhibit remarkable commercial growth, and the building up of coastwise and foreign shipping lines.

I have dwelt on this new feature because it attests, better than anything else I could adduce, the prosperity which led to it. This great movement of capital in the hands of the shrewdest and most far-seeing class of men in America, is but symptomatic of the energy which wrought a production that demands these commercial lines, and the opening of the ports to which they tend.

The census of 1870 was taken at a time when the reorganization of the labor system was but just begun—when the landowners, the capitalists and the loose elements of the population were just beginning to adapt themselves to new conditions, to seek new occupations, to find incentives to new exertion in poverty, in the greater dignity of labor, in the manifold wants to be supplied; the present census is taken when the South is just beginning to rally from a great depression, and when the greatest movements for its rehabilitation are just afoot; but it will fairly show many and great results of the new spirit of progress. That view will be, however, like the instantaneous photograph of a horse at full speed—a sketching a people in the attitude of progress, with nerves strained to the utmost, but at last affording only a glimpse of the point gained. The motion, the accelerating speed, the crowding, pressing, striving for progress, will only be inferable from what is presented as done, and from the attitude of a people running at full speed the race of life. Flattering as the record will be, its full force will not be felt until the student of our history has made allowances for the panic of 1873, which fell with chilling effect on a people laboring from hand to mouth on short capital. The effects of reconstruction extended over most of the Southern States during the past decade, as they did to a great extent over the entire country—and this too must be allowed for, with regard to its temporary effect, and without regard to whether its lasting effects on the two races, and their mutual relations, are to be good or bad.

Avoiding all political and historical questions, the economic effect was depressing and evil; co-terminous States must prosper or languish together, and that which affected part of the South also had a bad effect on those States which had emerged from reconstruction prior to 1870. That the evil involved all, appears from the fact that the transportation system of the South could not be completed or begun, as a whole, until all the Southern States were subjected to like conditions of prosperity. With regard to the depression which began in 1873, a knowledge of how it affected the South will throw light on the rapid growth of the past five years. It was, as to Southern industry, a mere arrest of enterprise—not destruction. It made few bankruptcies, destroyed few establishments, created no strikes. It required greater economy—but, to a people who had been compelled to learn economy, it was easy to bear one turn more of the screw. There was no starvation, no destruction of families, no creation of an army of tramps, no startling increase in divorce, in wife and child murder, caused by starvation and despair. Most enterprises managed to pull through. It fell with com-

parative lightness on an agricultural people; and the revival found them with no social and industrial ruins to clear away—no débris to be removed from the path of industry; they were ready to begin at once new enterprises and to press on with the old ones. The revival was simply new vigor infused where there had been stagnation; and the progress of the South has been extraordinary since that revival, and, allowing for the larger population, greater wealth and better training in industrial enterprises, has exceeded that of the North.

Much of this improvement can only be inferred from census reports, for a large part of it consists of a compacted social order and the new efficiency closer association gives. The growth of closely interwoven interests, the welding of all parts of society into one, have produced a state which has only since the war supervened upon one in which the individual predominated disastrously over the associative principle; and the new condition has only recently been recognizable, although it has been forming ever since the war closed. While this new state exists, the census can only show the separate results of individual industries; and the social philosopher and economist is required to adduce from the greater results that association which was necessary to their production. The absence of political crime; the better relations between the races; the growth of varied agriculture and manufactures; the remarkable acquisition of property by the negro—show that the people of the South are rapidly passing from the state of a loose collection of individuals—a state inseparable from a purely agricultural community—into a complete social order, compact from the foundation up, bound together by ties of mutual interest. The spirit of nationality has grown up in the South, as all sentiments—coincidently with a perception of interest.

Whatever markets we may have abroad, one truth has impressed itself on the Southern mind: that the Northern States are the market for the bulk of our surplus products, the best supply source for what we lack. The Mississippi binds together not only all its great valley, but, by consequence, the whole country, by ties of common interest; international canals, international and transcontinental railroads, bind all interests together in one. These, in the absence of that great slave interest which alone obscured them in the past, in the total lack of all reason for sectionalism, have favored the growth of the national spirit. It has grown the faster in the Southern States that the people are disposed to let the imagination have free rein in contemplation of future greatness, while the Northern people pursue the immediate and practical somewhat more closely. It may be safely said that, especially in the rising generation, the dream of national glory, power and wealth is a stronger force than in the North. The Northern people are somewhat disposed to rest in what they have done; the Southern people, to feel that they have something to do. This sentiment, this dream of future greatness, allied to the practical working spirit which is building manufactures, daily increasing varied production, developing mines, building and consolidating railroads, surveying and preparing seaports, comes, fortunately, at a time when it is necessary to complete the work of progress and bring the South up in production, commerce and culture to perform its equal part in the progress of this great country. The dream of commercial and productive progress, glory and splendor which caught the Southern mind in 1860 and preceding years, and had a part, coupled with a sectional and separate interest in slavery, in bringing on the war, was a wild and baseless dream—baseless, not because it was impossible of fulfillment, but because it was, under the then existing conditions, impossible to be fulfilled. The present dream is healthful, coupled with practical steps for its fulfillment, and rests on certainties, with all untoward and preventive conditions eliminated. Twenty years have dissipated the old dream of the impossible, and replaced it by a calm contemplation of the real and the practical, to be realized by a people now on the highway to greatness, with a starting-point in a solid social order, sound and varied industries and production, and all the conditions of wealth and power.

If the picture seem overdrawn, send the social philosopher and the political economist to study the problem with an eye for that future which is developing from this present, as this has from that past—not the politician, no one-sided negrophile, no Anglo-Saxon worshiper, no Bourbon chivalry.

GODIVA.

Godiva, not for countless tomes
  Of war's and kingcraft's leaden history,
Would I thy charming legend lose,
Or view it in the bloodless hues
  Of fabled myth or mystery.

Thou tiny pearl of demagogues!
  Thou blue-eyed rebel—blushing traitor!
Thou sans-culotte with dimpled toes,
Whose red cap is an opening rose—
  Thou trembling agitator!

We must believe in thee. Our ranks
  Of champions loom with faces grimy—
Fierce Tylers, from the anvil torn,
Rough-chested Tells, with palms of horn,
  Foul Cades, from ditches slimy!

Knit brows, fierce eyes, and sunken cheeks
  Fill up the vista stern and shady;
Our one bright speck we cannot spare,
Our regiment's sole vivandiere—
  Our little dainty lady!

No, she was true! the story, old
  As any crumbling Saxon castle,
Firm at its base: she lived and moved,
And breathed, and all around her loved—
  Lord, lackey, hound and vassal.

SUSIE'S SOAP KETTLE.

By Margaret Blount.

The site chosen by the Swedish settlers for their first church in Philadelphia was one of the most beautiful in the city. The famous checker-board lines which were to make the city one of the least perplexing to the stranger, and the most delightful to a resident with any sense of order in his soul—those famous square lines, I say, were not then laid out, but all was green, leafy, pleasant to the eye and ear, and the hearts of the Scandinavian exiles were rejoiced to hear the Sabbath service in their own dear tongue, for the first time in America, beneath a roof of their own.

On Saturday, the builder of the new log church, young Eric Silver, had completed the task assigned him, and received his payment, together with a considerable meed of praise from the elders of the congregation, which, to the ambitious young architect, was almost as valuable as the gold.

On Sunday the log church was consecrated and worshiped in. Every inhabitant of the little settlement was there.

There happened to be no invalids among them at the

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