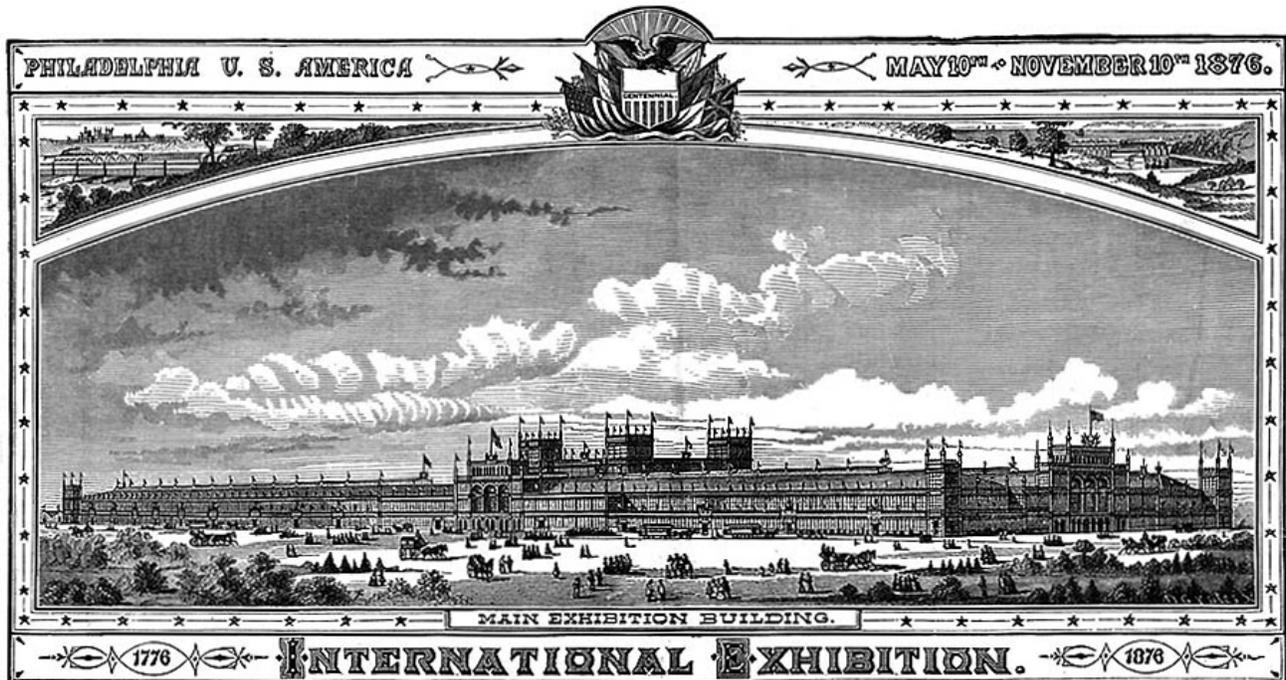


The International Centennial Exhibition of 1876; or Why the British Started a World War

by Mark Calney



MAIN BUILDING OF THE INTERNATIONAL CENTENNIAL EXHIBITION, PHILADELPHIA, 1876.
1880 feet in length and 464 feet in width.

The 1876 Centennial Exhibition, officially named the “International Exhibition of Arts, Manufactures, and Products of the Soil and Mine, in the city of Philadelphia” by Congress, is a scientific proof of the triumphal success of the founding principles of what is truly the world’s first republic. For those patriots who signed the Declaration of Independence in Philadelphia on July 4, 1776, proclaiming the “inalienable rights” of all Mankind, and who fought for the “defense of the General Welfare” embodied in the U.S. Constitution, the Exhibition represented a critical milestone in the fulfillment of those ideas for their posterity.

Those who organized and participated in that Exhibition put forward the best physical manifestations of human creativity which had been given the liberty to develop in the new Republic. It was not simply the political success of the American Revolution being displayed and celebrated but it provided a powerful vision for what humanity could achieve.

The Centennial Exhibition gives us a snap-shot of a process involving an international movement, led by the network associated with the world’s leading

economist of that time – Philadelphia’s Henry C. Carey – to modernize the world with the American System of political economy. It was also Henry C. Carey who was at the center of organizing the Centennial Exhibition. He worked with his lieutenants and associates, sometimes referred to as the ‘Philadelphia Interests,’ to accomplish that task.

It was Henry Clay who coined the term “American System”¹ to describe the successful economic policies implemented by U.S. Treasury Secretary Alexander Hamilton in opposition to the British “free trade” looting schemes of Adam Smith et al. The American System was characterized by the establishment of (1) a *sovereign national bank*, that intervened into the markets to support parity prices for farmers and others, and issued long-term low-interest credit for productive enterprises, especially for (2) *internal improvements*, such as canals, roads, and later railroads, and (3) the using of *protective tariffs* to nurture nationally vital industries. Germany’s Frederick List (1789-1846), Irish-born Matthew Carey (1760-1839) and his son Henry C. Carey (1793-1879) further elaborated the American System of political economy.

Despite the disasters of the Andrew Johnson Presidency and the British-orchestrated financial depression of 1873, which had significantly advanced their policies of “free trade” looting and control of the nation’s financial institutions, Henry Carey and his Philadelphia Interests of industrial, financial, and political leaders continued their commitment to a massive agro-industrial buildup of the United States which had started under President Lincoln during the Civil War. This was witnessed by the completion of the Transcontinental Railroad in 1869, a strategic ‘great project’ which created the capacity for the U.S. to not only develop the entire breadth of the nation but to also massively expand its capability to export the technology of transportation, industry, and agriculture to Asia, Ibero-America, and Europe.

The organizing of the Centennial Exhibition was a strategic flank by the Carey-circle against the increasingly, dominate power of the “free trade” banking interests of London and Wall Street. It would definitively prove the superiority of the American System against the British System of “laissez-faire” slavery, and generate an explosion of American exports in goods and technology to transform the nations of the world.

It was Congressman William D. Kelly of Philadelphia, the leading Congressional expert on protectionism and ardent promoter of the American System, who took the leadership in getting congressional backing for the Exhibition. On January 10, 1871, Kelly addressed the Congress:

“The proposed exhibition is to celebrate events that are not merely of national but of world-wide interest. It is to commemorate not a day, but an epoch in universal history; not an event, but a series of events, that occurred in rapid succession, gave birth to republican liberty, and organized a nation that stands today, when measured by the number of population, the extent and geographical position of its territory, the intelligence and enterprise of its people, and the variety and volume of its resources and productions first and proudest, though but an infant among

¹ On Feb. 2nd, 3rd, and 6th, 1832, Senator Henry Clay of Kentucky delivered a speech to the U.S. Senate, entitled "In Defense of the American System, Against the British Colonial System." *The Life and Speeches of the Hon. Henry Clay*, Van Amringe and Bixby, New York, 1844, pg. 5-55.

the nations of the world. London and Paris were venerable cities when the American continent was discovered, and this bill proposes to invite the people of London, Paris, and the world at large to behold the results of one century of republican liberty in a country whose people are the offspring of those of every land and clime, and to challenge them to present the best results of their genius, experience, and labor in comparison with those of this young and heterogeneous but free people.”

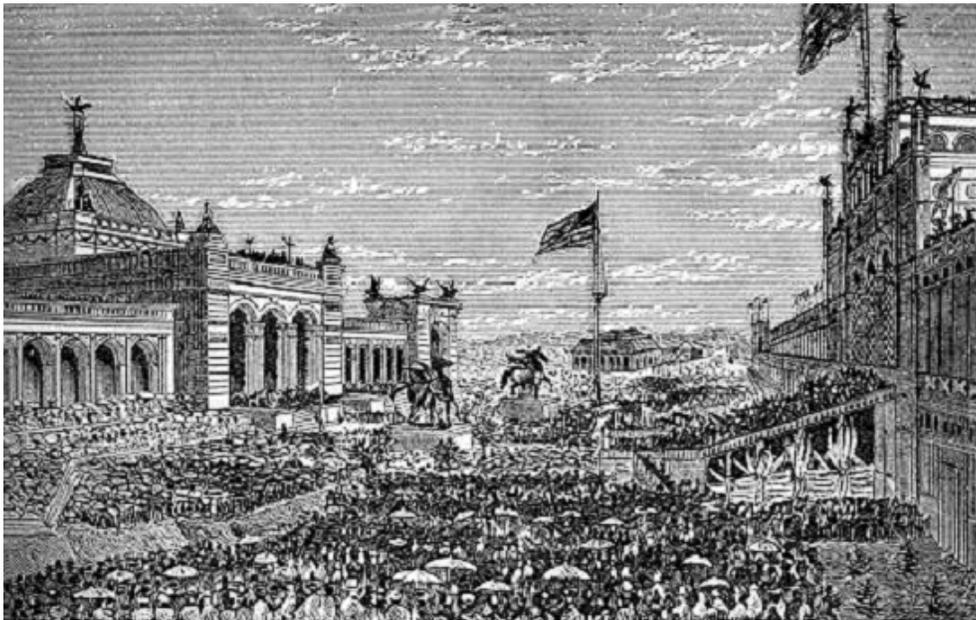
Kelly also took to task those opposed to an exhibition, such as Congressman Brooks of New York, who claimed that the Declaration of Independence had nothing to do with the progress of manufacturing and the arts, by quoting Thomas Jefferson, one of the architects of that Declaration, who explicitly attacked King George for not even allowing American colonialists to fabricate their own hats.

Consequently, the global extension of the American System meant the final removal, from any significant power, of the feudalist oligarchies of Europe, led by the British Empire, which regarded human beings merely as two-legged beasts.

For the 9,789,392 visitors and participants who attended, the Centennial Exhibition would be a window into the future – giving the viewer a unique visage that would determine the actions of the present. It was Henry Carey’s international cadre school on the American System.

An anonymous participant in that affair affords us a unique view.

The Grand Opening



Opening day ceremonies at the Centennial Exposition – May 10, 1876

“What a glorious morning! This May 10th will surely be an historic day for our nation and the world,” I thought to myself as I briskly strolled across Philadelphia’s new Girard Avenue Bridge towards Fairmont Park. All ten bridges crossing the Schuylkill River were jammed with trains, steam and horse-drawn street cars, carriages, cabs, and pedestrians, like myself, all making their way towards America’s first world fair. Below me, a constant line of steamers ferried people across the river to a landing at the Exhibition grounds.

Many Europeans still considered our relatively young United States republic as a second-rate nation hovering on the outer fringe of civilization. Today, all that would change.

The rain briefly abated, as I reached the end of the bridge. Faint strains of the ‘Marseillaise’ being played by an orchestra in the distance could be detected, followed by that familiar German melody ‘Was ist des Deutschen Vaterland.’ I picked up my pace. I was already late for the 9 o’clock opening of the Centennial Exhibition.

The beautiful glass and steel dome of Memorial Hall drew closer as thousands of people converged there for the opening ceremony. They came from every corner of the globe.

As I approached the main entrance on Elm Avenue, trains of the Pennsylvania Railroad were arriving in quick succession to bring thousands of passengers to their Centennial Depot just across the street. On the other side of the Exhibition, adjacent to Memorial Hall, a similar process was occurring at the Reading Railroad Depot. This was quite a contrast to those recent European exhibitions which had lacked the most basic services.

The Centennial Commission had sent representatives to Europe to report back on the 1873 Vienna Exhibition in Austria, and concluded that the U.S. would not repeat the serious problems of Europe fairs seen in London, Paris and Vienna. Because of inadequate housing and transportation, costs to visitors of the Vienna Exhibition ran as high as ten times their normal fare, provided the services were even available. Such conditions resulted in an outbreak of cholera. In Philadelphia, William Blake reported to the Centennial Commission:

“We must in inviting a great concourse of people, be prepared to deal with them en masse. Their health and comfort must be regarded as well as their other rights . . . A great but inaccessible exhibition is an absurdity . . . The transportation should not only be cheap but rapid. Horses are not to be relied on . . . horse-railways must be supplemented by steam power.”²

Most of those responsible for construction and administration of the Centennial Exhibition had command experience in the military during the recently concluded Civil War. Dolphus Torrey, of the Pennsylvania Railroad, became Chief of Transportation. The president of Pennsylvania Railroad was Thomas A. Scott, the world’s leading expert on mass transportation. Scott had been President Lincoln’s Assistant Secretary of War, responsible for telegraph and railroad logistics, and the first one to move large numbers

² “Report to the United States Centennial Commission upon the Organization, Administration, and Results of the Vienna International Exhibition, 1873” by William P. Blake in *Report of the Centennial Commissioners, Washington, 1874*.

of troops into battle by railroad. Arrangements had been made with all the railroad companies for special trains which would be capable of transporting 145,000 people daily, at reduced rates, from all corners of the United States directly to the new Centennial Depot. An estimated 22,917 trains with 127,080 cars would ultimately carry 7,500,000 passengers without incident. It was certainly no accident that the opening date of the Exposition was May 10th, the seven year anniversary of the completion of America's Transcontinental Railroad.

Additionally, the Pennsylvania Railroad and the Reading Railroad constructed rail tracks from downtown Philadelphia to the site of the Exhibit. During the 159 days of the Exhibit, 5,907,333 passengers were carried on 66,467 trains in that local commute for the one-way fare of ten-cents. Local street car lines carried more than 200,000 commuters on Opening Day. There was also a marvelous narrow-gauge railroad constructed which, for the price of five-cents, would carry more than 3.7 million people within the Exhibit's grounds.

The Chief Engineer and Architect of the Centennial Exhibit was a local man – the German-born Herman J. Schwarzmans who was employed by the city of Philadelphia as a leading engineer and architect for Fairmont Park. At the age of twenty-eight, Schwarzmans supervised the two-year transformation of Fairmont Park to host the 1876 Exhibition: over 500,000 cubic yards of earth had been moved, 5 ½ miles of double track were built, 8 miles of gas pipe laid, and 16 bridges were erected. To minimize the risk of an epidemic a water system separate from the municipal works was constructed, including 9 miles of water piping, 16 fountains, a drainage system, with a water works that could pump 6 million gallons daily. Three separate telegraph systems with underground cables were installed. The landscaping included 153 acres of flower beds and lawns, and the planting of over 20,000 trees and shrubs. Out of the 249 large and small buildings erected for the Exhibition, Schwarzmans designed 34 of them, including Horticulture Hall. Germany's parliament building, the Reichstag, was designed in 1882 and modeled on the Memorial Hall.

At the main entrance, I paid my fifty-cent entry fee and walked in the Exhibition where you are greeted by the beautiful Fountain of Water and Light, at the center of the Esplanade. It was designed by that talented French artist and friend of the American nation, Frederic Bartholdi, and it would later be moved to Washington, D.C. to stand across from our national Botanic Garden.

I was swept up in the flow of visitors as we turned right down the Avenue of the Republic and joined an assembly of more than 100,000 people who crowded in front of the Memorial Building to witness the opening ceremonies. President Grant, who in large part was responsible for the success of the Centennial, and his wife Julia were joined in the grandstand by the Emperor Dom Pedro II of Brazil and the Empress Theresa, the first monarchs to ever visit the United States. The orchestra and chorus, located on an opposing platform built in front of the Main Exhibition Building, had played 16 national anthems, followed by the *Centennial Inauguration March*, a specially commissioned piece by Richard Wagner which was not well received and eminently forgettable.³

³ Wagner stated that the best thing about his *Centennial March* was the \$5,000 he received for writing it. The mere consideration of playing anything by Richard Wagner at the Exhibition reflects the internal "rotten element" in the U.S. which LaRouche refers to. Wagner's hatred of the ideas of the American

Then, to everyone's relief, a chorus of voices sang the *Centennial Hymn* written by John Greenleaf Whittier, which concluded:

Oh! Make thou us, through centuries long,
In peace secure, in justice strong;
Around our gift of freedom draw
The safeguards of thy righteous law,
And cast in some diviner mould,
Let the new cycle shame the old!

Then, a solemn stillness fell upon the gathering, as President Grant began his address:

“My countrymen – It has been thought appropriate upon this Centennial occasion to bring together in Philadelphia, for popular inspection, specimens of our attainments in the industrial and fine arts, and in literature, science and philosophy, as well as in the great business of agriculture and of commerce. That we may the more thoroughly appreciate the excellencies and deficiencies of our achievements, and also give emphatic expression to our earnest desire to cultivate the friendship of our fellow-members of this great family of nations, the enlightened agricultural, commercial, and manufacturing people of the world have been invited to send hither corresponding specimens of their skill to exhibit on equal terms in friendly competition with our own. To this invitation they have generously responded. For so doing we render them our hearty thanks. ...

“One hundred years ago our country was new and but partially settled. Our necessities have compelled us to chiefly expend our means and time in felling forests, subduing prairies, building dwellings, factories, ship, docks, warehouses, roads, canals, machinery, etc. etc. Most of our schools, churches, libraries, and asylums have been established within an hundred years. Burdened by these great primal works of necessity, which could not be delayed, we have done what this Exhibition will show in the direction of rivaling older and more advanced nations in law, medicine, and theology; in science, literature, philosophy, and the fine arts. Whilst proud of what we have done, we regret that we have not done more. Our achievements have been great enough, however, to make it easy for our people to acknowledge superior merit wherever found.

“And now, fellow-citizens, I hope a careful examination of what is about to be exhibited to you will not only inspire you with a profound respect for the skill and taste of our friends from other nations, but also satisfy you with the attainments made by our own people during the past one hundred years. I invoke your generous co-operation with the worthy Commissioners to secure a brilliant success to this International

Republic were surpassed only by his hyper-inflated ego which he vigorously employed, in the service of the oligarchy's Romantic movement, to destroy classical, Renaissance culture.

Exhibition, and to make the stay of our foreign visitors – to whom we extend a hearty welcome – both profitable and pleasant to them.

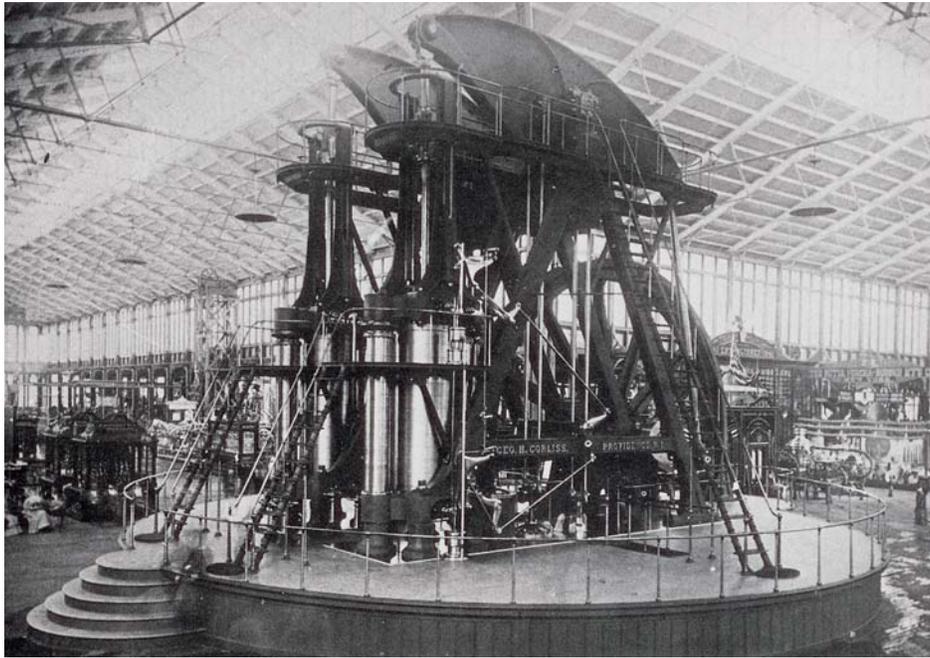
“I declare the International Exhibition now open.”

General Joseph Hawley, the president of the Centennial Commission, then gave the signal which raised the flag of the United States up the pole atop the Exhibition’s Main Building, as other national and foreign flags were unfurled on all the buildings to the thunderous cheers of the assembled multitude. The forty-foot high, 35-ton Centennial Organ then burst forth from the Main Building accompanied by 1,000 voices singing Handel’s *Hallelujah Chorus*. A 100-gun salute reported from a nearby hill to mark the beginning of the procession into the Exhibition of the 4,000 VIP guests. The President and the Emperor took the lead and were followed by the Justices of the U.S. Supreme Court, members of the U.S. Senate and House of Representatives, and the Foreign Commissions who were all escorted by the Philadelphia City Troop. They passed through the Main Building along a corridor lined on each side by U.S. soldiers, which lead outside again and into the Machinery Hall building.

Being one of the lucky few to squeeze my way into Machinery Hall, I found an opportune vantage point which afforded me a birds-eye view of a remarkable event. At the center of the Hall, beneath the transept which connected the four wings of the building, stood the largest steam engine that had ever been constructed – the Corliss Duplex Engine [see below]. President Grant and Dom Pedro ascended to the platform of the engine and were received there by the machine’s inventor and manufacturer, George H. Corliss, the Centennial Commissioner of Rhode Island. They were both instructed on the operation of the great machine and placed behind two highly polished wheels of steel. Mr. Corliss then gave a sharp wave of his hand, the signal for the two heads of state to simultaneously turn their wheels, and at twenty minutes past one o’clock in the afternoon the behemoth engine slowly came to life and steadily increased its movement. In what seemed like the mere blink of an eye, countless wheels, shafts, and power bands flew into motion as hundreds of machines throughout the great Hall engaged in their respective operations.

The Corliss Engine was the centerpiece of the 1876 Exhibition. Its gigantic size and power had an awesome impact, not only on those who viewed its operation in person, but, like the thunderous earth-shaking eruption of Krakatoa, it pronounced the ascendancy of the United States of America to the position of being the world’s leading industrial power. It was the figurative and literal representation of the success of the American System of political economy. It was the dawning of a new era where the reliance on the brutish muscle-power of human beings and animals would be replaced by the inventions of the mind. This great object of human creativity even possessed the power to humble poets. I personally witnessed Walt Whitman, who had composed a poem to be read at the Exhibition’s July 4th celebration, order his mobile chair (a convenient accommodation, which the Exhibition managers had made available to the public) to be stopped directly in front of the Corliss engine. Mr. Whitman sat in his chair for more than one-half hour, staring in silent wonderment at the amazing invention. He appeared to be in a curious concordance with that powerful mechanism, which, like the mind of the poet, also operated without making a whisper of a sound.

The Corliss Engine



“The Spirit of the living creature was in the Wheels”
The epitaph on George H. Corliss’ tomb (Ezekiel 1:20)

During the early discussions of the construction of Machinery Hall, the Rhode Island Centennial Commissioner, George H. Corliss, volunteered to manufacture a steam engine that would be capable of powering all of the machinery in the 13 acre hall. The cost of the engine was \$200,000 and was borne completely by Mr. Corliss.

Corliss’ invention was designed and built at his Providence factory in Rhode Island within ten months. The completed engine weighed 700 tons and was shipped to Philadelphia in 65 railroad cars.

The Corliss Duplex Engine stood over 40 feet high at the center of Machinery Hall. It was powered by 20 tubular boilers in a separate building (consuming up to thirty tons of coal daily). The piped in steam drove the movement of two finely-polished cylinders, each with a 44-inch diameter bore affording a 10-foot stroke, which in turn moved a 56 ton, 30 foot-diameter flywheel between the two cylinders. The vertical motion of the cylinders was transferred to the crankshaft (18-inches in diameter and 12-feet long), resulting in the circular action of the flywheel which rotated at the preferred rate of 36 RPM (revolutions per minute), without making a noise! This produced 1,400 HP (horse power), though the engine was capable of 2,520 HP.

The width of the flywheel had a face of 24 inches and engaged a giant pinion wheel below the floor which drove eight main lines of underground shafting, 3,268 feet in total length. The main power shafts were connected to approximately 10,400 feet of overhead shafting (revolving at 120 RPM), and two miles of belts which transferred approximately 180 HP to each of the hundreds of machines throughout Machinery Hall. Most of those machines were wood-working machines, such as drill presses and saws, but other tasks included printing newspapers, spinning cotton, tearing hemp, sewing cloth, making shoes, and pumping water.

A Window to the Future

Assembled nearby the Corliss Engine and extending down Machinery Hall in single file was a long line of the newest U.S. locomotive engines, whose colored paint and polished metal gleamed from the sunlight that pouring through the window panels that comprised the entire second floor of the building. The most prominent of those engines was the Baldwin Locomotive of Philadelphia. Baldwin had revolutionized the idea of locomotive construction, by manufacturing self-assembly kits so that a locomotive could be shipped in crates and pieces to any destination in the world. Consequently, Baldwin locomotives were purchased for assembly in China, as well as being shipped to Australia, Japan, Russia, Brazil, Mexico, and elsewhere. This was the vanguard technology which Mr. Carey and his collaborators undoubtedly perceived as the means of transforming the great undeveloped regions of the world, in the image of our great U.S. Transcontinental Railroad.

A perambulation past all these modern marvels displayed in Machinery Hall, evoked an inspiring and consoling thought – that many of those new revolutionary technologies would most likely be taken for granted by most future Americans and others around the world. The Corliss Engine was powering a myriad of other machines by a sophisticated networking of metal shafts and belts that worked to shape Man's design upon wood and other materials. The Emerson Stone Saw Company of Pittsburgh used a diamond circular saw to make precision cuts through large blocks of stone. The iron-working machines, such as those displayed by Pratt & Whitney of Hartford and William Sellers & Co. of Philadelphia (the largest tool in the Hall was their impressive planing machine, weighing over 91 tons with a traverse of 44 feet), represented the potential for precision quality, interchangeable metal parts and high-speed mass production. This was the birth of what would become a hallmark of America's newly recognized ingenuity – the modern machine tool industry.

Further down the Hall, an object which attracted much attention was a 15 $\frac{3}{4}$ inch diameter slice of the cable produced by John A. Roebling's Sons & Co., to be used in constructing the Brooklyn Bridge. John Roebling had started the nation's first wire rope factory in the 1840's. He and his father Washington Roebling, who died in 1869 (the same year President Grant had signed a bill authorized their plan), had designed and supervised the ongoing construction of the Brooklyn Bridge, utilizing a revolutionary design and material. Steel, which had been outlawed in Great Britain for construction, for some unfathomable reason, was used for the wire which was then galvanized with zinc to protect it from corrosion by the salt air. The steel wire strands were then woven and combined to form the cable which had twice the tensile strength of iron. The 6.8 million pounds of this new cable, combined with the first use of pneumatic caissons (to build the base of the two towers of the bridge), would make possible the construction of one of the great projects of the U.S. at the time, the world's longest suspension bridge, to be completed in 1883.

Other new technologies being displayed by the more than 1,900 exhibitors in the Hall included a refrigeration mechanism known as the Line-Wolf Ammonia Compressor; the internal combustion "Hydrocarbon Engine" invented by George Brayton and fueled by kerosene (Germany displayed a similar engine); the Lightning Rotary Cylinder Press; the Wallace-Farmer Electromagnetic Generator; and, Alexander G. Bell demonstrated his

proto-type of the modern telephone, the Telephonic Telegraphic Receiver. Also, visitors could obtain rubber boots and shoes produced by Charles Goodyear's invention, and for fifty-cents they could have a personal letter written on a new machine called a "type-writer."

The United States of America comprised two-thirds of the space in Machinery Hall. With the exception of Brazil and Canada, all the other exhibits hailed from Europe. The second largest exhibit was the British Empire, assembled under a large red and white banner announcing "Great Britain and Ireland."

Although the British displayed an impressive, though limited, array of tractor and other steam-engine machinery, including circular saws for cutting hot iron, there was one exhibit which caused more alarm than amazement, especially among U.S. military observers. It was their display of a large sample of nine inch armor plating, that had deeply-indented shot holes, proving its invulnerability, which stood next to a 21 5/8 inch iron plate. That plate was polished on one side, and was accompanied by an explanation of their technique of layering the plates, which were designed for use in stationary fortifications rather than mobile weaponry. The concern among American leaders was that the U.S. had no rolling-mill plants capable of producing such heavy plating.

Walking away from the British demonstrations, I passed under the barrels of two huge breech-loading siege guns, the largest being a 14 inch 1,200-pounder. Recently used in the Franco-German War, they were manufactured by Krupp and clearly dominated the German exhibit. With that I exited the eastern end of the Hall to view some of the other attractions.

Other smaller buildings that were part of the Exhibition included those erected by a number of U.S. states, foreign nations, and the Woman's Pavillion.

Horticulture Hall, declared by many to be the most beautiful building of the Exhibition, was an extraordinary experience for Americans. The glass and iron structure housed an exotic array of plant life, never seen before by most visitors, such as date palms, cacti, ferns, bananas, orchids, and orange trees. From there you could board one of the highlights of new U.S. technology – the "Safety Elevated Railway." Designed by General LeRoy Stone, the double-decker, steam-driven monorail carried passengers between Horticultural Hall and Agricultural Hall over Belmont Ravine.

At Agricultural Hall the latest advances in food production, processing, and preservation, such as American-made plows, cultivators, threshers, reapers, and mowers were being shown. Many of those were powered by portable steam engines. In addition, there was an extensive collection of livestock, seeds, meat packing machines, packaged dry yeast, and such canned goods as condensed milk which was first developed for Union troops during the Civil War.

After a brief stop at the Department of Public Comfort, and before I toured the Main Building, I decided to find sustenance at a nearby French restaurant.

International Impact

Many prominent Americans opposed issuing an invitation for participation in the Exhibition to those nations ruled by monarchies. The organizers of the fair, especially President Grant, correctly discarded such objections. The issue was to demonstrate a

proof of principle, that the ideas upon which the United States was founded, and the economic measures of the American System which successfully flowed there from, was a scientific truth. By its very definition, those republican principles are universal to all nations and peoples. Following in the footsteps of the great American thinker and strategist, President John Quincy Adams, who developed the concept of creating a “community of principle among nations,” Grant and the Careyites seemed confident that a tidal-wave of American modernization would engulf the world, forcing the feudal oligarchies to either change or be swept away.

A total of 37 nations were officially represented at the Centennial Exhibition. Additionally, nineteen British Empire colonies participated along with the Spanish possessions of Cuba and the Philippines [see box]. It was hoped for by the Americans that all colonies, such as India, the Philippines, and Australia, would eventually become sovereign nations.

Nations Represented at the 1876 Centennial Exhibition

Argentine Confederation	* India	Luxembourg
Austria-Hungary	* Jamaica	Mexico
Belgium	* New South Wales	Netherlands
Bolivia	* New Zealand	Nicaragua
Brazil	* Queensland	Norway
Chile	* South Australia	Orange Free State
China	* Seychelles	Peru
Denmark	Archipelago	Portugal
Ecuador	* Straits Settlements	Russia
Egypt	* Mauritius	Spain
France (with * Algeria)	* Tasmania	* Philippine Islands
Germany	* Trinidad	* Cuba
Great Britain (plus 189 colonies)	* Victoria	Sweden
* Bahamas	Greece	Switzerland
* Bermuda	Guatemala and Salvador	Tunis
* British Guiana	Hawaii	Turkey
* Canada	Haiti	U.S. of Colombia
* Cape of Good Hope	Honduras	Venezuela
* Ceylon	Italy	
* Gold Coast	Japan	* = colonial status
	Liberia	

The foremost ally of the U.S. during the American Revolution, was represented by the French delegation led by the Marquis de Lafayette and the Marquis de Rochambeau, whose grandfathers had ensured victory over the British with their deployment of the French naval fleet at Yorktown in 1781. A portrait of Lafayette, painted by the inventor of the telegraph – Samuel F.B. Morse – could be viewed in the U.S. Government Building.

Along the lakeside, only a few yards from my table, was another work by that artist Bartholdi – a 30-foot statue of the right arm and torch of what would become known as the Statue of Liberty. The statue was a gift from the people of France to the United States. The structural engineer of the project was Gustave Eiffel. Visitors could pay thirty-cents to climb inside the statue to the torch deck, which helped finance its completion and erection in New York Harbor in 1886. With the installation of electric lamps in Liberty's torch, the statue would become the nation's first electric lighthouse.

Upon entering the Main Exhibition Building you are first struck by its enormity. It is the tallest structure in the nation. Enclosing 21.47 acres, it is also the largest building in the world and housed the three international categories of exhibits dealing with Mining and Metallurgy, Manufacturing, and Education and Science. Yet, extensive use of glass and louvers along the upper walls provide excellent lighting and fresh air.

Immediately, I noticed a long line of people patiently waiting to take a ride in an iron carriage from the floor of the building straight up one of the main towers to the roof, ascending to a height of 120 feet. The carriage was a steam powered elevator machine built by Otis Brothers & Company.

As I witnessed, not all inventions of this new industrial age are of a mechanical nature. In booth 188, a young chap of twenty-nine from Newark, New Jersey by the name of Thomas Edison was creating quite a stir with the demonstration of several original devices, including an electric pen and his Quadruplex Telegraph. The later, which won him a Centennial Award, was capable of transmitting four messages simultaneously over a single telegraph wire, and was subsequently employed by the Western Union Telegraph Company. The following year after the Exhibition, Edison invented the phonograph. In 1878, he publicly announced to the newspapers that he had invented the incandescent electric light and planned to produce electric generation and light not only for the cities of America but for the entire world – truly a miracle of the human mind. Edison fulfilled the first step in his promise in 1881 when he inaugurated his electrical-power generation plant, the Pearl Street Station, to operate an electric lighting system in New York City.

Not far from Mr. Edison, there was a great deal of commotion surrounding a booth of books and pamphlets. Drawing closer, I noticed that the center of attention was an elderly gentleman who was engaged in a very animated discussion with a German fellow. That octogenarian gentleman, who was beaming with delight, appeared to be Mr. Henry Carey, whose well known works on economics and the social sciences were part of that Henry Carey Baird & Co. exhibit of "Practical, scientific, and economic books" – Henry Carey Baird, of course, being the grandson of Matthew Carey and the nephew of Henry C. Carey. Undoubtedly, Mr. Carey's recent publication has fueled the interest of our international guests in meeting that exemplary American.

Early in 1876, Mr. Carey responded to the British causes of the 1873 depression and set the political stage for the Philadelphia Exposition by issuing a pamphlet entitled

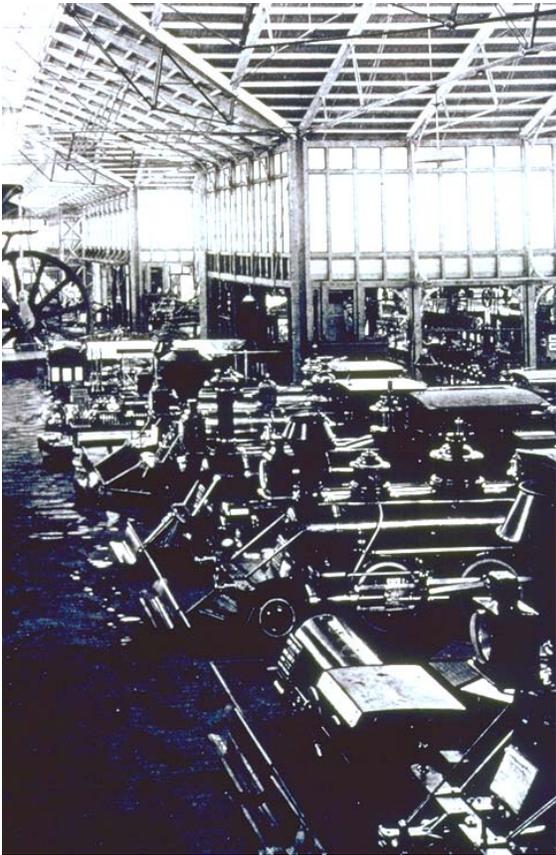
“Commerce, Christianity, and Civilization, Versus British Free Trade.” Though it became more widely known by its subtitle, “[Letters in Reply to the London Times](#),” the publication was a scathing broadside against the hypocritical pretenses of the British Empire and its Church of England, which he charged were engaging in mass murder, unabashed thievery, and violent distribution of narcotics. The prime example which Mr. Carey used to illustrate the intended result of “English political economy” was Britain’s two Opium Wars against China: forced drug addiction, murderous acts of war, and the stealing of Hong Kong and Kowloon. Not exactly hallmarks of the Christian civilization which the “great Reformer” of Britain’s Free Trade claimed to represent. It was the proof of what Henry Clay had claimed in his 1842 speech, “It is not free trade that they are recommending to our acceptance. It is, in effect, the British colonial system that we are invited to adopt.”

Mr. Carey’s pamphlet was a clarion call for global development, and his international network of friends circulated it widely. Carey’s eight letters were serialized in the *Tokio Times* of Japan by Edward House, the newspaper’s editor who later became a personal friend and collaborator of Ulysses Grant through the American-Japanese association, Friends of the East.

Unable to press my way through the crowd to greet Mr. Carey, I directed my attention to examining the other exhibits. Walking toward the west wing, I was attracted by the Egypt exhibit. It was modeled on an ancient Egyptian temple and had inscribed above its entrance the words, “Egypt – Soodan – the oldest peoples of the world sends its morning greeting to the youngest nation.” The interior featured historical artifacts as well as pictures of the construction of the Suez Canal, railroads, bridges, and other public works. The enthusiastic participation in the Centennial by the Khedive of Egypt, Ismail Pasha, was a result of the organizing activities of Philadelphia’s famous bard, George Henry Boker (1823-1890), who was also responsible for several other nations being represented.

Mr. Boker was also an associate of Mr. Henry Carey, and had been appointed U.S. Minister to Turkey in 1871. He facilitated several important treaties with the Ottoman government and assisted the German archeologist Heinrich Schliemann in obtaining the necessary permits for the archeological excavations which proved the existence of the ancient city of Troy. The fact that an American poet assisted in proving the veracity of Homer, the first poet of human freedom in Western Civilization, against the quackademics of the British Empire who arbitrarily asserted that Troy was a mere fiction, is not an insignificant historical matter. Likewise, it was Mr. Boker who then persuaded the Sultan of Turkey to join the Centennial Exhibition, which very much pleased the Moslem ruler.

Mr. George Boker went on to be appointed Envoy Extraordinary and Minister Plenipotentiary to Russia. His success in St. Petersburg and personal friendship with Tsar Alexander II, resulted in Russia’s participation in the 1876 Exhibition.



Baldwin locomotives displayed in Machinery Hall



General LeRoy Stone's steam engine monorail



The statue of Alexander von Humboldt dedicated in Fairmont Park on July 4, 1876.



The arm and torch of what was then called "Bartholdi's Electric Light" or the "Statue of Independence."



The Japanese Pavilion

The U.S.-Russian Alliance

There was no ornate enclosure or structure to the Russian exhibit. Everything was presented plainly and much appreciated by those who viewed it. I first noticed a shield with the imperial coat of arms set amidst a trophy of American and Russian colors attached to a pillar. At the center of this section, which included ornate jewelry, furniture, furs, and engraved wares, was a display in a fine octagon case of ebony and plate glass case containing goods produced by the Russian-American Rubber Company of St. Petersburg.

It is well known by Americans attending the Centennial that the most important ally of the U.S. during the recent Civil War had been Tsar Alexander II of Russia. In 1863, when Britain's Lord Palmerston was preparing for global military intervention, particularly to support the efforts of the Confederacy to crush the republic of the United States, Russian naval fleets had been deployed to anchor in San Francisco and New York harbors, under orders from the Tsar to engage any foreign power, should they intervene against the Union.

Mr. Henry Carey, in effect, personally managed U.S.-Russian foreign relations during this time. In 1869, he had sponsored a dinner in Philadelphia for the new U.S. Ambassador to Russia, Andrew Curtin. General Joshua T. Owen addressed the gathering and proposed that, with U.S. help, Tsar Alexander II "construct a grand railway from the Baltic to the Sea of Okhotsk (Pacific) of like gauge with our Pacific Central." He continued:

"We have discovered that true glory is only to be attained through the performance of great deeds, which tend to advance civilization, [and] develop the material wealth of people." By "girdling the globe with a tramway of iron," Russia itself would be strengthened and unified. The allies could "outflank the movement made by France and England, for predominance in the East through the Suez Canal; and America and Russia, can dictate peace to the world."⁴

This was an announcement to build the first land-bridge across Eurasia, and the means of achieving that goal, economically and technologically, were all available at the Centennial. The Careyites were also well aware of British Empire opposition, and prepared to defend the strategic necessity of the project. Wharton Barker, Philadelphia financier and a publisher of Carey's works, also added his voice to "the accomplishment of the common work of Russian and America, namely the dismemberment of the British Empire."

Without question, the most important Russian visitor to the Centennial Exhibition was Dmitri Mendeleev (1848-1907), famous for his revolutionary work on the development of the "Periodic Tables" of elements. Mendeleev's extensive work for the Russian government in developing his nation's resources had brought him to

⁴ Anton Chaitkin, *The 'Land-bridge: Henry Carey's Global Development Program*, EIR, May 2, 1997, Vol. 24 No. 19, p. 32. This is a must read for an in-depth understanding of the international scope of Henry Carey's operations. <http://larouchejapan.com/japanese/drupal-6.14/sites/default/files/text/Henry-Carey-Global-Development-Program.pdf>

Pennsylvania in order to study the petroleum industry. The development of oil as a resource was a project of the Philadelphia Interests. Edwin Drake was responsible for establishing the world's first oil well in northwestern Pennsylvania. Though first used as an illuminate, replacing whale oil, petroleum would soon become the primary energy source for an international modern economy, with Pennsylvania producing one-half of the world's oil until 1901. The 29 year old Mendeleev studied the geology of the state and U.S. petroleum technology for application in the Russian Caucasus. He also wrote a report on the 1876 Centennial Exhibit for the Tsar, who later adopted Mendeleev's proposal on Russian tariffs. Another advocate of the American System, Russia's Finance Minister Count Serge Witte, would oversee the completion of the Trans-Siberian Railroad in the early 20th century.

I took a particular delight in Russia's educational displays for instruction in the physicals sciences, such as their geometric apparatus for drawing parabolic lines and scale for finding the radius of a given arc. Russia possessed a remarkable potential for scientific advancements. [Thus ends the comments and observations by our anonymous visitor]

Germany: Our Natural Ally

One of the myths about the causes of the American Revolution, which neo-conservatives of the 21st century psychotically promote, is that the entire conflict was merely a disagreement over tax policy with mother England and not the philosophical battle over the nature of Man. Americans are forever indebted to the great German philosopher and scientist, Gottfried Wilhelm Leibniz (1646-1716), without whom there would not have been a Benjamin Franklin.⁵

The opening passage of the Declaration of Independence, whose enactment was being celebrated by the Centennial Exhibition, states:

“We hold these truths to be self-evident: That all men are created equal, that they are endowed by their Creator with certain unalienable rights, that among these are life, liberty, and the **pursuit of happiness.**”

It is to Leibniz that we owe the inclusion of the concept “pursuit of happiness.” Only through profound ignorance and lying could any American come to accept the perverse idea that John Locke (1632 -1704), a man who personally profited from the British slave trade and promoted his idea of the “pursuit of property,” could be the philosophical father of the United States.

In 1804, the great German scientist and explorer of the Americas, Alexander von Humboldt, visited the City of Philadelphia. An admirer of the political and scientific accomplishments of their native-son, Benjamin Franklin, Humboldt conveyed the support and hopes which many Europeans placed in the new Republic. He initiated a trans-Atlantic collaboration between the scientists and republican elites of the U.S., such as

⁵ Phillip Valenti, *The Anti-Newtonian Roots of the American Revolution*, EIR, Dec. 1, 1995. Available on the web at <http://larouchejapan.com/japanese/drupal-6.14/sites/default/files/text/Anti-Newtonian-Roots-American-Revolution.pdf>.

Philadelphia's American Philosophical Society, and his network in Europe. Thomas Edison called him the father of American science and, during the July 4th celebrations of the Centennial Exhibition, a beautiful, permanent statue of Alexander von Humboldt was unveiled in Fairmont Park.

In 1824, the Marquis de Lafayette returned to visit America, in large part to ensure the election of John Quincy Adams to the Presidency. He brought with him Frederick List, a German political economist who worked with Whig-nationalists Mathew Carey, Henry Clay and John Quincy Adams. He became the author of several important economic publications on the American System, and returned to Germany in order to unify the nation through the establishment of the Zollverein (protective tariff union) which would allow for the development of industry and large projects such as railroads.

Ironically, the most influential foreign report about the Centennial Exhibition were the "Letters from Philadelphia" (published in a Berlin newspaper and later as a book) written by the German Commissioner General, Franz Reuleaux, a scientist and professor at the Berlin Technical institute. He attacked "Krupp's giant guns, the 'killing machines' which stand like a menace among the peaceful works of other nations" reporting the negative criticism of the exhibit, "The quintessential charge is the motto: German industries' fundamental principle is 'cheap and bad.'" He had numerous meetings with Mr. Carey and his associates, and wrote that American machine tool manufacturers had "unhorsed" their British competitors and now were the uncontested leaders,

"Furthermore, the majority of American industry has sought its strength in the quality of its products. By this means it has succeeded, little by little, in pushing back a long line of foreign imports. The essential means to accomplish this are, firstly, the machine which spares bodily exertion and, secondly, human intelligence in the form of the skillfulness of the workers, by granting them high wages. Both factors together provide a product which, at relatively cheap prices, is of good, and for the most part of very excellent quality."

Reuleaux also reported the 22 Bessmer converters in the U.S. (one was displayed at the Exhibit) produced more steel than the 76 converters in Germany. American workers were producing quadruple the tonnage of steel per unit. Reuleaux's report was well received in Germany and catalyzed the Bismarck social and economic reforms, including an end to Germany's mistaken adoption of British free trade policies.

Perhaps the most important German visitor to the Exhibition was Emil Rathenau, who several years later created a partnership with Thomas Edison and founded the Edison Electric Company in Germany (later called Allgemeine Electricitats Gemeinschaft or AEG) which illuminated Berlin and revolutionized German industry. Edison and Rathenau, working in tandem, began to electrify the globe as they brought their new power generation to Austria, Bulgaria, Romania, Belgium, Italy, France, Germany, Poland, Russia, Denmark, Sweden, Norway, South Africa, Mexico, Brazil, Chile, Argentina, China, Japan, and the United States. This was soon followed by the

Careyites development and introduction of electric street cars and subways in the major cities of Europe and the United States.

This beginning collaboration between an increasingly, industrialized Germany and the nations of Eastern Europe, Russia in particular, created nightmares for the British oligarchy which still continue. Germany was committed to replicating the success of the U.S. Trans-Continental Railroad with such Eurasian projects as the Berlin to Baghdad Railroad. It was sabotaged by the British. The proposal for a trans-African railway from Dakar to Djibouti was also sabotaged by the British. To this day, there is no railroad that transverses the continent of Africa.

East Meets West

Tucked away in a far corner of the west wing of the Main Building, behind Tunis, was the small but important exhibit of the Kingdom of Hawaii. Those islands were the spring board for American involvement with the Asian nations of the Pacific Rim, beginning in 1820 when U.S. missionaries from the American Board of Commissioners of Foreign Missions arrived with a printing press and agricultural tools. Hiram Bingham and his company brought science, Christianity, and the ideas of the American republic to Hawaii, thus preventing hostile British attempts of colonization.

One of the commissioners representing the independent Kingdom of Hawaii to the Philadelphia Centennial was Rev. Samuel Damon, whose missionary activities had included operating the Seaman's Bethel and publishing the most widely read newspaper in the Pacific Ocean, *The Friend*. He recorded how the Centennial offered a view of Man that countered that of the oligarchy, "We have come to despise some men and some races, Chinese and African. This is wrong. Man is to be respected and honored, because he is a man – a fellow member of the human race, - a candidate for eternity ... I honestly think the great Centennial will tend to take the conceit – self conceit – from Americans and Europeans."

Among the Hawaiian displays of sugars, coffee and other products was a book brought by Rev. Damon, a Japanese translation of Nathaniel Bowditch's *New American Practical Navigator*, a staple among captains and navigators of U.S. ships. The translation had been done by Nakahama Manjiro, who after being shipwrecked at the age of fourteen off Japan in 1841, had been rescued by Americans, taken in by Hawaiian missionaries, and educated in Massachusetts. Later, a conspiracy involving Samuel Damon, the U.S. Consul in Honolulu, and others made Manjiro the first Japanese-American citizen and smuggled him back into Japan. His knowledge of America made him invaluable to the Japanese government's treaty negotiations with Commodore Perry which successfully opened Japan in 1853. Where as, Perry had brought gifts of a railroad, telegraph, and modern agricultural tools, the British Empire offered what they had already bestowed on China: opium, war, and slavery.

Appropriately, the Japanese pavilion was only few feet from the viewing of Manjuro's translation. This was not the first time that Japanese had been seen in Philadelphia. In March 1872, Prince Iwakura, leader of the Meiji revolution, had visited the city. He and his delegation toured the Baldwin Locomotive Works, and were guests at the house of Jay Cooke, where a \$15 million treaty was prepared to include Japan in a

global scheme of the Careyites to build a world-wide network of railroads, canals, and shipping operations. Another delegate, Shigenobu Okuma, upon returning to Japan created the First National Bank of Japan. Modeled as a Hamiltonian-national bank, it was the first independent state bank in Asia, and allowed Japan to industrialize. The British central banking monopoly in the East was broken and it drove the British imperialists nuts.

The Japanese organizing for the Centennial Exhibition began in 1874 with the allocation of \$600,000 and a commission of twenty-five people (the most sent by any nation), headed by interior minister Okubo Toshimichi. Samples of crafts were gathered from across Japan along with the timber to construct two traditional Japanese buildings. Seven thousand packages were sent to Philadelphia along with the carpenters and workmen to reassemble the buildings on the Exhibition grounds.

This was a product of American influence and assistance. In 1871, President Grant had supported the appointment of State Department official Erasmus Peshine Smith (1814-1882) to the U.S. mission in Japan where he was well received. Smith soon assumed an advisory position equivalent to that of Secretary of State to the Meiji Emperor and his government. A well-know expert in international law, Smith had been a student of Henry Carey and had written his own book on American System economics, *A Manual of Political Economy*. That same year, General Horace Capron, the Commissioner of Agriculture in Washington, D.C., had been invited by the Japanese government to undertake an Agricultural Mission to bring modern farming to Hokkaido.

The Japanese displays of pottery bronzes, porcelain, lacquer wares, furniture, silks, carvings, toys, and other wares were extremely impressive and won them 142 awards. There was also a section devoted to education, displaying scientific instruments and educational implements, such as text products (in various languages) and a classroom desk being used by teachers in the new Meiji schools.

The close relationship between the U.S and Japan was also on public display during the July 4th Centennial celebrations when Philadelphia hosted 250,000 visitors. The reviewing stand erected in front of Independence Hall to review the marching troops, included the Commanding General of the U.S. Army, General W.T. Sherman and Lieutenant-General Saigo Tsugumichi of the Imperial Army of Japan and vice-president of the Japanese commission to the Exhibition.

The Philadelphia Exhibition had such a positive effect on the Japanese, that they sponsored their own National Industrial Exhibition in Tokyo the following year.

Adjacent to the Japanese was the China Empire exhibit. It was half as large as Japan's and featured an ornament gateway entrance, a celestial pagoda, vases, and various other art works. Ten years later, in 1886-87, Wharton Baker of Philadelphia was contracted by the Chinese Empire to organize the construction of a national railway network that would link it with Russia, as well as telecommunications lines that would facilitate unity and the military defense of China. This would be started by the creation of new Chinese banks which Baker wanted to be based on Hamiltonian national banking. The British and their Boston Brahman allies sabotaged the plan.

Eventually, Dr. Sun Yat-sen (1866-1925), with the financial and military aid organized by the Hawaiian-based Rev. Francis Damon (the son of Rev. Samuel Damon),

would lead China's 1911 republican revolution and propose a massive railroad and infrastructure program for China based on the American System of political economy.⁶

Ibero-America & the "Iron Belt"

Across the aisle from the center of the U.S. exhibits in the Main Building, stood the Brazilian exhibit, a remarkable structure standing forty-feet high which resembled the glorious, Moorish-style architecture of the mosque in Cordoba, Spain. It was one the great hits of the Centennial. It was a beautiful and appropriate theme chosen by the Brazilians. Like the two large respectful figures of Confucius and Mohammad which hung from the center of the Main Building of the Exhibition, above the concert/band stand, it reflected the 'dialogue of cultures' between the Jewish, Christian, and Islamic populations of Andalusian Spain, which had boasted technologically advanced urban centers while London was still a random collection of mud huts. It also represented the hope for such a similar culture to be founded in the New World by Europe's trans-oceanic explorers. This exhibit undoubtedly evoked in many American visitors the literary works of Washington Irving, who provided us with the first, accurate history of Islamic Spain in his *Alhambra* and related writings, as well as, the first historical account of the voyages of Christopher Columbus in his discovery of the New World. Fittingly, a grand statue of Columbus, donated by Italian-Americans, graced the Centennial grounds.

The act of President Grant and Emperor Dom Pedro II of Brazil jointly starting the Corliss Engine to open the Centennial Exhibition was a strong reaffirmation of the foreign policy of the United States, as developed by Secretary of State John Quincy Adams and first asserted by President James Monroe – the Monroe Doctrine. Though that policy was specific in its application to the Americas, to keep out the imperial powers of the Europe, it also contained the universal concept of establishing a "community of principle among nations." That universal concept for all humanity, as witnessed by the products of creativity displayed at the 1876 Centennial Exhibition itself, was the olive branch extended to the world by the U.S. in the hopes of creating that "community of principle." Dom Pedro was an example of a foreign monarch that was committed to that idea.

In addition to native foods and woods, the interior of the Brazil exhibit contained photographs of the nation's geography, as well as, charts and plans of various public works projects. Dom Pedro II, that nation's last monarch, directed the economic development of Brazil, including the first paved roads, introduction of industry, the first steam-powered railway, a submerged cable for trans-oceanic communication, and the use of the telephone which he had experienced first-hand at the Centennial Exhibition. His political reforms were resisted by much of his country's aristocracy, but Dom Pedro II took measures to end slavery in Brazil.

Two years after the Centennial, in 1878, Henry Carey's *Letters in Reply to the London Times* was republished in Rio Janeiro, Brazil and it included an introduction by

⁶ Mark Calney, "Sun Yat-sen and the American Roots of China's Republican Movement," *The New Federalist*, Jan. 26, 1990. <http://larouchejapan.com/japanese/drupal-6.14/sites/default/files/text/Sun-Yat-sen-American-Roots-article.pdf>

Ferro Costa, a leading Brazilian protectionist. Three years after that, the Industrial Association of Brazil was established. Its founding manifesto praised the success of the American System and attacked free trade: “As long as Brazil is not guided by a protective system, England will continue to exploit us as consumers.” There were similar efforts to establish American System policies in other Ibero-American nations, such as Argentina, Colombia, and Chile.

The exhibit of Mexico, located next to the U.S. pavilion in the Main Hall, displayed mostly mineral ores and ancient artifacts. A real gem was their Humboldt Society booth that featured *Humboldt’s Annals*. Though the exhibit was expected to be grander, it held a special place in the heart of President Grant and many other Americans. The United States of Mexico was the second republic to be established in the New World. After the Confederates surrendered at Appomattox, General Grant stated, “I sent [General] Sheridan with a corp to the Rio Grande to have him where he might aid Juarez in expelling the French from Mexico.”⁷ Grant worked with Matias Romero, the Mexican Ambassador for President Benito Juarez, to funnel arms and other supplies across the border to aide the Mexican forces in overthrowing the Emperor Maximilian. Grant understood that the Austrian, puppet dictator of Mexico had been installed by Napoleon III with the aid of the British, and said, “I, myself regarded this as a direct act of war against the United States by the powers engaged...”⁸

In 1881, Grant became president of the Mexican Southern Railroad, joining Matias Romero in a venture to build a rail connection from Mexico City south to the Pacific Coast in Oaxaca. Grant publicly stated that this project would be the first step in construction of what he called an “iron belt” of railroads that would “encircle the whole American continent.”⁹ On October 2, 1889, an historic Pan-American conference convened in Washington, D.C., the International American Conference, which took up the challenge of the Grant’s vision to create the first land-bridge connecting all the Americas. James Blaine, the former Secretary of State for President Garfield, had been elected president of the conference and submitted a resolution to President Benjamin Harrison on May 12, 1890 calling for the establishment of an International Railway Commission to coordinate the project. With Harrison’s support the resolution was adopted by the U.S. Congress.

From December 1890 to April 1891, the Intercontinental Railway Commission representatives of ten Ibero-American nations, including Matias Romero of Mexico, and the United States held eighteen sessions in Washington. The president of the Commission was Alexander J. Cassatt, retired executive of the Pennsylvania Railroad. He had joined the Henry Carey-connected rail company in 1861 and returned in 1899 as its president.

Between 1891 and 1898, three U.S. Army Corps of engineers were dispatched to Central and South America to conduct the railroad surveys. The International Railway Commission published its conclusions in 1898 and were distributed to the participating

⁷ Ulysses S. Grant, *Memoirs and Selected Letters*, Literary Classics of the United States, Inc., New York, 1990. p. 775.

⁸ *Ibid.*, p. 775.

⁹ Speech by Matias Romero given in Washington, D.C., April 27, 1887, at the celebration of the 65th birthday of Gen. Ulysses Grant; Doheny Research Foundation (DRF) archives, Occidental College, Box M, File 1725.

nations. The report was an eight volume set which consisted of 1,884 pages, 123 illustrations, and 311 maps and profiles. [see map below]

Britain Responds with War

On the surface, the British exhibits appeared to be a stark contrast of opposites, a combination of extraordinary military power and samples of embroidery from Queen Victoria's Royal School of Art and Needlework. Even the three Tudor-style houses erected on the Exhibition grounds (primarily for use by the British commissioners), exuded the same theme – imperial power and a life-style accumulated from the wealth of those it subjugates. This is evident from the fact that British Empire colony of India, while occupying 50% of the British floor space in the Main Building, actually represented about seven-eighth's of the subjugated population of the Empire and its primary source of looted wealth. The year following the Exhibition, Queen Victoria was crowned Empress of India. Indeed, the British oligarchy was far from shy regarding its highly developed art of thievery. The displays of their Australian colonies of Queensland and New South Wales featured lofty, gilded obelisks representing the \$35 million (between 1868-1875) and \$167.9 million (between 1851-1874) respectively, of gold bullion extracted from those lands. In addition, the principle supply of tin in world was being exported from Queensland.

The official British Report on the 1876 Centennial Exhibition was authored by engineer John Anderson, and stated the simple truth of what every Exhibition visitor had learned:

“If we are to be judged by the comparison with Americans in 1876, as doubtless we shall be in the minds of other nations and in their official reports, it is more than probably that the effect will be to confirm . . . that we are losing our former leadership and it is passing to the Americans.”

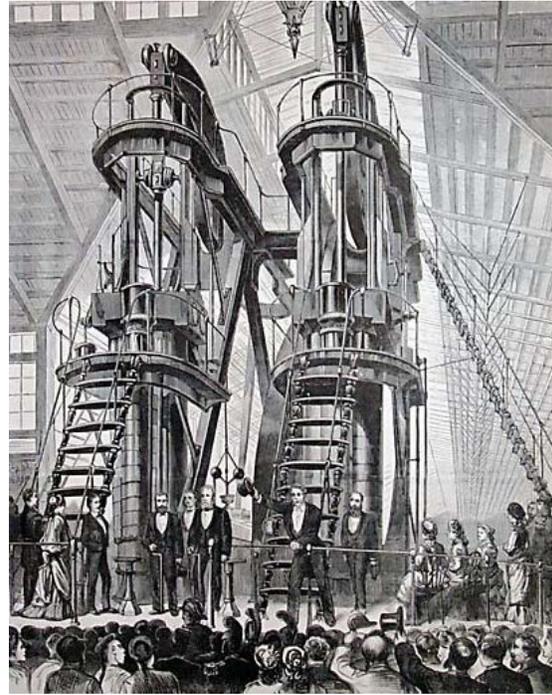
The Times of London was more to the point when it wrote that, regardless of the U.S. having the home ground advantage, “the products of the industry of the United States surpassed our own oftener than can be explained by this circumstance – they revealed the application of more brains than we have at our command.” And went on to say that “The American invents as the Greek sculptured and the Italian painted: it is genius.”¹⁰ This is evidenced by the fact that, in the wake of the Centennial Exhibition, the common foreign reference of identifying Americans as “frontier primitives” was replaced by the idea that “every American is an engineer.”

What the Careytes had unleashed around the globe, reflected in the powerful, international impact of the Centennial Exhibition, generated an existential horror in the minds of the British oligarchy, especially the Prince of Wales and soon-to-be King Edward VII, Albert “Bertie” Edward (1841-1910). Prophetically, the centerpiece of the British Empire exhibit was a painting which hung like an ominous omen in the Memorial Hall that depicted “The Marriage of HRH the Prince of Wales” (an event that had occurred 13 years prior).

¹⁰ This *Times* statement is quoted by General Hawley in his *Report of the President to the Commission at the final meeting of the Centennial Commission*, January 15, 1879.



Edward VII, King of the British Empire and the criminal who initiated the World War



President Grant and Brazilian Emperor Dom Pedro starting the Corliss Engine on Opening Day

If you were to imagine two specific images taken from that Exhibition superimposed and traversing that stagnant swamp which King Edward VII euphemistically called his mind, you can begin to get an idea of that horror. The first image is that of the statue created by the Italian artist Francesco Pezzicar entitled “The Abolition of Slavery in the United States” that depicted a half-naked African-American whose broken chains are falling from his body as he holds a copy of President Abraham Lincoln’s Emancipation Proclamation above his head; the liberation of those slaves involved more than 200,000 African-American soldiers of the Union army which had become the most powerful military force in the world; and, the victorious military leader in the Civil War who had defeated the Royal Family’s slave-holders Confederacy, now President Ulysses Grant, ensured passage of the 15th Amendment which guaranteed former-slaves the right to vote and consequently their election to the legislatures of the Southern states and the U.S. Congress. The second image is that of President Grant standing together as equals with the Emperor of Brazil to start the Corliss Engine, unleashing the most powerful machine ever constructed in human history. The kind of world that those images projected for the future could not co-exist with the British Empire’s bestial idea of Man. The response of the Lord of the Isles, King Edward VII, was cold, calculated murder and war – often referred to, in more polite company, as “geopolitics.” The British Empire could not tolerate the construction of a Eurasian land-bridge which would circumvent their naval strategy of domination of the key navigation choke-points of the world, typified by Gibraltar and the Straits of Malacca. Hence, the British Empire’s “Great Game” to destroy those trans-continental rail corridors was put into motion.

On September 5, 1901, the day before his assassination, President McKinley attended the Pan-American Exposition in Buffalo, New York. The main theme of Exposition was the display of frontier technologies, such as the generation of electricity for public use, to be utilized in the peaceful and mutual development of the nations of the Americas. In his last speech, given before a crowd of 50,000 people at the Exposition just hours before his assassination, President McKinley reaffirmed, in a sublime fashion, the founding, universal principals and of the United States:

“At the beginning of the nineteenth century there was not a mile of steam railroad on the globe. Now there are enough miles to make its circuit many times. Then there was not a line of electric telegraph; now we have a vast mileage traversing all lands and all seas. God and man linked the nations together ... This exposition would have touched the heart of that American statesman whose mind was ever alert and thought ever constant for a larger commerce and a truer fraternity of the republics of the New World. His broad American spirit is felt and manifested here. He needs no identification to an assemblage of Americans anywhere, for the name of Blaine is inseparably associated with the Pan-American movement, which finds this practical and substantial expression, and which we all hope will be firmly advanced by the Pan-American Congress that assembles this autumn in the capital of Mexico. The good work will go on. It cannot be stopped. These buildings will disappear, this creation of art and beauty and industry will perish from sight, but their influence will remain to

‘Make it live beyond its short living,
With praises and thanksgiving.’

“Who can tell the new thoughts that have been awakened, the ambitions fired, and the high achievements that will be wrought this exposition? Let us ever remember that our interest is in concord, not conflict; and that our real eminence rests in the victories of peace, not those of war. We hope that all who are represented here may be moved to a higher a nobler effort for their own and the world’s good, and that out of this city may come not only greater commerce and trade for us all, but more essential than these, relations of mutual respect, confidence and friendship which will deepen and endure. Our prayer is that God will graciously vouchsafe prosperity, happiness, and peace to all our neighbors, and like blessings to all the peoples and powers of the earth.”

The British-directed murder of President McKinley, and the Anglo-American treason carried out by his usurper, Theodore Roosevelt, placed the United States on the course of imperialism and away from the American System of development. America became the proverbial dumb giant on a British leash, a job description for which the current seat-warmer in the Oval Office is unfortunately over qualified. The International Railway Project for the Americas, and the other American System policies of President

McKinley and the Careyites were never carried out. As King Edward VII had organized the encirclement of Germany, the Presidential election of Ku Klux Klan booster and rabid-Anglophile, Woodrow Wilson, guaranteed that the United States would join our enemy, the British Empire. Now, the British Empire was ready to ignite the Great World War, at the conclusion of which she would dominate the largest land-mass and human population of any empire in world history.



Map of the proposed American Intercontinental Railway 1898

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