PRESIDENTS AS TOURISTS.

Harrison's Tour to the Pacific Coast and How it Will Be Taken.

GEORGE WASHINGTON'S GORGEOUS STYLE

Andrew Jackson's Penchant for Kissing Babies—The Trips of Lincoln and Hayes—Wonderful Travels of General Grant.

[Copyright 1891 by Frank G. Carpenter.]

WASHINGTON, April 2.—[Special Correspondence of THE BEE.]—The tour which President Harrison is said to be planning is the biggest and longest ever made by a president while in office. If it is taken at all it will include the biggest cities of the country, and it will be memorable as the first tour a president ever made to the northern part of the Pacific slope. President Harrison is a good traveler. He enjoys the changes of scenery and people, and he keeps himself alive to his surroundings. He is a ready speaker, and is very careful in his statements upon all occasions, so that there is little danger of hurting his party by imprudent utterances and actions. He has a good constitution, and the trip will be taken with all modern travel conveniences, and the president will have time to rest between towns.

UNFORTUNATE PRESIDENTIAL TOURISTS.

If he comes out of the tour, however, unscathed, he will be much more successful than his predecessors. Nearly all the presidents who have traveled have met with misfortunes on their tours, and the most unpleasant things of their administration have happened at such times. Garfield was assassinated when he was starting out to travel to Long Branch. Tyler came near being blown up on the Trenton. Andrew Jackson had his nose pulled on a trip down the Potomac, and Andrew Johnson's famous "swing around the circle" aided materially in his defeat for renomination. President Arthur got sick during his tour to Florida, and one of the most bitter insults offered to President Cleveland was the newspaper slander uttered concerning his wife and while he was visiting St. Paul.

HOW WASHINGTON TRAVELED.

The custom of presidential touring dates back to Washington. He had the most style about him of all the presidents, and he rode about the country in a cream colored chariot, drawn by four horses, and accompanied by postillions and outriders. He had a regular retinue of followers and the letters of the times show that many of his tours were taken for political reasons. He appreciated the value of style, and he was very careful as to his equipage. He once whipped a stable boy because he did not clean his horses quite as well as he thought they ought to be cleaned, and he made his hostlers wash the teeth of his horses and clean them with tooth picks daily. It was his test of a well groomed horse to run him over with his fine pocket handkerchief, and if a bit of dust came off or he linen was soiled in the least the horse had to be gone over again.

HIS FIRST TOUR

after he assumed the presidency, was a trip to New England, which he took in connection with his private secretary, six servants and some noted men. He started from New York, and Alexander Hamilton and Chief Justice Jay escorted him out of the city. At this time he visited Boston, but he skipped Rhode Island which was then out of the union. Washington's second tour was taken from Philadelphia in 1791. At this time he went to the south and took a tour through the southern states. He had a fine turnout as usual, and he had a saddle horse led with his coach in order that he might rest himself by riding on horseback when he got tired. He had his whole tour outlined before he started, and his cabinet ministers had a memorandum of his itinery, and his private secretary says that he planned the trip so well that he carried the memorandum out to the letter. He was a fast traveler, and during this trip he covered nearly seventeen hundred miles in sixty-six days, with one set of horses. He carried a good supply of provisions with him, but he had no idea of the luxuries of the colored porter who can mix a cocktail or get up a dish of terrapin on a half hour's notice. President Harrison's car will be stocked with all the delicacies of the season. It will contain bed rooms and bath rooms. It will probably have a library and a piano and the touch of an electric button will bring the president anything he wants.

A STORY OF ANDREW JACKSON.

Andrew Jackson was one of our leading presidential tourists, and he was one of the best mixers among the presidents. He was a good judge of human nature, and always adapted himself to his surroundings. He was worshipped by the democracy and during his tour thousands of babies were presented for him to kiss. He was a kind hearted man and he did kiss a few hundreds of them, but he often relegated the duty to his cabinet, who accompanied him. Colonel A. R. Boteler, who was a member of the congress of the United States before the war, was attending Princeton college when Jackson made one of these tours and he accompanied the procession from Princeton to Trenton. During the trip, so he tells me, while General Jackson and General Eaton were riding along in the carriage together, a lean, long, lank, homely woman, was seen rushing across the field with a baby in her arms. She headed off the procession and crawled through the fence just as Jackson and Eaton came up. President Jackson stopped the carriage and spoke to her. She held up the baby and he noticed that its face was well covered with molasses. He seized the child and then holding it out before him said, "Madam, you have a fine son here, and he may be president of the United States some day. He will doubtless do credit to you, and his face is a sweet one." He thereupon thrust him towards General Eaton, and said, "Here Eaton, you kiss him," and this the secretary of war did, making the woman smile with joy.

A MONTH ON THE ROAD.

It took Jackson a month to come from Tennessee to Washington. He had an old fashioned family coach which had been presented to his wife about the time he built the Hermitage. It was very heavy, but he would not ride in any other, and it is my remembrance that he refused the gift of one which was sent to him by his friends. A part of this old coach was in the hands of a southern planter some years ago, and one of the panels of the cream chariot which President Washington used is in the national museum. It was painted by a celebrated Italian painter, and is a work of art.

MADISON AND MONROE.

Jefferson did the most of his traveling before he got into the White House. As president he spent most of his time here and at Monticello, going from one place to the other on horse back. He was a good horseman, and he often road about the country near Washington alone. Madison did much the same, though he always rode in his coach to Montpelier. He took one or two excursions down the Potomac, and it was left to Monroe to make the second great presidential tour. Monroe visited New York and New England and he had a series of ovations from the beginning to the close of his trip. He was well treated at New York and he was the first president of the United States who visited Rhode Island. He met old John Adams at Boston and dined with him, and went up to Portland, Me., and then went as far west as Cleveland and came back by way of Pittsburg. He traveled more than three thousand miles in his carriage, and his tour was, perhaps, the most remarkable that a president ever made.

JOHN QUINCY ADAMS AND LAFAYETTE.

A new statue is now being erected to Lafayette in Washington. It is just opposite the white house, and it recalls the grand farewell tour which General Lafayette made in this country. John Quincy Adams went with him. He was secretary of state at the time. The French republican was received with honor everywhere and the country went wild over him. It was John Quincy Adams who was the first president to travel on a railroad, but his traveling was done after he left the presidency, and he was in a railroad accident in which two people were killed.

President Harrison's grandfather, William Henry Harrison, took the Baltimore & Ohio railroad at Wheeling to come to Washington, but he rode from his home to that point in a coach. He had a saddle horse with him, and he was so fond of horse-back riding that when he went out to the capitol to be inaugurated he refused to ride in a coach-and-four which had been prepared for him and rode on horseback. The day was bitterly cold and he made his speech without an overcoat, catching, it is said, at his inauguration, a cold which aided in causing his death a few weeks later.

PRESIDENT LINCOLN'S TOURS.

President Lincoln traveled somewhat while he was in the white house, but his life was too busy a one for the ordinary presidential junket. His first trip to Washington was made by the Michigan Southern and New York Central. He was received with great respect everywhere, except at Baltimore, where it was feared the southern sympathizers would mob him, and through which city it is said he went disguised. He had a special train, and he made his speeches from the baggage car. Andrew Johnson's tour was a speech-making one. He was under the influence of liquor during a part of it, and some of his utterances were injudicious in the extreme. He went nominally to lay the corner-stone of the Stephen A. Douglass monument at Chicago, but he traveled all over the country to get there, taking in New York, Philadelphia and Cleveland. He spoke everywhere, and hurt himself every time he spoke.

HAYES AND THE SOUTH.

President Hayes was a great traveler. He was a constant frequenter of Grand Army reunions, and his southern policy made his southern tour a very popular one. He was accompanied by leading southerners, and he received a great deal of praise and taffy in the south. He was one of the greatest of the presidential travelers and did a great deal more traveling while in the white house than he has done since he left it. It was different with General Grant. He traveled but little while president, going only now and then to Long Branch or New York. He started out on his trip around the world, however, just after he left the white house, and no man has ever had such a tour as that of his around the world. All men—all nations—tried to do him honor. He was received like a king, and he formed an intimate acquaintance with the greatest statesmen all the world over. He came back to the United States with many new ideas of government, and had he been re-elected president for a third term the country would have greatly profited by the results of his experience and observations.

HOW POLK WAS NOMINATED FOR PRESIDENT.

James K. Polk did not do a great deal of traveling while in the white house. His nomination was a surprise to him and to his friends. Colonel John Brownlow, a son of the famous fighting parson, tells me there is a letter now in existence, written by Polk a few weeks before he was nominated at Baltimore. In this letter Polk writes to Andrew Jackson Donelson, endeavoring to get the support of "Old Hickory" to make him vice president. After stating his qualifications for the place, he closes as follows: "I hope the Tennessee delegation will exert its influence in my behalf as the candidate for vice president. This has been the ambition of my life. Four years ago I desired the nomination, but I gave way to others, and now I hope my friends will support me."

"The Tennessee delegation," said Colonel Brownlow, "had no idea of making Polk their candidate for the presidency, and their support of him as vice president was merely nominal. The convention, however, did not know this. The friends of the other candidates were fighting hard, and it was in one of the bitterest of the struggles that merely to divert the attention of the convention, Major Donelson arose and nominated James K. Polk as a candidate for the presidency. Donelson was supposed to be the mouth-piece of 'Old Hickory,' and the influence of Andrew Jackson was such that this caused a stampede towards Polk, and he was nominated. When Andrew Jackson heard of it he was not pleased. He had a contempt for Polk, because Polk would not fight a duel with Henry A. Wise when he pulled his nose during his stay in Washington as speaker of the house of representatives."

"What did Polk say as to his nomination?" I asked.

"They tell a queer story concerning it in Tennessee," replied Colonel Brownlow. "The news was announced to him by his brother, William Polk, and James K. Polk would not believe it. William Polk was a much brighter man than James K. Polk. He was the Tom Corwin of Tennessee in his days, and was noted as a wag. He could tell stories by the yard, and President Lincoln, who knew him well, was very fond of him. He was ruined, however, by drinking, and it was a curious thing that drink made his face white rather than red. He drank a great deal, but he had no blossom on his nose. Well, William Polk was the first man to get the news of James K. Polk's nomination. He heard of it while his brother was trying a petty ten-dollar justice of the peace case in the town, and he came into the lawyer's office and interrupted the trial, saying:

"'Jim, have you heard the news from Baltimore?'

"The future president replied that he had not.

"'Well, Jim, the nominations are made and I am blank blanked if you are not nominated for the presidency.'

"James K. Polk laughed, and so did the rest of the crowd. They all thought it was one of Bill Polk's jokes, but they soon learned that it was truth, and Polk made an active canvass during the campaign. Andrew Jackson helped him because he was the democratic nominee. He didn't like the pill, but he took it."

HOW POLK WAS KILLED.

"President Polk was killed by anxiety and hard work," Colonel Brownlow went on. "He was laid in his grave by the Mexican war, and in some way he got the idea that the responsibility for that war rested upon him. He was conscience stricken and felt himself responsible for the lives lost in it. This feeling preyed upon him, and the anxiety and hard work connected with his position brought him to his grave. When he entered the white house he was young, straight, black-haired and about fifty years of age. When he came out he was a stooped, wrinkled old man, whose hair was gray and whose step was feeble. He went back to Nashville, and he died a few months after he left the presidency."

ANDREW JOHNSON'S RELIGION.

"Polk was a Presbyterian, was he not?" said I.

"No," replied Colonel Brownlow, "he was a Methodist, and I knew the Methodist preacher who baptised him. His wife was a Presbyterian, and it is probable that the statement that he was a Presbyterian himself, comes from that fact. I often see it stated that Andy Johnson was a Presbyterian. The fact is he was an agnostic. I knew him very well, and according to my understanding, he was inside a church only three times while he was president of the United States. The first time was at the memorial services over President Lincoln in the senate chamber. The second time was at the memorial services of Colonel Elliot Dahlgren, and the third time when Henry Ward Beecher came to Washington. Beecher had come out in a sermon, and had supported 'My policy,' as Johnson's policy was called. Beecher has received considerable criticism for this action, and when he came to Washington, a friend of the president called at the white house and asked him to go to the church to hear him preach. President Johnson at first refused. But he was told it would not look well if he did not go, for Beecher had supported him, and it was only fair that he should go and listen to Beecher. He then went."

FRANK G. CARPENTER.

"THEM THERE SAFETY PLUGS."

An Old Steamboat Engineer's Opinion of an Omaha Ordinance.

POLITICAL SAFETY PLUGS IN DEMAND.

The Bakers' Union Fixes a Scale of Wages and Hours—Interest in the Chicago Carpenters' Troubles.

ASHLAND, Neb., March 31.—To the Editor of THE BEE: I'm an old steamboat engineer and I thought some of writing you about them there safety plugs I read so much about in the papers. You see, I'm a farmer now and I was so taken up with the Newberry bill I forgot all about them there safety plugs.

I reckon I put in and took out more safety plugs on the Ohio and Missouri rivers than your Union Pacific shops' boiler inspector ever saw or will see.

The government worked them there safety plugs for all they were worth, and I want to tell you right now there's nothing in it. If your boiler inspector ever knew of a plug that fused at the right time, and he was right there when the thing occurred, I will give him the best team on the farm. I believe he wants two plugs to a boiler. He can put in six for that matter, and in two weeks the dirty slack you folks in Omaha burn will cover them with a hard sooty scale and the water from the old muddy will put a scale one-sixteenth of an inch thick on the inside of your plug. Under such circumstances and your water should get low, as the colored engineer said, "Whare is you? Whare is youh plug?" The fact is it ain't nowhere.

Who has ever heard or read of a factory shutting down or a train of cars stopping between stations or a steamboat tieing up to the bank because a plug fused? No one, sir; the man is not alive. When I was a young man I fired a locomotive on an eastern road, and their fire boxes were fitted with "soft plugs" in the crown sheet. I think they had two each. One day we were going over the division with eighteen loads, and at one place we ran five miles without a drop of water in sight. Now where were our "soft plugs?" They were present in the body, but absent in the spirit. I think it's too late in the day for Omaha to go monkeying with something Uncle Sam tried real hard to fix and then gave it up years ago. I expect your boiler inspector and his job is a sort of political junk store, and as it's getting election time folks have to do something to make an impression and give the "pull" a boost.

I think your boiler inspector and board of engineers is a pretty rocky lay-out, at best. Every harvest I am pestered to death with fellows who want to run my traction engine and every last one of them flash an Omaha stationary engineer's license under my nose, and some of them don't know enough to pound sand in a rat hole. I would suggest that your honorable city fathers put a safety plug in the "board."

A STEAM THRASHER.

P. S.—There's an old steamboat veteran at the distillery and another at one of your street car power houses, they're on to the plug. Go see them.

Bakers Fix a Scale.

The last meeting of the members of Bakers' union No. 121, held at Union hall, was an interesting one. The attendance was unusually large and matters of general interest to the craft were discussed. A committee from the boss bakers' association was in attendance and was given all the privileges of the floor, when the members made the statement that they are willing to work in harmony with the bakers' union. They will employ only union men, use the union label and pay the union scale of wages.

The following agreement was signed by the officers of both unions.

Twelve hours per day and six days per week (seventy-two hours per week) to constitute a week's work, instead of sixteen or seventeen hours per day.

Bosses not belonging to the boss bakers' association, and employing union men, will be refused union labels.

Every baker to give his employer three days' notice before leaving, or to place a union man in his place if suddenly called away; the bosses, on their part, to give three pays' notice or three days' pay before they can discharge.

Extra help to receive $2.50 per day or 25c per hour.

The union labels to be distributed by the secretary to the secretary of the boss bakers' association.

The Carpenters.

The Chicago carpenters have decided to take up the eight hour fight where they left off last year. The officers of labor organizations in this city state that a universal eight hour day must be the outcome of labor's demands.

During the month of March the United Brotherhood of Carpenters and Joiners issued charters to the following new unions: 71, St. Louis, Mo. (car builders); 91, Metropolis City, Ill.; 195, Collinsville, Ill.; 283, Concord, N. H.; 414, Oil City, Pa. (reorganized); 430, St. Joseph, Mo. (consolidation of unions 92 and 285); 500, Glen Cove, N. Y.; 519, Benton Station, Mo.; 522, St. Charles, Mo. (car builders); 523, Superior, Wis.; 514, Rockford, Ill. (Swedish); 537, Milwaukee, Wis. (mill men); 542, Olympia, Wash.; 544, Webster Grove, Mo.; 541, Pueblo, Col.; 552, Meadville, Pa.; 553, Kettle Falls, Wash.; 592, Muncie, Ind.; 602, Red Bank, N. J., and 629, South Bend, Ind.

Painters and Decorators.

The members of Painters' union No. 109 held a rousing meeting at Green's hall last Sunday afternoon. Seventy-five members were in attendance. A number of new members signed the roll and a general air of prosperity seems to have become apparent among the painters. At this meeting they all reported excellent prospects for a prosperous season.

Labor Bills.

The following bills introduced in the Texas legislature at the instigation of the Knights of Labor have passed and become laws:

The child labor bill.

The bureau of labor bill.

The mechanics' lien law.

Two dollars per day of nine hours for laborers on state contract work.

The Australian ballot system.

Labor Notes.

The French labor commission will establish a labor bureau and an arbitration board.

The Horseshoers' union of San Francisco, proposes to shorten the hours of labor of that craft on May 4, or strike.

Seventeen moulders in the Pacific rolling mills at San Francisco are out on a strike. They change that the mills have been doing work for other foundries, which is contrary to the provisions of an agreement entered into with the moulders' union. As a result of the strike 150 men are thrown out of employment.

The Lehigh iron company in Allentown, Pa., has reduced the wages of its employes 10 per cent.

The grievance committee of the Brotherhood of Railroad Conductors is still in secret session in St. Louis.

A general strike of all the union cloth-hat and capmakers in New York, 800 in number, took place last week.

Canton (Switzerland) municipal authorities have decided that all employers must share profits with the laborers.

The Lochiel iron works at Harrisburg, Pa., have shut down indefinitely, it is supposed because of a difference on the wage question.

The 1,000 girls and men employed by the Armstrong, Brothers & Co., cork manufacturers at Pittsburg, Pa., were locked out by the firm last week.

One hundred and thirty ribbon weavers in the Pioneer silk mill in Paterson, N. J., went on a strike on Monday against a reduction of 50 per cent in wages.

The Vulcan iron works in Richmond, Va., have closed. The company wanted to pay their employes monthly, and the men insisted on being paid semi-monthly.

Eighty-five men employed in the shops of the Lehigh Valley railroad at Hazleton, Pa., were discharged last week. It is supposed this action was taken to curtail expenses.

The Wisconsin house of representatives has passed bills providing for religious freedom in public reformatories and making September 1 a holiday, to be kown as Artisans' day.

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