



THE
PRESIDENTS
OF THE
UNITED STATES



The "Wedding of the Rails" at Promontory Point, Utah, May 10, 1869, marking the completion of the first transcontinental railroad. The Central Pacific engine is on the left, the Union Pacific on the right. (From an original photograph by C. R. Savage in the Union Pacific museum, Omaha, Neb.)

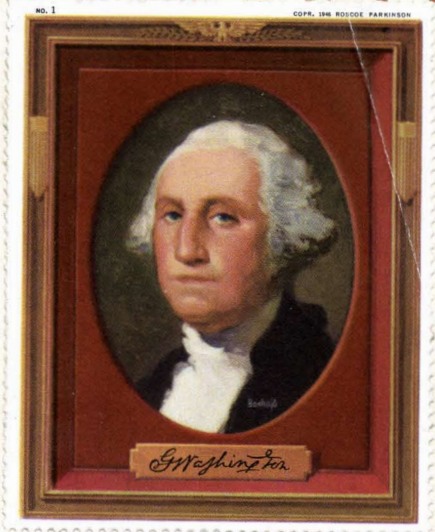
FORTUNATELY for posterity, photography had become a well-established art by the time the Union Pacific began building West and to that region flocked many of the daring early-day "camera men" who had won their spurs as photographers on the battlefields of the Civil war. Among them was C. R. Savage who made some of the best pictures at the historic ceremony at Promontory Point, Utah, on May 10, 1869, when there took place the "Wedding of the Rails"—the driving of the golden and silver spikes which symbolized the joining of the Central Pacific and the Union Pacific lines and the completion of the first transcontinental railroad.

T H E P R E S I D E N T S

GEORGE WASHINGTON

1732 • 1799

FIRST PRESIDENT
OF THE
UNITED STATES



THE HIGH COURAGE and strong but disciplined will of George Washington brought endurance and purpose to the cause of American independence.

The son of a planter, he was born on the Virginia frontier. His schooling, inspired by his brother, Lawrence, and fostered by family friends, consisted largely of mathematics and military skills. At sixteen he was earning his own living as a surveyor. At twenty-one he had completed a hazardous mission through the wilderness to the Ohio country. Other important military and civic activities rapidly followed. In 1759 he married Martha Custis and began the extensive development of the Mount Vernon estate.

Armed conflict called him in 1775 to the command of the Continental Army. Throughout the long and difficult struggle which followed, Washington held the ragged, unpaid, and hungry soldiers together until final victory came.

From a well-deserved retirement he was called to preside at the Constitutional Convention. Unanimously chosen the first President of the United States, unanimously re-elected, he declined a third term.

He died at Mount Vernon, universally regarded as the first American—an inspiring leader who thought and acted nationally, and became “first in the hearts of his countrymen.”



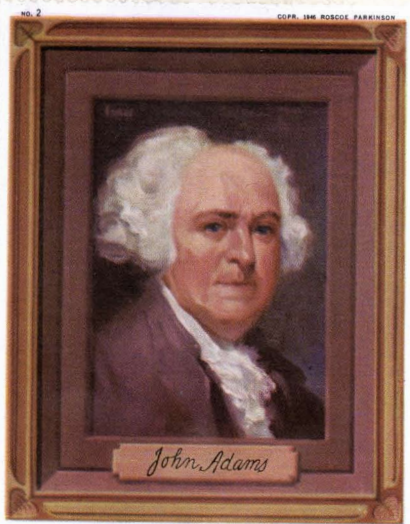
George Washington was the most widely-traveled of the early Presidents. His early travels were mostly by saddle-horse. After becoming President, he traveled chiefly by coach. His most extensive tour as President was a leisurely southern trip in 1791. “In this tour,” he wrote, “my equipage consisted of a Chariot and four horses drove in hand . . . a light baggage wagon and two horses . . . four saddle horses besides a lead one for myself.”

Washington was the first president of two companies which were organized to link tidewater with the Ohio Valley. These projects were promoted successively as river improvements, canals, and finally as railroads.

T H E P R E S I D E N T S

JOHN ADAMS

1735 • 1826
SECOND PRESIDENT
OF THE
UNITED STATES



JOHN ADAMS was one of the most learned of the public men of his day. He had been sent to Harvard College to prepare for the ministry; but upon graduation, he chose the law for his career.

In 1764 he married Abigail Smith, a brilliant and capable woman, who, in her own right, became one of the famous characters of American history.

Noteworthy success came to John Adams in law and in civic affairs. In the troubled time of 1770 he won a seat in the Massachusetts Assembly. Deep concern about Colonial grievances inspired his leadership against the mother country. No one saw more clearly than he that the logical outcome of resistance would be war and independence.

The fervent patriotism of John Adams gave direction to the Continental Congress, certainty to the Declaration of Independence—and resulted in his selection to represent the United States abroad. He negotiated a loan from Holland, participated in making a favorable peace, and served as the first minister to Great Britain.

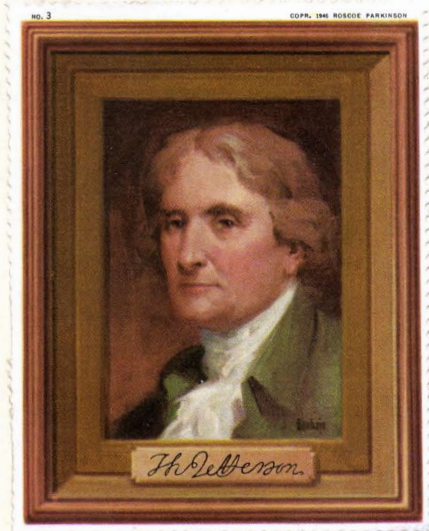
In 1788 John Adams returned from Europe in time to have his ability, distinction, and achievement rewarded with the vice-presidency of the United States, the first man to be so honored.

As a candidate of the Federalist party, he defeated Thomas Jefferson in 1796, and became the only man to serve eight years as Vice-President and then to become President.



When the seat of government was removed from Philadelphia to Washington City in 1800, President and Mrs. Adams journeyed by coach to the new federal city. "After leaving Baltimore," it is recorded, "the travelers . . . lost their way in the wilderness and were extricated from the woods by a negro slave met by chance." After Adams' retirement as President, he wrote a friend, "I left Washington on the 4th (March, 1801) and arrived at Quincy on the 18th, having trotted the bogs 500 miles." It is not unlikely that on one of his visits to nearby Boston, President Adams witnessed on Beacon Hill the beginning of railway development in America—a crude tramway of wooden rails set two feet apart.

THE PRESIDENTS



THOMAS JEFFERSON

1743 • 1826

THIRD PRESIDENT
OF THE
UNITED STATES

THOMAS JEFFERSON'S estimate of his own greatest achievements is indicated by the simple epitaph he asked to be inscribed on his tomb: "Here was buried Thomas Jefferson, Author of the Declaration of American Independence, of the Statute of Virginia for Religious Freedom, and Father of the University of Virginia."

Jefferson was born in Albemarle County, Virginia, the son of a frontiersman and of Jane Randolph of the prominent Virginia Randolphs. From his mother and his classical education at the College of William and Mary he acquired the social graces and tastes of quality which gave distinguished charm to his personality; but the wisdom of his philosophy and the practicality of his politics were outgrowths of the frontier democracy of his childhood.

Jefferson was probably the most versatile leader of his time. Skilled in horsemanship, music, drawing, mathematics, architecture, writing, education, farm management, law, and diplomacy, he had a genius for using these varied abilities to strengthen his own leadership and to improve the public welfare.

It was Jefferson's sense of the need for security and expansion which helped in obtaining approval of the treaty for the purchase of Louisiana, and thus laid the basis for the future greatness of the United States.



On his journey from Monticello to Philadelphia to become Vice-President in 1797, Jefferson traveled by carriage over miserable roads for ten days to reach his destination.

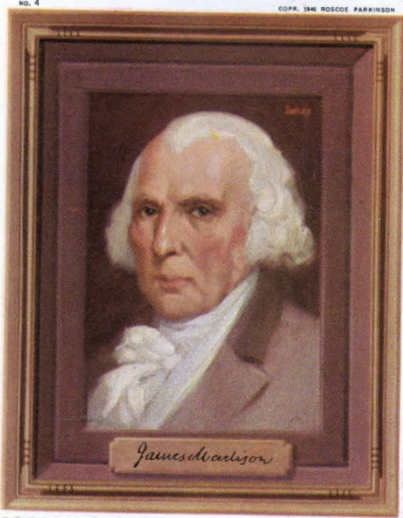
Five years later, in 1802, during Jefferson's first term as President, an unbroken line of communication by stage-coaches and ferries was established between Boston and Savannah.

During Jefferson's administration, in 1804, Oliver Evans aroused much interest in Philadelphia with his strange "Oructor Amphibolos," a steam-propelled vehicle which ran on land or water. In 1809, another Philadelphian, Thomas Leiper, built a short road of rails at Crum Creek, in Delaware County, Pennsylvania.

THE PRESIDENTS

NO. 4

COPY 194 ROSCOE PARKINSON



JAMES MADISON

1751 • 1836

FOURTH PRESIDENT
OF THE
UNITED STATES

JAMES MADISON was preparing for the ministry, shortly after his graduation from Princeton, when the need for public leadership sought him out to head the Orange County Committee on Public Safety. His father owned a large estate in Orange County, Virginia, although James had been born at Port Conway in King George County some few miles away.

The stirring demands of the Revolutionary period and the first years of the new Republic found expression in Madison's constructive skill, drafted to help write the state constitution of Virginia. He was twice elected as member of the state legislature and he was chosen a delegate to the Continental Congress and the Constitutional Convention.

In the writing of the federal Constitution, and in the struggle over its ratification, Madison reached the peak of his public achievement. He earned the title, "Father of the Constitution." No man did more to perfect the instrument itself or to obtain its acceptance.

Madison did all that he could to prevent the War of 1812. Ironically, his opponents called it, "Mr. Madison's War."

Despite his genius at constitution-making, Madison had no genuine liking for the political arena, and welcomed retirement to his beautiful home, "Montpelier," in Orange County. Here his wife, the gracious "Dolly," continued her fame as a brilliant hostess, while Madison enjoyed his books and farming until his death at the age of eighty-five.



President Madison repeatedly urged upon Congress the importance of improved transportation systems in the form of roads and canals.

Transportation and communication were slow and costly in his day. News of the massacre at Fort Mims, Alabama, in 1814, took thirty-one days to reach New York. It cost \$9 to move 100 pounds of freight by wagon from Philadelphia to Pittsburgh. Freight on cotton from Charleston to New England was 24c a pound. Postage on a letter of three sheets ranged from 18c to 75c, depending on the distance. News from England about this time told of a steam engine drawing 33 wagons of coal at nearly 4 miles an hour!

THE PRESIDENTS

JAMES MONROE

1758 • 1831
FIFTH PRESIDENT
OF THE
UNITED STATES



JAMES MONROE was the fourth Virginian to become President of the United States. He was born in Westmoreland County, the son of a planter of modest means. His college career at William and Mary was interrupted by his enlistment in the Colonial Army.

After the war, Monroe turned to the practice of law and was soon immersed in politics. He represented his native state in the Assembly, in the Continental Congress, and in the United States Senate. President Washington appointed him minister to France; and, on his return, he was elected governor of Virginia. Under President Madison he served as Secretary of State and as Secretary of War.

Few men have been better qualified by training and experience for the national presidency to which he was elected by the Democratic-Republican party in 1816. There was no opposition to his re-election four years later.

The chief events of Monroe's administration were the pronouncement of the independent position of the Western Hemisphere (later to become famous as the Monroe Doctrine), the Anglo-American peace pledge over the Canadian border, the Florida Purchase from Spain, and the Missouri Compromise.

He died in New York City at the age of seventy-three—five years after his retirement from a life of devoted service to his country.



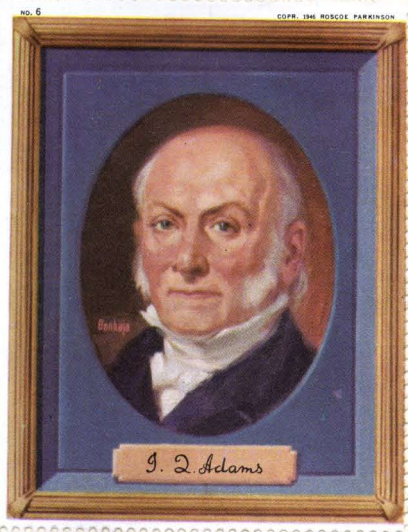
An important question raised in President Monroe's administration was whether the Federal Government had the power under the Constitution to construct and operate highways and other local transportation facilities. In 1822, Monroe vetoed a bill authorizing the erection of tollhouses, gates and turnpikes on the Cumberland Road. By taking the position that such federal expenditures were illegal, Monroe, at the very threshold of the railway era, did much, intentionally or otherwise, to shape the course of national policy toward a private enterprise system, as against a federally-owned system of transportation. At the same time, Monroe was a staunch friend of internal improvements. He said: "Never did a country of such vast extent offer equal inducements to improvements of this kind, nor ever were consequences of such magnitude involved in them."

THE PRESIDENTS

JOHN QUINCY ADAMS

1767 • 1848

SIXTH PRESIDENT
OF THE
UNITED STATES



JOHN ADAMS was a great American, but perhaps in both learning and achievement his son, John Quincy Adams, surpassed him. The younger Adams received his early education in Europe. Exceptionally brilliant, he was secretary to the United States minister to Russia at fourteen. Later he was graduated from Harvard, and soon gained admission to the Massachusetts bar.

President Washington appointed him minister to Holland; then, in turn, he became minister to Prussia, England, and Russia. Before going to Berlin, he married Louisa Johnson, whose father was the United States Consul in London.

In 1814 Adams was one of the commissioners who negotiated the peace with Great Britain at Ghent, bringing to an end the War of 1812. Under President Monroe, Adams became a bold and successful Secretary of State.

Adams' ideas prompted the National-Republican party to select him as its nominee in 1824. The election failed to return a majority, and Adams was chosen President by the House of Representatives.

Adams sought to improve governmental efficiency and to extend foreign commerce. His concept of public service has been rarely, if ever, surpassed. He was more interested in being right and in the general good than he was in gaining popularity and in extending political patronage.



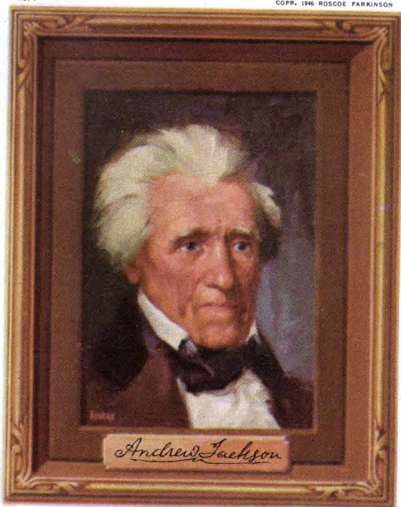
It is a curious fact that the first chartered company in America to build and operate a railroad was located in John Quincy Adams' home town, Quincy, Massachusetts. It was created by legislative act on the first anniversary of Adams' inauguration as President. Adams visited and inspected the railroad on August 11, 1827; and his diary notes, describing his visit, contain the first known mention of a railroad by a President of the United States. "The railway has been about nine months in full and successful operation," he wrote. "The question still to be solved is the result of this undertaking with reference to profit."

During Adams' administration, several railway companies were chartered, and a few short railway lines were started.

THE PRESIDENTS

NO. 7

COPY, 1946 ROSCOE PARKINSON



ANDREW JACKSON

1767 • 1845

SEVENTH PRESIDENT
OF THE
UNITED STATES



ALREADY a renowned Indian fighter, General Andrew Jackson emerged a national hero from the amazing victory of American frontiersmen over British regulars at New Orleans in 1815. In 1780, at the age of thirteen, he had fought the British in the Battle of Hanging Rock. An orphan at seventeen, he began the study of law, and was admitted to practice three years later. Within a year he was appointed prosecuting attorney for the western part of North Carolina (now Tennessee). He removed to Nashville, and in 1791 married Rachel Robards.

One of the framers of Tennessee's constitution, he became, in quick succession, United States Representative and Senator, and judge of the Supreme Court of Tennessee. Impulsive and headstrong, his flaming energy carried him into quarrels, duels, and political conflicts.

The western frontier was seething with reaction against the "aristocratic" leadership of the East; and "Old Hickory" was the ideal border captain to lead the way to the White House, which he reached in 1828.

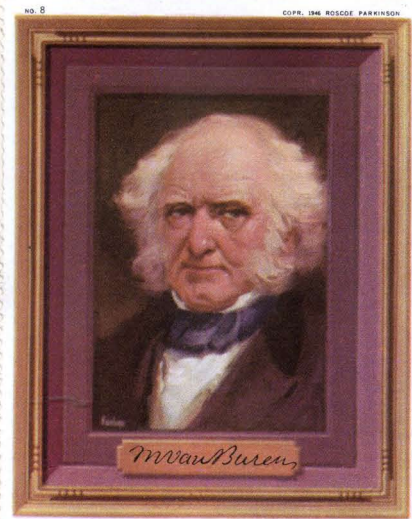
"Jacksonian Democracy" was a political triumph for the "common man." It developed the "spoils system," strengthened the federal government over the states, and ended the United States Bank.

Retiring after two terms to his beloved estate, "The Hermitage," near Nashville, he continued to influence party politics until his death in 1845.



The administration of Andrew Jackson marked the real beginning of the railway era in America. The first common-carrier railroads were opened in 1830—one out of Baltimore, Maryland, and one out of Charleston, South Carolina. The following year the first railroad in New York State was opened westward from Albany. When Jackson retired from office in 1837, numerous railway projects were under construction, more than thirteen hundred miles of railroad were in operation; and the "Iron Horse" was a familiar sight in a dozen states. "Old Hickory" was the first President of the United States to ride behind a locomotive. This historic event occurred on June 6, 1833, when the President and his party travelled by train from Ellicott's Mills to Baltimore, a distance of twelve miles.

T H E P R E S I D E N T S



MARTIN VAN BUREN

1782 • 1862
EIGHTH PRESIDENT
OF THE
UNITED STATES

AT THE AGE of fourteen, Martin Van Buren began the study of law while serving as office boy to the village lawyer at Kinderhook, New York, his native town. His interest in politics began even earlier, and by the age of eighteen he was an active party worker.

Twice he was elected to the New York Senate; in 1821 he entered the United States Senate; for two months in 1829 he was governor of New York, but resigned to enter the Cabinet of President Jackson.

Van Buren's vigorous support of Andrew Jackson in 1828 was rewarded with appointment as Secretary of State. Two years later he was chosen Vice-President. His loyalty and his political skill endeared him to President Jackson in such measure that Van Buren was selected to inherit the presidential mantle, which he received in the election of 1836. One of the most significant accomplishments of the period of his presidency was the creation of the independent treasury system.

Martin Van Buren wrestled unsuccessfully with the reaction from the extremes of Jacksonian democracy. The Jackson inheritance proved too heavy a burden; and with other difficulties, it combined to prevent Van Buren's re-election. His interest in politics, however, continued for many years.



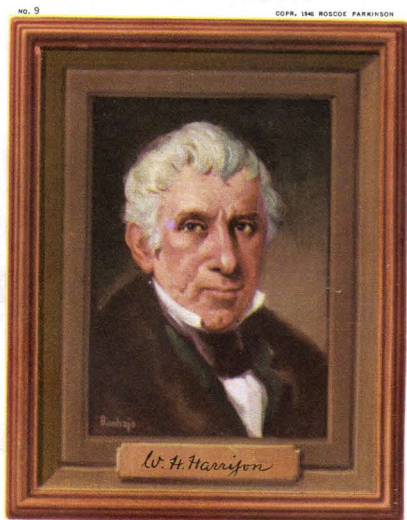
A journey by the fastest methods from President Van Buren's home at Kinderhook, New York, to Washington at the time of his inauguration in 1837, would have been by stage coach or steamboat to New York, steamboat to Amboy, railroad to Camden, steamboat to Philadelphia, steamboat to New Castle, Del., railroad to French Town, Md., steamboat to Baltimore, and railroad to Washington.

Although retarded by the panic of 1837, the "Iron Horse" continued to multiply. In 1838, President Van Buren signed a bill making every railroad a carrier of the mails. In 1839, the first railway express service was established. During Van Buren's four years, railway mileage in the United States doubled.

THE PRESIDENTS

WM. HENRY HARRISON

1773 • 1841
NINTH PRESIDENT
OF THE
UNITED STATES



THE FATHER of William Henry Harrison was a Virginian of prominent social position who served as governor of his state. He lived at Berkeley, in Charles City County, Virginia, where his son, William, was born.

Young Harrison attended Hampden-Sidney College, and later studied medicine in Philadelphia; in 1791 he enlisted in the United States Army.

He became a staff officer for General Wayne in the campaigns against the Indians of the Northwest Territory. Briefly he served as Secretary of the Northwest Territory and as a delegate from the Territory to the national Congress. From 1801 to 1812 he was governor of Indiana Territory. In this position he won acclaim as an Indian fighter, particularly for his victory at Tippecanoe.

In the War of 1812 Harrison became a major-general in full command of the Northwest frontier. After the War of 1812, he served in both houses of the Congress, in the Ohio Senate, and as minister to Colombia.

The Whigs persuaded Harrison to be their candidate in 1840 with John Tyler, another Virginian, as his running mate. "Tippecanoe and Tyler too" won an overwhelming victory in the log cabin and hard cider campaign. President Harrison died of pneumonia one month after his inauguration.



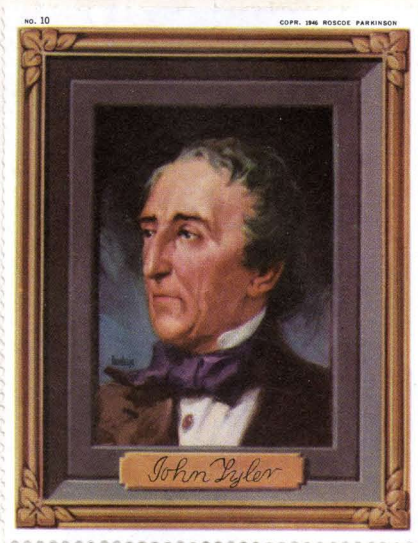
Epitomizing the revolution which was then taking place in transportation, General Harrison's journey from his home in Ohio to Washington for his inauguration as President was a fourteen-day trip—involving stagecoach, steamboat, again stagecoach, and finally railroad.

News of the President's death, after one month in office, was sped from Washington to New York by railroad in slightly less than twenty-four hours, and to Boston, partly by steamboat and stage, in about fifty-five hours. The first Presidential funeral train in American history conveyed the President's casket from Washington to Columbia, Pennsylvania. From there it was moved overland to the Ohio River by wagon, and then by steamboat to North Bend, Ohio.

THE PRESIDENTS

JOHN TYLER

1790 • 1862
TENTH PRESIDENT
OF THE
UNITED STATES



JOHN TYLER became President by succession, at President Harrison's death, one month after the inauguration. Like Harrison, he was born in Charles City County of Virginia; and his father, like Harrison's, had been governor of Virginia.

Young Tyler was graduated from William and Mary College at seventeen. At twenty-one he was a member of the state legislature. Later he represented Virginia in both houses of the Congress, with an intervening term as governor of his state.

Consistently John Tyler opposed policies which strengthened the national government at the expense of the states. Although a Democrat, Tyler's forceful opposition to "Jacksonianism" had, in the eyes of the Whigs, made him appear desirable for the vice-presidency. They had not thought of the possibility of dealing with him as the President.

Tyler's independent nature was shown in his decision to be President in the fullest sense and not merely a substitute as provided in the Constitution; thereby he set a precedent that has become the rule.

His administration was marked by controversies with Congress, and by the trend toward territorial expansion; Texas was annexed shortly before the end of his term.



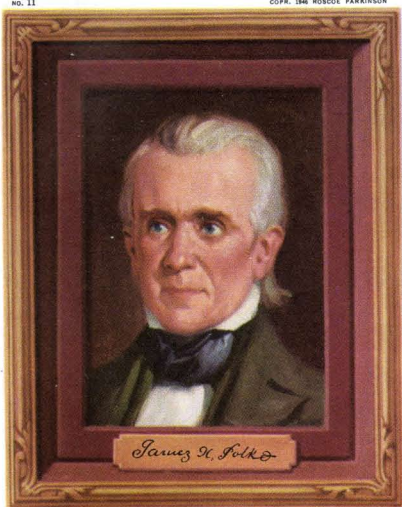
Vice-President Tyler was at his home in Williamsburg, Virginia, when President Harrison died. A messenger bearing the sad news left Washington immediately, traveling by the fastest conveyances. Forty-one hours later the new President reached Richmond and boarded a special train for Fredericksburg. Traveling from that point by carriage and steamboat, he reached Washington fifty-three hours after the death of President Harrison—a remarkable speed record, considering the means of travel of that day.

Completion of the railroad between Boston and Albany in 1841 made it possible to travel by rail all the way from Portland, Maine, to Buffalo, New York; but there were many changes of cars en route.

T H E P R E S I D E N T S

NO. 11

COPY. 1846 ROSCOE PARKINSON



JAMES K. POLK

1795 • 1849

ELEVENTH PRESIDENT
OF THE
UNITED STATES



AN IMPORTANT ISSUE in the campaign of 1844 was westward expansion, and closely bound up with it was the problem of the extension of slavery.

Van Buren was the popular Democratic nominee for the presidency until he spoke against annexation. James Knox Polk, little known nationally, had received some mention for the vice-presidency; but it was his support of annexation which brought him the chance to be nominated and to be elected President. His administration became famous for the addition of Texas, California, New Mexico, Utah, Nevada, and the western part of Colorado to the United States; then also the "Oregon question" was settled.

Polk was born in Mecklenburg County, North Carolina. In 1806 the family moved to Tennessee. After Polk had been graduated from the University of North Carolina in 1818 at the head of his class, he returned to Tennessee and began preparation in the law.

Attracted to politics, Polk soon became a member of the state legislature. In 1824 he was elected to the Congress, and in 1835 he became Speaker of the House—the only Speaker ever to reach the presidency. He retired from the Congress in 1839, was for one term governor of Tennessee, and in 1844 emerged as the successful "dark-horse" candidate for President.

In 1824 he married Sarah Childress, who was notable as one of the most gracious of White House hostesses.

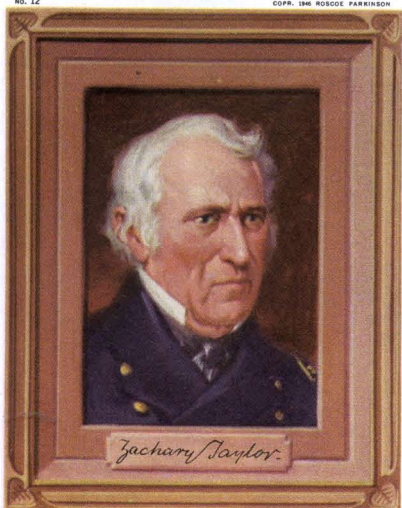


During President Polk's administration, Boston and New York were linked by rail; and rail routes were completed from Detroit to Lake Michigan, and from Lake Erie to Cincinnati. The telegraph was coming into extensive use. In 1848 Chicago—destined to become the world's greatest railway center—opened the first few miles of its first railroad. Over this primitive road (built of wooden rails, capped with strips of iron) puffed Chicago's first locomotive, appropriately named the "Pioneer." At the close of Polk's term there were 6,000 miles of railroad track in this country; and, with exciting stories of gold discoveries in California, there was talk of building a railroad all the way to the Pacific Ocean!

THE PRESIDENTS

NO. 12

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ZACHARY TAYLOR

1784 • 1850

TWELFTH PRESIDENT
OF THE
UNITED STATES



FEW MONTHS after his birth in Orange County, Virginia, Zachary Taylor was taken by his parents by ox-cart to the Kentucky frontier. His boyhood was spent in the country near Louisville. An early desire to become a soldier was realized in 1808 when he joined the regular army.

In the War of 1812 Taylor served with distinction. His brilliant defense of Fort Benjamin Harrison against a large force of Indians won him much acclaim. Later he led important commands against the Indians in Illinois and in Florida.

By 1845 Taylor was a brigadier-general and in command of the troublesome Southwest. Ordered to the Rio Grande, he was attacked by the Mexicans; but he quickly won the battles of Palo Alto and Resaca de la Palma. Later, against heavy odds, he inspired his men to the new victory of Buena Vista.

"Old Rough and Ready," as his soldiers admiringly called him, was a popular hero by 1848; and the Whigs chose him for their presidential candidate.

An honest soldier, with no political ambitions or obligations, he protested against the "spoils system." It seemed that he might ease the tensions between the North and the South when suddenly he was stricken with fever and died—a little more than a year after his inauguration.



The California Gold Rush was getting under way when Zachary Taylor became President, and the eyes of the nation were turned westward. Strongly advocating a transcontinental railroad, President Taylor said in his first message to Congress:

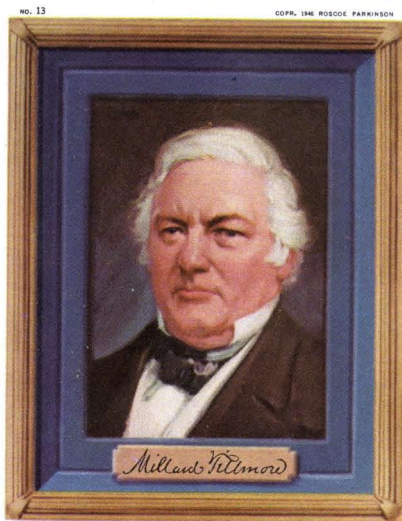
"The great mineral wealth of California and the advantages which its commerce offers, especially with the islands of the Pacific and the populous region of Eastern Asia, make it certain that there will arise . . . large and prosperous communities on our Western Coast. It, therefore, becomes important that a line of communication, the best and most expeditious which the nature of the country will admit, should be opened . . . from the navigable waters of the Atlantic or the Gulf of Mexico to the Pacific."

THE PRESIDENTS

MILLARD FILLMORE

1800 • 1874

THIRTEENTH PRESIDENT
OF THE
UNITED STATES



MILLARD FILLMORE came to the presidency by the accident of President Taylor's death. His political life was a familiar pattern. State-wide success as a lawyer and terms in the New York state legislature and the national Congress placed him high in the councils of the Whig party.

Fillmore came from a humble farm family of Cayuga County, New York. As a youth he was apprenticed to a clothier, but he rebelled and studied law instead. He worked for eight years as a clerk in a law office. This different apprenticeship prepared him for the New York bar and fitted him to become a partner in a prominent Buffalo firm.

Fillmore's political competitors were men of unusual gifts in oratory when debating skill was at its political peak. Perhaps it was the rivalry among such masters as Clay, Calhoun, and Webster which played a part in giving lesser men an inning of recognition.

The highly controversial Compromise of 1850 received Fillmore's support, although President Taylor had opposed it. President Fillmore also signed the Fugitive Slave Law, which further fired the controversy. President Fillmore failed to obtain renomination from the waning Whig party and never again held high political office; he spent the remainder of his life at his home in Buffalo, New York.



An event of far-reaching importance occurred in 1850 when President Fillmore signed the first land-grant act to encourage the construction of pioneer railroads. The land-grant policy continued until 1871, contributing greatly to the development of the West. Railroads paid for the lands by giving the government reduced rates.

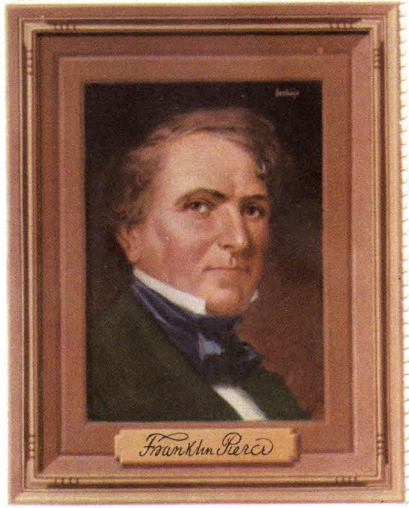
When the first direct rail route from New York to Lake Erie was opened in 1851, President Fillmore, Daniel Webster, and other notables participated in the celebration.

During Fillmore's administration, the railroad, finally overcoming steamboat and stagecoach opposition, traversed the Hudson River Valley between New York and Albany. Rail lines were also completed from Philadelphia to Pittsburgh, Baltimore to Wheeling, and Detroit to Chicago.

FRANKLIN PIERCE

1804 • 1869

FOURTEENTH PRESIDENT
OF THE
UNITED STATES



WHEN THE WHIGS nominated General Scott for the presidency in 1852, the Democrats sought a rival candidate, experienced in politics—with military glamour, and with political appeal to both Northern and Southern Democrats. Franklin Pierce was the successful nominee.

Franklin Pierce was born at Hillsborough, New Hampshire, and was graduated from Bowdoin College, Maine, in the class of 1824, one class ahead of Longfellow and Hawthorne.

Pierce studied law, gained admission to the bar in 1827, and two years later was a member of the New Hampshire legislature. In 1833 he was sent to the House of Representatives at Washington, and in 1837 he entered the Senate.

When war was declared with Mexico, Pierce volunteered as a private, but was commissioned as a colonel. His political background, pleasing personality, and steady application brought rapid promotion; and he emerged from the war a brigadier-general.

The Pierce administration made the Gadsden Purchase from Mexico, opened up Japanese ports to American traders, furthered plans for the first railroad across the continent to the Pacific, and approved the Kansas-Nebraska Bill—an act which brought the question of slavery extension squarely before the people.

Franklin Pierce failed to satisfy his own party and was not renominated.

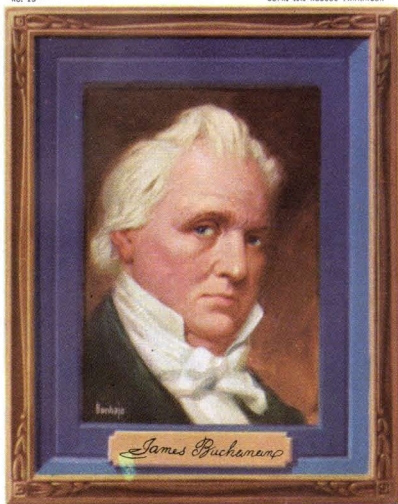


This was a period of unparalleled progress. Under the stimulus of railway development, America was rapidly forging ahead. The locomotive was pushing back the frontier and turning the unpeopled prairies into thriving farming communities. Railway stations became focal points for bustling villages and towns; schools and churches were established; industries soon followed to complete the transformation. By the close of Pierce's term, lines were being pushed across Iowa and Missouri; and the puff of the locomotive was heard even in distant Texas and California. In 1853 several short railroads linking Albany with Buffalo were consolidated to form one company, beginning a trend toward large railway systems.

T H E P R E S I D E N T S

NO. 15

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JAMES BUCHANAN

1791 • 1868

FIFTEENTH PRESIDENT
OF THE
UNITED STATES

JAMES BUCHANAN was born in southwestern Pennsylvania near Mercersburg. In his sixteenth year he entered Dickinson College. After his graduation, he studied law and was admitted to the bar at the age of twenty-one.

While serving in the War of 1812, he was elected to the Pennsylvania legislature; and thus he began a long life of public service, including membership in both houses of the national Congress.

He started his political career as a Federalist, but soon switched to the Democrats. President Jackson appointed him minister to Russia. He was President Polk's Secretary of State; and President Pierce made him the minister to Great Britain.

Three times his name was placed before national nominating conventions as a candidate for the presidency, and in 1856 he was nominated and elected.

Slavery and states' rights became flaming questions during his administration. Although he was convinced that slavery was morally wrong, he believed that, under the Constitution, he could not interfere with slavery or prevent secession.

Buchanan's administration has been held as inadequate in a time of great crisis. Four Cabinet members resigned, partly in protest against his do-nothing policy.

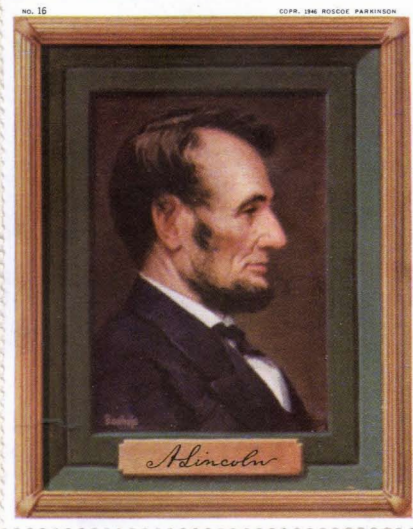
Before a new President could take over the faltering ship of state, South Carolina had seceded, the Confederacy was founded, and war between the North and South seemed inevitable.



James Buchanan was the only railway president who ever became President of the United States.

During Buchanan's administration enough railway mileage was built to reach nearly three times across the continent. At the close of his administration in 1861, there were more than 31,000 miles of railroad in the country. In this period Chicago became the country's greatest railway center; and George Pullman turned out his first sleeping cars. One could travel by rail all the way from Bangor, Maine, to St. Joseph, on the Missouri River, or to New Orleans—although numerous changes of cars were necessary.

T H E P R E S I D E N T S



ABRAHAM LINCOLN

1809 • 1865

SIXTEENTH PRESIDENT
OF THE
UNITED STATES

WHENEVER men speak of great leaders, the name of Abraham Lincoln is heard. No national leader has come from more humble beginnings, and none has achieved a more revered memory. Born in a log cabin, he was tested and trained by the rough, frontier life of Kentucky and Indiana. Of formal schooling he had almost none, but he was a devoted student of people and of the books that he could buy or borrow.

In 1831 he settled in New Salem, Illinois. In turn, he was store-keeper, postmaster and surveyor—earning the high regard of his neighbors as “Honest Abe.” Already marked for leadership, Lincoln moved to Springfield in 1837 and began the practice of law. He was elected to the state legislature, became successful as a circuit-riding lawyer, and served for one term as Representative in Congress.

Lincoln’s loyalty to the Union inspired his belief that the nation could not endure “half slave and half free.” As the Republican candidate for Senator, he opposed the extension of slavery in the famous debates with Stephen A. Douglas. He lost the election, but he won a national renown which elected him President in 1860.

War followed his inauguration. Confusion and disaster endangered the Union cause, but Lincoln’s patient courage and supreme faith surmounted all obstacles. Five days after Lee’s surrender, Lincoln was shot by the fanatical John Wilkes Booth, and he died the next day.

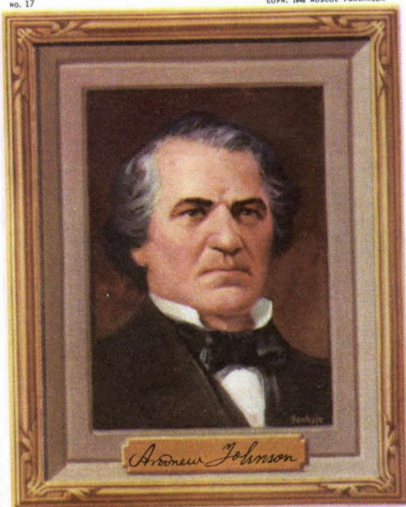


During his career as a lawyer, Abraham Lincoln represented railroads many times in the courts, including the Supreme Court of Illinois. He traveled extensively by rail—especially during his speech-making tours. Lincoln was keenly interested in railway development. He probably did more than any other man to start the construction of the first transcontinental railroad. Once Lincoln said: “No other improvement that reason can justify us in hoping for can equal in utility the railroads. Upon the railroad the regular progress of commercial intercourse is not interrupted by either high or low water, or freezing weather, which are the principal difficulties that render future hope of water communication precarious and uncertain.”

ANDREW JOHNSON

1808 • 1875

SEVENTEENTH PRESIDENT
OF THE
UNITED STATES



AT THE AGE of ten Andrew Johnson was apprenticed to a tailor. At that time he could neither read nor write. When he was eighteen, he left his birthplace, Raleigh, North Carolina—settling at Greenville in eastern Tennessee.

The following year he married Eliza McCardle, who had a fair education; and she began at once to teach her husband reading, writing, and arithmetic. Spurred by his personal ambition, and with his wife's aid, Johnson acquired an ordinary education.

Johnson became interested in politics as a Jacksonian Democrat. In 1830 he was elected mayor of Greenville; then, for several years he was a member of the state legislature; in 1843 he was sent to the House of Representatives at Washington; in 1853 he became governor of Tennessee; and in 1857 he entered the United States Senate.

Although a sincere Southerner, he could not accept secession. He placed his faith and his devotion in the Union. This action separated him from the South and Lincoln appointed him military governor of Tennessee. Two years later he was chosen Vice-President.

Lincoln's death thrust Johnson into a situation for which he seemed unfitted, but possibly no more so than were his associates. Politics led to impeachment proceedings; these failed, but Johnson was not re-nominated. Seven years later, just before his death, he was returned to the Senate.



History was made in 1866 when a President of the United States, for the first time, used a special railway train to carry his case to the people. Accompanied by General Grant, Admiral Farragut, and members of his Cabinet, President Johnson made an extended speech-making tour which came to be known as "Swinging Round the Circle," a custom followed by succeeding Presidents

Throughout Johnson's term the work of building the first trans-continental railroad was in progress. By the close of his term one could travel westward by rail to Green River, Wyoming, or eastward from Sacramento to central Nevada. Mileposts of progress were the introduction of American-rolled steel rails, kitchen-equipped dining cars, and refrigerator cars.

T H E P R E S I D E N T S

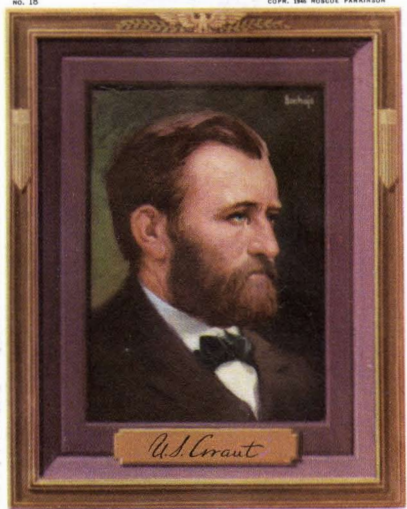
NO. 18

COPY, 1946, ROSCOE PARKINSON

ULYSSES SIMPSON GRANT

1822 • 1885

EIGHTEENTH PRESIDENT
OF THE
UNITED STATES



ULYSSES SIMPSON GRANT was born at Point Pleasant, Clermont County, Ohio. He attended school and worked on his father's farm until, at the age of seventeen, he entered the Military Academy at West Point.

Soon after his graduation, Grant took part in every important battle of the Mexican War, except Buena Vista; and he was twice cited for gallantry. In 1854 he resigned his captain's commission, and the next seven years saw Grant a dismal failure at farming, at selling real estate, and at clerking—the latter in his brother's store at Galena, Illinois.

When war began in 1861, the Governor of Illinois put Grant to work at drilling recruits. Eight months later he was a major-general with brilliant victories to his credit. The North had found the military leader who could save the Union.

The Republican party selected the victorious Grant for its candidate in 1868. Having no interest in politics, he reluctantly accepted the presidential honor which a grateful people awarded him.

Grant's administration faced complex problems of reconstruction in the South, serious questions of national finance, and important matters in foreign policy. Despite difficulties, disagreements, and dissatisfactions, the Republicans returned him for a second term.

He married Julia T. Dent of St. Louis, Missouri. He died at Mt. McGregor, New York, after a long and distressing illness.

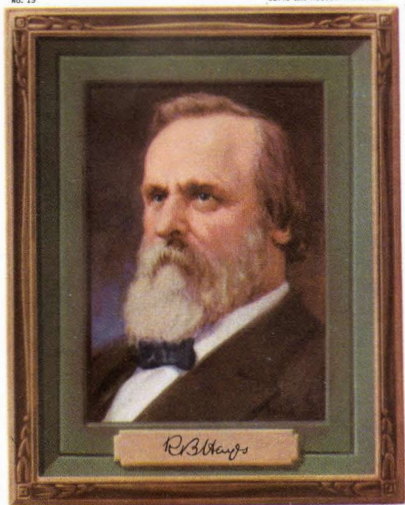


"The last rail is laid! The last spike driven! The Pacific Railroad is completed!" This telegraph message, flashed from Promontory, Utah, a few weeks after President Grant took office, electrified the nation. The long discussed transcontinental railroad was an accomplished fact. East and West were united by ribbons of steel. Thus, link by link, America's great chain of railroads was being forged. The event was celebrated from coast to coast, and was hailed with intense interest in every corner of the globe. In 1870 the first train to cross the continent carried members of the Boston Board of Trade to San Francisco and return. At the end of Grant's administration, the United States was served by 77,000 miles of railroad.

T H E P R E S I D E N T S

no. 19

COPY, 1846 ROSCOE PARKINSON



RUTHERFORD B. HAYES

1822 • 1893

NINETEENTH PRESIDENT
OF THE
UNITED STATES

THE WAR RECORD of Rutherford Birchard Hayes, distinctive with brave exploits and topped in 1865 by a major general's rank, gave him great prestige in his native state of Ohio. The state Republicans persuaded him to become a Congressman; and in 1867 he was elected Governor of Ohio. In 1875 he was chosen Governor for a third term, the first man in Ohio to gain this honor. The resulting acclaim brought to him national recognition and the Republican nomination for the presidency. In the campaign of 1876 he defeated Samuel J. Tilden by one electoral vote in a disputed election.

His administration was peaceful and honorable. He fought for an improved civil service; and he opposed political patronage.

Rutherford Hayes was unusually well educated. His first schooling was received from his widowed mother in the town of Delaware, Ohio. A kindly uncle sent him to a Connecticut academy and later to Kenyon College. At twenty he was graduated as the valedictorian and the youngest member of his class. He entered the Harvard University Law School, finished the course in two years, and in 1845 began the practice of law in Fremont, Ohio.

Hayes married Lucy Ware Webb in 1852. They had seven sons and one daughter. He died at his Spiegel Grove estate, Fremont, Ohio.

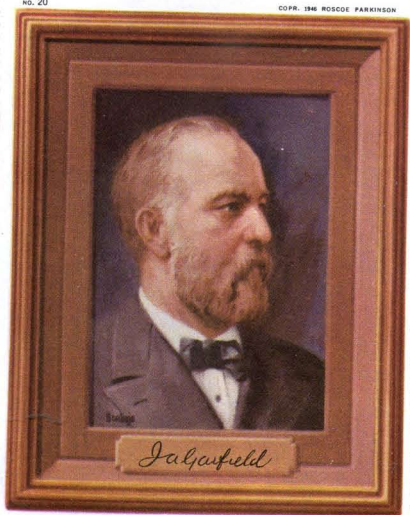


President Hayes was probably the only Chief Executive in American history who received the news of his election while traveling on a railway train. This occurred in Pennsylvania, while en route from Columbus, Ohio, to Washington, only two days before Inauguration Day. Highlights of railway progress during President Hayes' administration included extensive replacement of iron rail by steel rail, construction of the first all-steel railway bridge, improved signal systems, larger locomotives and cars, steam-heated passenger trains, and lower rates and fares. A second rail route to California was completed through New Mexico and Arizona; and another rail route to the Pacific was being pushed westward through Montana Territory. Before Hayes' term expired, every state and territory had one or more railway lines.

THE PRESIDENTS

NO. 20

COPY, 1946 ROSCOE PARKINSON



JAMES ABRAM GARFIELD

1831 • 1881

TWENTIETH PRESIDENT
OF THE
UNITED STATES

LIKE MOST of the national leaders James A. Garfield came from sturdy pioneer stock. A Puritan ancestor was one of the founders of Watertown, Massachusetts, in 1630. His father, Abraham Garfield, moved to Ohio 200 years later, settling in Cuyahoga County—where James was born.

The widowed mother and an older brother denied themselves to assure a good education for James. Life was hard on the frontier, and James helped to earn his own way by working at various jobs.

He taught country school, attended Geauga Seminary, and then worked his way through Williams College, graduating with honors. Returning to Hiram, Ohio, he taught school, preached sermons, made political speeches, studied law, became principal of the Eclectic Institute at Hiram, and was admitted to the bar.

When the war between the states broke out, Garfield received a commission and served so well that he attained the rank of major-general. While still in service, he was elected to the Congress as Representative from his Ohio district.

In 1880 Republican factions, after much difficulty in selecting candidates, compromised by nominating Garfield for President, with Chester A. Arthur as his running mate.

On July 2, a few months after his inauguration, the President was fatally shot by Charles Guiteau.



Speaking on "The Railway Problem" in 1874, while a member of Congress, Mr. Garfield summed up the part played by the railroads in the building of the Nation in these words:

"During the last forty years all modern societies have entered upon a period of change more marked, more pervading, more radical, than any that has occurred during the last 300 years. . . . The changes now taking place have been wrought, mainly, almost wholly, by a single mechanical contrivance, the steam locomotive. . . . The railroad has carried civilization into the wilderness, has built up States and Territories, which, but, for its power, would have remained deserts for a century to come."

T H E P R E S I D E N T S

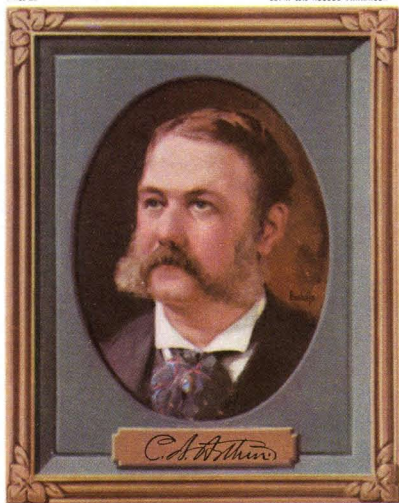
CHESTER ALAN ARTHUR

1830 • 1886

TWENTY-FIRST PRESIDENT
OF THE
UNITED STATES

NO. 21

COPY, 1946 ROSCOE PARKINSON



HE CHOICE of Chester A. Arthur in 1880 as nominee for the vice-presidency was the result of a settlement between two Republican factions. Thus, the incident of compromise plus the accident of President Garfield's death brought Arthur to the presidency.

As Collector of the Port of New York, Arthur opposed President Hayes' attempt to bring his office, with its many small jobs, under the civil service, and he was removed from office by the President.

The solemn obligations of the presidency changed Arthur's attitudes and actions. He served with ability and distinction. His old political associates were surprised as he now supported civil service reform and put the welfare of the country above party ambitions. By these actions he lost the support of his own political group, and he was not renominated.

Arthur was born at Fairfield, Vermont, the eldest son of Reverend William Arthur. His school days began at Union Village in Washington County. At the age of eighteen he was graduated from Union College.

He taught school while he studied law, became principal of an academy, and in 1853 he was admitted to the New York bar. Professional success came rapidly. In 1859 he married Ellen Lewis Herndon.

During the war between the states, Arthur served as quartermaster-general of New York State Militia and successfully recruited and prepared troops for service at the front.



Three events of outstanding importance occurred during President Arthur's term—the completion in 1882 of a southern rail route to the Pacific Coast, the completion in 1883 of a railroad to the Pacific Northwest, and the adoption in 1883 of standard time. The completion of the first railroad to the Pacific Northwest, celebrated from coast to coast, was highlighted by the President's trip over what he described as "this glorious highway of commerce," the importance of which . . . "has not been overrated even by its most sanguine friends."

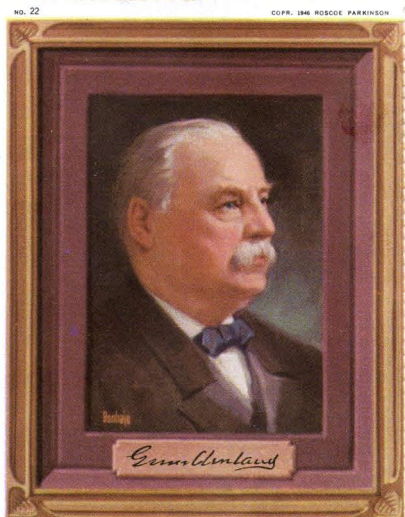
Standard time, initiated and put into effect by the railroads, replaced a multiplicity of "local times" and soon gained universal acceptance.

THE PRESIDENTS

GROVER CLEVELAND

1837 • 1908

TWENTY-SECOND PRESIDENT
AND
TWENTY-FOURTH PRESIDENT
OF THE
UNITED STATES



GROVER CLEVELAND'S BIRTHPLACE was Caldwell, New Jersey. Later the family moved to Fayetteville, New York, where Grover attended the village school. At sixteen his father's death forced him to earn his own way. He studied law in Buffalo, New York, and was admitted to practice in 1859.

Cleveland's political career started with his appointment as assistant district attorney of Erie County, and shortly afterward he was elected sheriff.

The citizens of Buffalo were seeking a courageous and honest mayor to end a long period of political corruption. The Democrats nominated Cleveland, and to the surprise of the political bosses he was elected.

Cleveland's zeal for good government was rewarded further by his election in 1882 to the New York governorship. In 1884 a national recognition of his merit swept him into the Democratic nomination and the nation's highest office.

In 1886 he became the first President to be married in the White House. His bride was Miss Frances Folsom.

Cleveland's strength within the party gained for him in 1888 the Democratic re-nomination, but the Republicans won the election. The Democrats chose him again in 1892, many independent voters came to his support, and he won easily.

No compromiser, he frequently incurred the ill will of those who opposed his policies; but his honesty and unwavering courage were ably applied to many vexing and important matters of public concern.



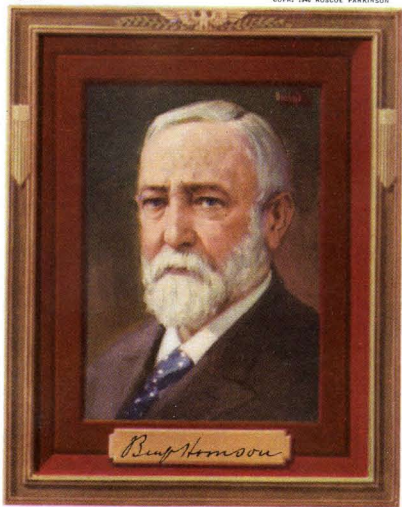
President Cleveland signed the original "Act to Regulate Commerce," and appointed the first Interstate Commerce Commission.

During Cleveland's first term, the standardization of railway gauge was completed, and the first vestibule trains and the first electrically-lighted trains were placed in service. During his second term, electric locomotives were introduced. Famous Locomotive "999," attaining a speed of 112.5 miles an hour in 1893, symbolized railway progress during that period. From Cleveland's first inaugural to the end of his second term, over 58,000 miles of railway line were built in the United States.

THE PRESIDENTS

NO. 23

COPY, 1946 ROSCOE PARKINSON



BENJAMIN HARRISON

1833 • 1901

TWENTY-THIRD PRESIDENT
OF THE
UNITED STATES



BENJAMIN was the second Harrison to become President. His grandfather, William Henry Harrison, was ninth President of the United States, and his great-grandfather, Benjamin Harrison, was a governor of Virginia. His father, John Scott Harrison, was a member of the Congress for four years.

Benjamin Harrison was born at North Bend, Ohio, where he attended school until he was fourteen. In 1852 he was graduated from Miami University. The next year he married Miss Caroline Scott, and in 1854 he was admitted to the bar, and settled in Indianapolis, Indiana.

When war came, Harrison was active in recruiting the Seventieth Indiana Regiment of Volunteers. He served in the western campaigns; and in 1865 was mustered out a brigadier-general.

He was defeated for the governorship of Indiana in 1876. He became United States Senator in 1881, but failed of re-election by the legislature.

The Republicans, searching for a candidate with good political traditions, preferably from the Middle West, found Harrison to be the right man, and he defeated Cleveland in the election of 1888. Benjamin Harrison was the fourth general to become President since 1868.



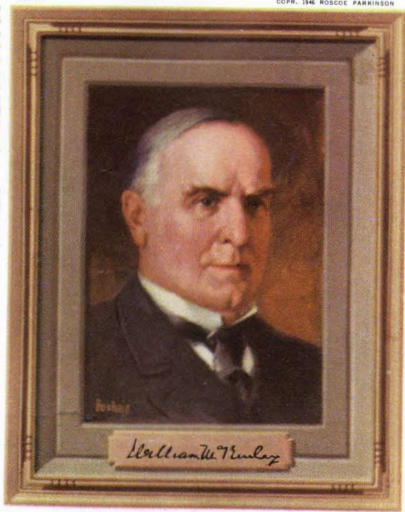
In April, 1789, President-elect George Washington journeyed by carriage from the Potomac to New York for his inaugural. The trip took seven days. Symbolizing the progress in transportation in the intervening period was President Harrison's trip, just one hundred years later, in a special train from Washington to New York to participate in the Washington Inaugural Centennial Celebration. Harrison's trip was made in five and one-half hours.

According to a newspaper account: "The cars form the most gorgeous and best-appointed train ever run in America, or in the world. They are lighted up with electricity and heated by steam. They are fitted with every appliance luxury could desire. . . . By a new invention, an electric light furnishes illumination for each berth!"

T H E P R E S I D E N T S

NO. 24

COPY. 1946 ROSCOE PARKINSON



WILLIAM MCKINLEY

1843 • 1901

TWENTY-FIFTH PRESIDENT
OF THE
UNITED STATES



WILLIAM MCKINLEY was the third President to be assassinated. Shot by an anarchist, Leon Czolgosz, September 6, 1901, at the Pan-American Exposition, Buffalo, New York, he died eight days later.

The McKinley family lived at Niles, Ohio, when William was born. At seventeen he entered Allegheny College at Meadville, Pennsylvania. Later he taught school, then enlisted in the Twenty-third Ohio Volunteers. In four years of war he rose to the rank of major and was cited for gallantry by President Lincoln.

On his return from the war, he completed a law course, married Miss Ida Saxton, and settled in Canton, Ohio, to practice his profession.

As the prosecuting attorney of Stark County in 1869, he began a long and honorable career in the public service. From 1876 until 1891 he served in the national House of Representatives; then he was twice elected governor of Ohio.

McKinley's staunch Republican record, as well as his support of a high tariff and of the gold standard, won popularity for him among the Republicans. He was nominated and elected President in the campaign of 1896. His administration was distinguished by victory in the Spanish-American War. In 1900 McKinley was elected to a second term.



No previous President ever traveled so extensively through the land as did President McKinley. He made more than forty railway journeys out of Washington. The most extended of these was a western tour in 1901, which took him through a score of states, including Washington, Oregon, and California.

In his last public utterance, President McKinley said:

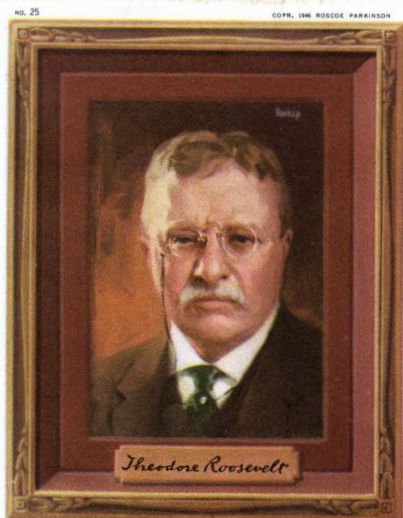
"At the beginning of the 19th century there was not a mile of railroad on the globe. Now there are enough miles to make its circuit many times." At that time, in 1901, there were about 200,000 miles of railroad in the United States—nearly half of which had been built in the last twenty years.

THE PRESIDENTS

THEODORE ROOSEVELT

1858 • 1919

TWENTY-SIXTH PRESIDENT
OF THE
UNITED STATES



THEODORE ROOSEVELT was born in New York City, where his ancestors, of Dutch origin, had lived since 1644. During his childhood Theodore was afflicted with asthma and near-sightedness. By unusual tenacity of purpose and effort, he overcame his physical handicaps, and at eighteen entered Harvard University, graduating in 1880. In 1882 he turned to politics, and with Republican party aid, he was elected to the New York legislature.

Two years later he suddenly lost both his mother and his young wife. His health was not equal to this double tragedy, and he sought the curative qualities of a Dakota ranch.

Returning to New York in 1886, he again threw his energy into politics and served as civil service commissioner and police commissioner of New York City. When the Spanish War came, he was the Assistant Secretary of the Navy, a post he resigned to organize the 1st U. S. Cavalry (Roosevelt's Rough Riders).

In 1898 he was elected governor of New York; in 1900 popular approval of his attacks upon unfair practices increased his political strength and brought him the vice-presidency; in 1901 McKinley's assassination made him President; and in 1904 he was elected President. His term was noted for "trust busting," vigorous foreign policy, and for the Panama Canal Project. In 1912 he ran for President on the Progressive ticket, but was defeated.



President Theodore Roosevelt not only knew how greatly railway development had contributed to the nation's growth and prosperity, but he also knew that America's future wealth depended upon a sound transportation system. "The question of transportation lies at the root of all industrial success," he said, "and the revolution in transportation which has taken place during the last half century has been the most important factor in the growth of the new industrial conditions . . . It must not be forgotten that our railways are the arteries through which the commercial lifeblood of this nation flows."

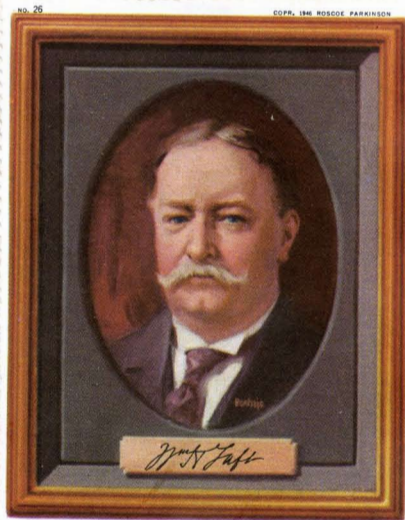
During Roosevelt's administration, all-steel passenger cars were introduced, and 37,000 miles of new railroad were built.

T H E P R E S I D E N T S

WILLIAM HOWARD TAFT

1857 • 1930

TWENTY-SEVENTH PRESIDENT
OF THE
UNITED STATES



NINE YEARS as Chief Justice of the Supreme Court and four years as Chief Executive of the United States made William Howard Taft the only American who has been chief of both judicial and executive branches of the national government.

His father, a Superior Court judge, a Secretary of War, and an Attorney-General, set a pattern which his son exceeded. William became a judge of the Superior Court in Cincinnati (his native city), a United States Solicitor-General for President Harrison, and a Secretary of War for President Theodore Roosevelt.

Taft was also a Federal Circuit judge and a Professor of Law in Yale University. In 1900 he was appointed Civil Governor of the Philippines and in 1906 took temporary charge of affairs in Cuba. In 1908 he was elected President, but the famous Republican split spelled defeat for him in 1912.

Though Taft's administration was a stormy one, he was personally well-liked. He was notably successful as a lawyer, jurist, and public administrator. The postal savings bank and the parcel post system were created in his term; and the Sixteenth and Seventeenth Amendments were passed by the Congress.

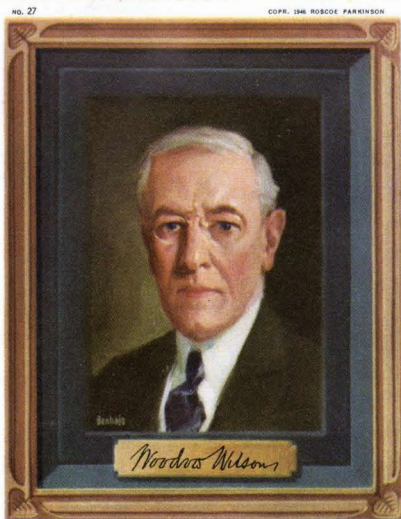
He was well educated, graduating from Yale University with high honors in 1878 and from the Cincinnati Law School in 1880. In 1886 he married Miss Helen Herron, a daughter of Judge John W. Herron, the law partner of Rutherford B. Hayes.



President Taft set a high mark for travel, covering more than 114,500 miles while he occupied the White House. The most extensive Presidential tour on record was his 13,000-mile "swing around the circle" in the fall of 1909. The trip consumed three months and took him to the Pacific Coast, to Mexico, (the first time a President of the United States ever stepped upon foreign soil) and to Panama.

An important development during Taft's administration was the completion in 1909 of the third northern railroad from the Great Lakes to Puget Sound—the others having been completed in 1883 and 1893. The United States was now served by a vast system of railroads, some 247,000 miles in extent.

THE PRESIDENTS



WOODROW WILSON

1856 • 1924

TWENTY-EIGHTH PRESIDENT
OF THE
UNITED STATES

STAUNTON, VIRGINIA, was the birthplace of Thomas Woodrow Wilson, the eighth Virginian to become President. Young Wilson's early schooling was irregular, but a cultured home formed his character with wisdom and refinement. He was graduated from Princeton in 1879; and two years later he received a law degree at the University of Virginia.

A zest for learning and for teaching led him into further study at Johns Hopkins University. Teaching positions at Bryn Mawr College and at Wesleyan and Princeton Universities followed.

In 1902 he was chosen president of Princeton and served until 1910. From 1911 to 1913 he was governor of New Jersey. The Democrats, looking for a candidate of liberal views, selected Wilson as their leader in the 1912 campaign and the Taft-Roosevelt feud insured a Democratic victory.

In Wilson's first term important legislation affected banking, trusts, tariff, labor, and income taxation. Wilson's personal strength and his sincere attempts to avert war won his re-election in 1916.

Despite Wilson's efforts the inevitable war came, and he was compelled to give leadership for the great task of victory. As a world leader his fourteen points formed a basis for peace, and he insisted upon the acceptance of the League of Nations, which the United States, alone of the great nations, rejected.

Three years after his retirement from the White House, Wilson died—a broken and disappointed man.



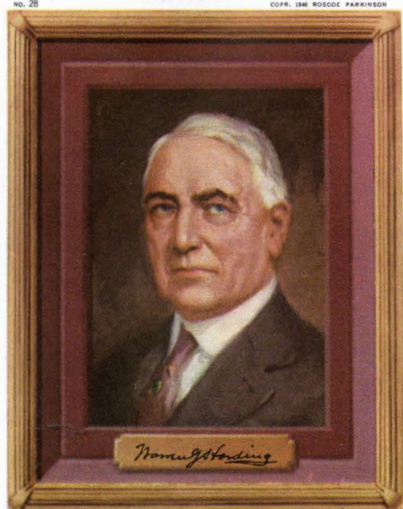
During President Wilson's occupancy of the White House, he traveled 87,400 miles, mostly by rail. President and Mrs. Wilson traveled in the private car "Mayflower," and for the first time on a Presidential train, White House business was transacted in an "office car."

President Wilson's interest in the railroads was perhaps best expressed in these words: "The life and industry of the country can be free and unhampered only if these arteries are open, efficient and complete. The prosperity of the railroads and the prosperity of the country are inseparably connected."

THE PRESIDENTS

NO. 28

COPY, 1946 ROSCOE PARKINSON



WARREN GAMALIEL HARDING

1865 • 1923

TWENTY-NINTH PRESIDENT
OF THE
UNITED STATES

WARREN HARDING, the seventh President from Ohio, was born on a farm near the village of Corsica. As a boy he learned the printer's trade in a small shop at Caledonia, Ohio.

For a time young Warren attended Ohio Central College, but a newspaper job at Marion lured him away from school and into a lifetime of newspaper work.

Failing, by his Republican activities, to please his Democratic employer, Harding gained independence by purchasing the *Marion Star*, an enterprise which became a major success.

From 1900 to 1904 he served in the Ohio State Senate, but he was defeated for the governorship in 1910. Ohio sent him to the United States Senate in 1915.

The Republicans in 1920 were deadlocked over presidential candidates until some ardent Ohioans, supported by a small bloc of Senators and a few party leaders, manipulated a triumph for Warren Harding.

The chief campaign issue was the acceptance of the League of Nations, but those who opposed it, or wished reservations, won out.

Harding's distinguished appearance, genial nature, and political experience forecast a normal administration; but instead came such things as the "Teapot Dome" affair and the President's tragic death. Two unworthy Cabinet members and some lesser appointees were the real offenders in the oil scandal.



When President Harding died in San Francisco, a new chapter was written in American history. In the open spaces of the Far West, in prairie towns—all the way across the continent—throngs stood with bowed heads as the train bearing the body of a President of the United States thundered eastward.

Many times President Harding had spoken of the essential role of transportation. "There can be no commerce without transportation," he once said. "In the infinite bounty of the Creator, the measureless riches of the West were bestowed, but they availed little until the whistle of the steam locomotive proclaimed its westward march with the Star of Empire!"

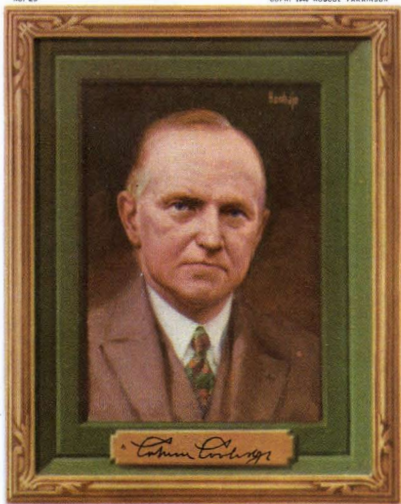
T H E P R E S I D E N T S

NO. 29

COPY, 1946 ROSCOE PARKINSON

CALVIN COOLIDGE

1872 • 1933
THIRTIETH PRESIDENT
OF THE
UNITED STATES



THE NEWS of Harding's death came to Calvin Coolidge in the little farmhouse at Plymouth, Vermont, where he was born. His father, a local justice, administered the oath of office to the new President by the light of a kerosene lamp.

After a boyhood combining farm life with good schooling, Calvin entered Amherst College. He was graduated with honors in 1895. On leaving college, he began to read law in Northampton, Massachusetts, and two years later he was admitted to practice. In 1905 he married Grace A. Goodhue, who was to become one of the best liked of the White House hostesses.

Coolidge served Massachusetts in both houses of the legislature and then became governor in 1919. The vigorous words and effective actions which Coolidge as governor applied to the Boston police strike rang favorably throughout the country. He was re-elected governor by a large majority; and he was at once proposed for the presidency, which he was to gain later by way of the vice-presidency.

Coolidge brought native forthrightness, sparse utterance, and a thrifty economy to the White House. Drastic reduction of expenditures followed in all departments of the government. With rare political courage he vetoed a soldiers' bonus bill.

Elected in his own right, in 1924, Coolidge declined renomination in 1927.

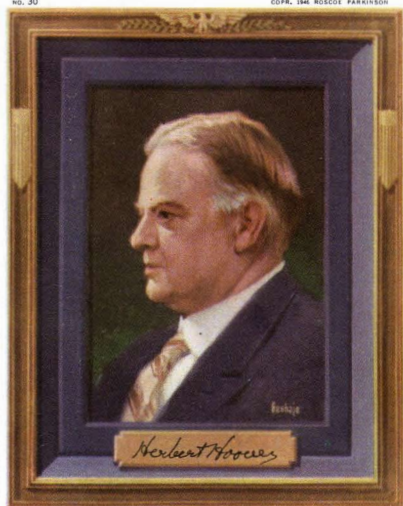


During the Coolidge administration, the railroads—handling a record volume of business—invested billions of dollars for heavier rails, stronger bridges, grade reductions, new stations, shops, terminals, and new and better equipment. The effect of railway expenditures and services upon the nation's economy was ably stated by President Coolidge. "The railroads are so important an industry in this country," he said, "that when they are prosperous they carry prosperity to many other industries. . . . It would be difficult to conceive of any modern activity which contributes more to the necessities and conveniences of life than transportation. One of the large contributing causes of the present highly satisfactory state of our economic condition is the prompt and dependable service . . . rendered by the railroads."

HERBERT CLARK HOOVER

• 1874

THIRTY-FIRST PRESIDENT
OF THE
UNITED STATES



AT NINE YEARS of age Herbert Hoover was left an orphan in his native village of West Branch, Iowa. Herbert went to live with his Quaker uncle in Oregon.

He worked at various jobs, attended night school, gained admission to Leland Stanford University, where he studied geology and mining.

After several years of hard experience Hoover became chief engineer for a mining company in Australia. Then he was director-general of mines for the Chinese government, and soon thereafter he filled assignments the world over as a mining expert.

When World War I began, Hoover was made chairman of the American Relief Commission in Belgium. In 1917 he was appointed Food Administrator for the United States. After the Armistice he became head of the European Economic Council and gave several years to the relief of distressed peoples.

In 1921 when Hoover accepted the Secretary of Commerce post, he was probably the most favorably known American throughout the world. The American public continued to think well of him, electing him President in 1928.

His term started smoothly, but was soon overwhelmed by world wide panic. Unreasonable though it might be, his administration was blamed for the disaster and he was therefore defeated in 1932.

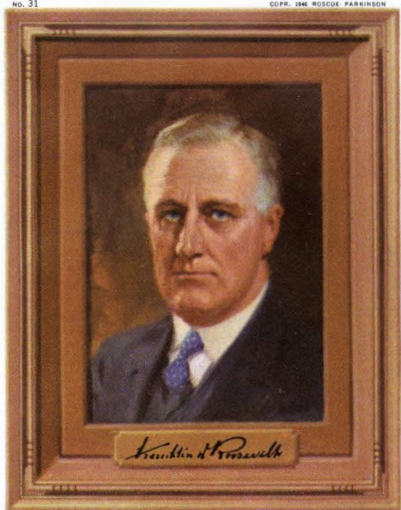


The 100th anniversary of steam railway transportation in America occurred during President Hoover's administration. In one hundred years our railway system had grown from 23 miles to 250,000 miles of road, our fleet of locomotives from two to 57,000.

The first air conditioned passenger train, installed in 1931, heralded a great engineering achievement. In that year, President Hoover said: "The railways . . . are and must remain the backbone of our transportation system. Their prosperity is interrelated with the prosperity of all industries. Their fundamental service in transportation, the volume of their employment, their buying power . . . , the enormous investment in their securities, particularly their bonds, by insurance companies, savings banks, benevolent and other trusts, all reflect their partnership in the whole economic fabric."

NO. 31

COPY, 1946, MOSCOW, PARKINSON



FRANKLIN DELANO ROOSEVELT

1882 • 1945

THIRTY-SECOND PRESIDENT
OF THE
UNITED STATES



RANKLIN D. ROOSEVELT, a fifth cousin of Theodore Roosevelt, was born at Hyde Park, New York.

Privately tutored until fourteen, he prepared for college at Groton Academy. In 1904 he was graduated from Harvard and then attended Columbia University Law School, during which time he married Anna Eleanor Roosevelt. He was already interested in politics, and in 1910 was elected to the state senate on the Democratic ticket. Roosevelt was appointed Assistant Secretary of the Navy in 1913, serving until 1920, resigning to accept the nomination for Vice-President.

Shortly after the Democratic defeat, he was stricken with infantile paralysis; but persistent treatment plus heroic courage permitted him to return to political activity.

He carried on to be elected governor of New York for two terms, a record which brought him the presidential nomination in the panic year of 1932. A desperately frightened people turned to the Democrats, and Roosevelt responded with his New Deal. Bold reform legislation followed. Roosevelt was renominated and re-elected in 1936; in 1940 (the first third term); and in 1944.

Long threatening war broke on December 7, 1941. Roosevelt met global war's demands by inspiring overwhelming production at home and by participating in conferences in distant places with the leaders of allied countries. While he spent his energy unsparingly, 1945 saw his rugged spirit running out as victory was in sight. His sudden death caused shock throughout the world.



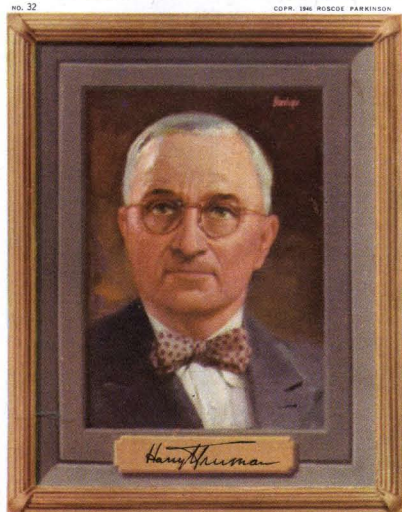
"We Roosevelts love to travel," the President once said. This is borne out by the fact that in the little more than twelve years Franklin Roosevelt was in the White House, he traveled 243,827 miles by rail and 111,037 miles by other means.

Railway progress was highlighted by the rapid spread of air conditioning and the introduction of streamlined passenger trains and Diesel-electric locomotives in passenger and freight service. During the war the railroads handled the greatest volume of traffic in their history, including 97 per cent of all troops in organized movements and 90 per cent of all Army and Navy freight.

THE PRESIDENTS

NO. 32

COPY, 1941 ROSCOE PARKINSON



HARRY S. TRUMAN

• 1884 •

THIRTY-THIRD PRESIDENT
OF THE
UNITED STATES

HARRY S. TRUMAN was the seventh Vice-President to receive the presidential mantle by the constitutional provision of immediate succession. He accepted the heavy obligations of the presidency with courage and with resolution to complete successfully the plans already made for Allied victory.

Before his election to the vice-presidency, Truman was, for ten years, a member of the United States Senate. He won commendation for his work as the chairman of a Senate committee on defense expenditures.

Harry Truman—the middle initial is an alphabetical adornment—spent his early life on a farm near his birthplace, Lamar, Missouri. He combined farming with schooling, including music lessons, and was graduated from the Independence, Missouri, High School. He applied for admission to West Point, but was rejected because of faulty vision.

He held jobs as drug store clerk, railroad time-keeper, and bank clerk, acquitting himself well in all of them.

In 1905 Truman joined the Second Missouri Field Artillery. Entering World War I as a private, he became the commander of a battery of field artillery, and saw action in the famous battles of St. Mihiel and Meuse-Argonne. In 1927 he was commissioned a colonel in the army reserve corps.

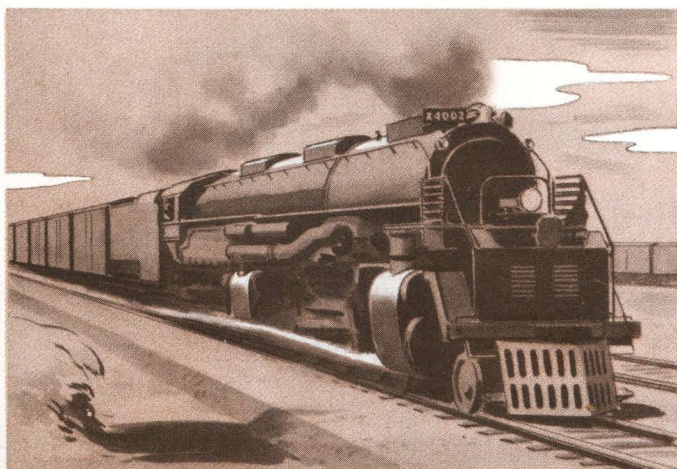
The great problem facing the Truman Administration was that of reconversion to a peace time economy.



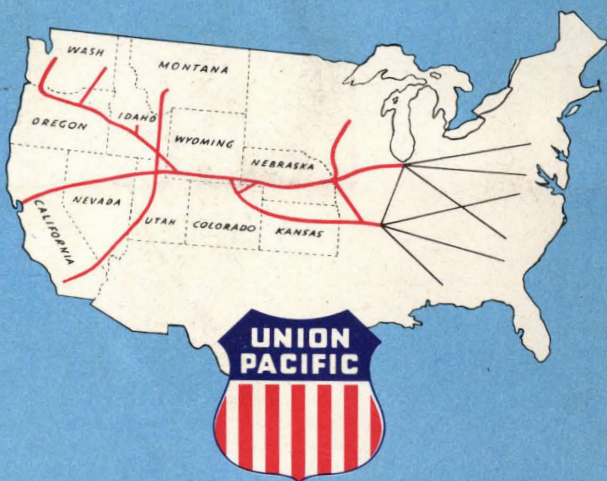
In the years he was a member of the Senate Committee on Interstate Commerce and chairman of the important Truman Committee, Harry S. Truman had a special interest in transportation. He often stressed the importance of railroads. Once he said: "The economic importance of the railroads cannot be overestimated." On the dedication of the Harry S. Truman Railroad Bridge, at Kansas City, in 1945, President Truman said: "The American railroads, united as they are and working together, have done and are doing a magnificent job. We, as a nation, must continue to depend upon them for transportation that is essential to the military success and vital to that full life which we as American citizens have a right to desire and to achieve."



THE RAILROAD SERVICE we have in America today is so uniformly satisfactory and dependable that people usually just take it for granted. It is hard to realize that scarcely more than a decade ago we had no streamline trains, very little air-conditioning, deluxe coach and chair car accommodations, low cost meal service, nurse-stewardess service, and numerous other features to make travel a genuine pleasure. Powerful locomotives to pull heavy freight trains at passenger train speeds are likewise a fairly recent development. Practically all of these improvements were pioneered and first made available to the public by Union Pacific, the Road of the Streamliners and the Challengers, the Strategic Middle Route, uniting the East with the West Coast.



*be Specific -
say "Union Pacific"*



UNION PACIFIC
RAILROAD