The Presidential Parade

Presidential visits and presidential campaigns are always exciting. Iowans took an intense interest in the presidential campaigns of 1840 and 1844, but their territorial status prevented participation in those heated contests. Just 116 years ago, in 1848, when Iowans first voted for a president, not one of the three candidates — Lewis Cass, Zachary Taylor, or Martin Van Buren — entered the Hawkeye State. In contrast, in 1948, all three major presidential aspirants as well as their running mates visited Iowa. And in 1964 Iowa will become a battleground for both parties.

The first chief executive to come to Iowa was ex-President Millard Fillmore who boarded the steamboat *Golden Era* at Rock Island in 1854 to make the Grand Excursion to St. Paul. President Fillmore spoke on internal improvements and the great West at Davenport and also gave a brief talk at Dubuque. Aside from Fillmore, no president or ex-president visited Iowa until after the Civil War. Zachary Taylor and Abraham Lincoln both were in Iowa before they achieved the presidency.

Fourteen of the eighteen presidents since Andy Johnson have paid one or more visits to Iowa —

all of them during their term of office. Ulysses S. Grant was in Iowa on several occasions, but his speech delivered to the "Army of the Tennessee" at Des Moines on September 29, 1875, caused nation-wide comment. "Let us all labor to add all needful guarantees for the more perfect security of Free Thought, Free Speech, a Free Press, Pure Morals, unfettered Religious Sentiment, and of Equal Rights and Privileges to all men irrespective of Nationality, Color or Religion. Encourage free schools and resolve that not one dollar of money appropriated to their support, no matter how raised, shall be appropriated to the support of any sectarian school. Resolve that either the state or Nation, or both combined, shall support institutions of learning sufficient to afford to every child growing up in the land the opportunity of a good common school education, unmixed with sectarian, pagan or atheistical tenets. Leave the matter of religion to the family circle, the church and the private school supported entirely by private contribution. Keep the church and state forever separate. With these safeguards I believe the battles which created us 'the Army of the Tennessee' will not have been fought in vain."

The next three presidents following Grant (Hayes, Garfield, and Arthur) apparently did not visit Iowa. On October 12, 1887, Grover Cleveland and his beautiful wife saw the famous Sioux City Corn Palace. After marveling at the prodi-

gal resources of the Northwest, Cleveland declared the Sioux City Corn Palace was the "first new thing" he had seen on his trip.

President Benjamin Harrison, at the Ottumwa Coal Palace on October 9, 1890, expressed delight at the things of beauty made of familiar materials. "If I should attempt to interpret the lesson of this afternoon," President Harrison declared, "I should say that it was an illustration of how much that is artistic and graceful is to be found in the common things of life and if I should make an application of the lesson it would be to suggest that we might profitably carry into all our homes and into all neighborly intercourse the same transforming spirit."

The next four presidents — William McKinley, Theodore Roosevelt, William Howard Taft, and Woodrow Wilson — journeyed to Iowa on a number of occasions. Harding stumped Iowa prior to his election; Coolidge seems to have missed the Hawkeye State. In 1928, eighty years after Iowans first voted for a president, citizens of the Hawkeye State cast ballots for Herbert Hoover, a native of Iowa, and the first man who was born west of the Mississippi to be elected president of the United States. Herbert Hoover visited Iowa both as a candidate and as president.

Possibly the most dramatic presidential visit occurred on September 3, 1936, when President Franklin D. Roosevelt met his chief political ad-

versary, Governor Alfred M. Landon of Kansas, in a drought conference at Des Moines attended by a number of Midwestern governors. During a heated political campaign, Roosevelt and Landon dropped politics long enough to study the plight of the farmer. It was the only meeting of two presidential candidates in Iowa and probably one of the few times in American history that two aspirants for the position of chief executive met for joint discussion during a campaign.

American history, as well as Iowa history, can be linked with the coming of presidents to Iowa. McKinley, for example, was testing Iowa sentiment on annexation of the Philippines; preparedness and the League of Nations prompted Woodrow Wilson to visit the Hawkeye State. In every instance our presidents have received a warm and respectful welcome.

Trips across the country, even in sumptuous Pullman cars, were arduous. Nor could Presidents and presidential aspirants always judge their popularity by the size of the crowd or warmth of their reception. In a letter to Henry Cabot Lodge marked "strictly personal" and dated May 4, 1903, Theodore Roosevelt declared:

> I have had a very hard week, but have been standing it all right. I enjoyed meeting Cleveland for I like the old fellow. It is evident he has the Presidential bee in his bonnet, and it is equally evident that a large number of people are desirous of running him again. Bryan would bolt him,

but in spite of this I think he would be a very formidable candidate. In North Dakota, for instance, they told me they thought he would run better than any other Democrat. So they did in Missouri and in Iowa.

I have been well received; indeed, I might say, enthusiastically received. But, frankly, I have been too long in public life to be taken in by a good reception, and I have not the slightest idea how things really stand. So far on my trip I do not think that any mistake has been made. I shall be pretty well tired by the time I get home, but at any rate half the trip is over now, thank Heaven! It has been very interesting. I do wish I could see you before you go abroad.

On his return from the Pacific Coast in 1903, Roosevelt once more passed through Iowa, making one of his longest stays in Dubuque. The *Dubuque Enterprise* reported as follows:

The date, June 2, 1903, when Dubuque entertained President Theodore Roosevelt and party, will go down in history as the event eclipsing all other notable happenings of the city. It was through the medium of the Club that we were enabled to make this such a red letter day for Dubuque, and the reception and entertainment of the president, one of the distinctive features of his record-breaking tour of the country. In courtesy to Senator Allison, President Roosevelt was the guest of the Dubuque Club for over three hours and in appreciation of the honor thus conferred on it, the Club arranged a banquet and reception which in magnificence and grandeur was rivaled only by one other city, San Francisco, on the trip.

The opportunity afforded Dubuque was due to Senator Allison and President Roosevelt's interest in this city through him.

If the president could have given way to his natural impulses and the pleasure it gave him to meet the people, he would have made a stop at every city, but it would have taken a year to have made the journey. When it was announced that he contemplated a western trip every city and town in the west wrote urging their representatives in Washington to induce him to make his route so as to visit them. That route which would accommodate the greatest number was selected and then to make the stops required, it was necessary to limit the time at every station. The day through Iowa was the sixty-fifth of the trip and the president had covered then something over 14,000 miles.

The experience through Iowa was similar to that through other states and gives an idea of the trip. The first stop after leaving Council Bluffs was at Denison, Secretary Shaw's home, where the presidential train arrived at 8:30 a.m. A stop of an hour was made there. The citizens' committee had carriages in waiting and the president and party were taken on a drive over the city, returning to the train, where President Roosevelt made a short speech from the depot platform to a crowd of not less than 10,000 people.

Fort Dodge gave the president a magnificent ovation. There the streets on the line of march, which covered about two miles, were roped off and lines of special policemen held the people back to the curb stone. A stand was erected in the public square from which the president spoke. The stay there was just an hour.

These were the only cities in the state where the president left the train. At Webster City, Iowa Falls, Cedar Falls, Waterloo, Independence and Manchester, the president spoke from the rear platform, the stops being of ten and fifteen minutes duration. At Cedar Falls the students of the Normal School were lined up at the station and

gave the president a great ovation. At Waterloo there was a crowd of fully 10,000, and at Manchester, Independence and the other cities named the people were in masses at the depots.

The plan of the president being taken for drives where there was available time, was Mr. Roosevelt's own suggestion, his idea being it would be more satisfactory than having speeches and banquets, and the newspaper men accompanying the party said his consenting to attend the banquet here was one of the notable exceptions of the trip.

President Roosevelt's interest in this city was prompted by his association in the national capital with Senator Allison. In the congress just passed Senator Allison has been the president's main reliance. The acknowledged leader of the senate, he has been in accord with Mr. Roosevelt and has been his main counselor in shaping the policy of his administration. Their relations have been exceptionally intimate, and the president has often given evidence of his deep veneration for Mr. Allison and his appreciation of his loyalty to the best interests of the country.

Such a trip as the president made is not planned in a day, but weeks are devoted to it and every detail is arranged before the start is made. The itinerary was made out to the minute before the train left Washington and not a single deviation was made from it. When it was announced that the trip was contemplated, Senator Allison invited the party to visit Dubuque and at Mr. Roosevelt's request the trip was to be arranged so he could spend several hours here. He expressed himself as naturally interested in Mr. Allison's city and as desirous of meeting Dubuque people.

The ninety-four guests attending the Dubuque

Club banquet were seated around a table set up in the form of a huge "R." President Roosevelt sat at the head of the table with Senator Allison on his left and Senator Dolliver on his right. At the far end of the table facing the President sat two other distinguished Iowans — Secretary of Agriculture "Tama Jim" Wilson and Secretary of the Treasury Leslie M. Shaw. The menu, in accordance with the president's directions, was confined to five courses and was as follows:

Cream of New Tomato.

Celery. Cresta Blanca.

Sparkling Burgundy.

Sweet breads Saute with Asparagus tips.
French Peas.

Tenderloin of Beef. Native Mushrooms.
New Potatoes.

Vive Cliquot. Gold Label Brut.

Chicken Salad en Aspic.

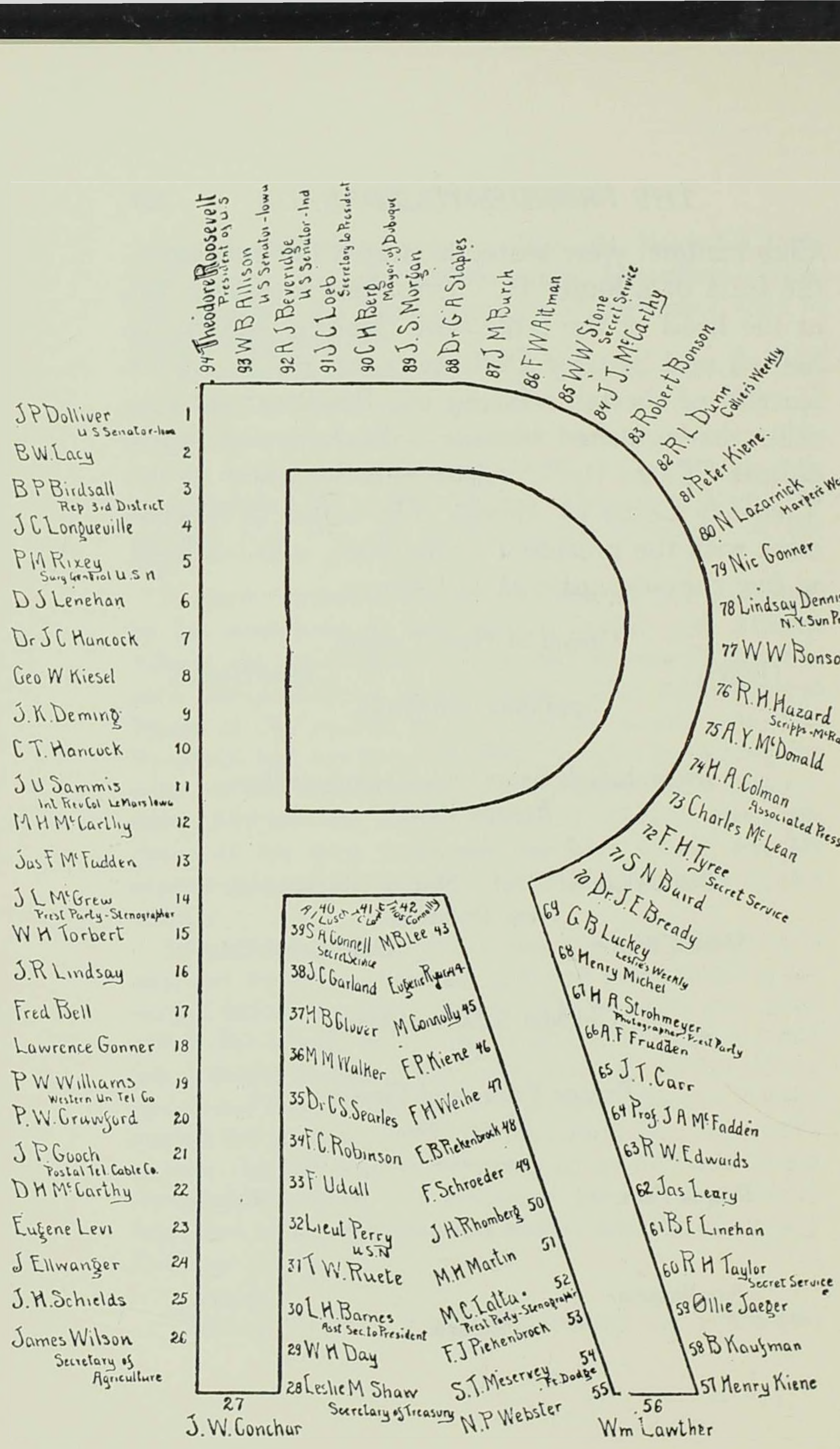
Frozen Fruits and Flowers.
Macroons.

Roque Fort. Edam.

Coffee.

Apollinaris. Liquers.

Cigars.


94 Theodore Roosevelt
President of U S
93 W B Allison
U S Senator - Iowa
92 A J Beveridge
U S Senator - Ind
91 J C Loeb
Secretary to President
90 C H Berg
Mayor of Dubuque
89 J. S. Morgan
88 Dr G A Staples
87 J M Burch
86 F W Altman
85 W W Stone
Secret Service
84 J J. McCarthy
83 Robert Bonson
82 R. L Dunn
Collier's Weekly
81 Peter Kiene.
80 N Lazarnick
Harper's Weekly
79 Nic Gonner
78 Lindsay Dennison
N. Y. Sun Press Ass'n.
77 W W Bonson
76 R. H. Hazard
Scripps - McRae Press Ass'n
75 A. Y. McDonald
74 H. A. Colman
Associated Press
73 Charles McLean
72 F. H. Tyree
Secret Service
71 S N Baird
70 Dr. J. E Bready
69 G B Luckey
Leslie's Weekly
68 Henry Michel
67 H A Strohmeyer
Photographer - Prest Party
66 A. F Frudden
65 J. T. Carr
64 Prof. J A McFadden
63 R W. Edwards
62 Jas Leary
61 B E Linehan
60 R H Taylor
Secret Service
59 Ollie Jaeger
58 B Kaufman
57 Henry Kiene
56
Wm Lawther
55
54
S. T. Meservey
Ft. Dodge
53
F. J Piekenbrock
52
M C. Latta
Prest Party - Stenographer
51
M H Martin
50
J H. Rhomberg
49
F. Schroeder
48
E. B Piekenbrock
47
F H Weihe
46
E P. Kiene
45
M Connolly
44
M B Lee
43
Thos Connolly
42
C Carr
41
Luse
40
A/
39 S A Connell
Secret Service
38 J. C Garland
Eugene Rupert
37 H B Glover
36 M M Walker
35 Dr C S. Searles
34 F. C. Robinson
33 F Udall
32 Lieut Perry
U S N
31 T W. Ruete
30 L H. Barnes
Asst Sec. to President
29 W H Day
28 Leslie M Shaw
Secretary of Treasury
27
J. W. Conchur
N. P Webster
J P Dolliver
U S Senator - Iowa
1
B W. Lacy
2
B P Birdsall
Rep 3rd District
3
J C Longueville
4
P M Rixey
Surg Gen'l of U. S N
5
D J Lenehan
6
Dr J C Hancock
7
Geo W Kiesel
8
J. K. Deming
9
C T. Hancock
10
J U Sammis
Int Rev Col LeMars Iowa
11
M H McCarthy
12
Jas F McFadden
13
J L McGrew
Prest Party - Stenographer
14
W H Torbert
15
J. R Lindsay
16
Fred Bell
17
Lawrence Gonner
18
P W Williams
Western Un Tel Co
19
P. W. Crawford
20
J P. Gooch
Postal Tel. Cable Co.
21
D H McCarthy
22
Eugene Levi
23
J Ellwanger
24
J. H. Schields
25
James Wilson
Secretary of Agriculture
26

Prior to the election of Franklin D. Roosevelt, virtually all Presidential campaigning was done by railroad. Then as now, this would be considered the safest form of travel, but the train in which Warren Harding was barnstorming for the presidency in 1920 was wrecked in Arizona while his opponent, James Cox, was in a train wreck in West Virginia. "Teddy" Roosevelt, on the other hand, was painfully injured in the face and leg when an electric railway car collided with his carriage in Pittsfield, Massachusetts.

Presidential trains were frequently late. In 1899 a crowd of 25,000 Sioux Citians was bitterly disappointed when President McKinley and his distinguished entourage arrived on a Sunday morning, twelve hours after their scheduled appearance. President McKinley dictated his profound regret to his secretary and the letter, printed in two columns on the editorial page of the *Sioux City Journal,* was enclosed in wide, black borders, to express the disappointment of Sioux Citians.

The cost of transporting presidents on these swings around the circle was no small item. It became even more so after the passage of the "railroad rate law" during Theodore Roosevelt's administration. On August 25, 1909, the *Iowa City Citizen* listed *Taft's Swing Around the Circle.*

On September 15 President Taft will start on a trip to the west and south that will break all records of executive travel. Few, however, who do not know of the presi-

dent's plans would be able to guess how this projected tour will make history for itself. Three other presidents of the United States have journeyed to the far Pacific coast, and, it would seem, established a few records of their own. Harrison, McKinley and Roosevelt all went on handshaking and speechmaking jaunts, and if they left anything undone in either line the newspapers of their day failed to record the fact. Every milestone along the transcontinental lines was harangued, and every coyote and prairie dog between the Mississippi and the great divide got a view of at least one of the three perambulating presidents.

In the matter of miles to be covered Taft will not wobble the Roosevelt record of 1903, says the New York *Times,* for he expects to travel only a little more than 12,000 miles this fall. When his predecessor went to the coast six years ago he reeled off 13,000 miles before his return to Washington. It is in the line of economy that Taft will leave his predecessors hopelessly behind. In the tour he is planning he will be accompanied by his old friend, democratic simplicity. Those roystering fellows, vain show and needless expense, who were on the Harrison, McKinley and Roosevelt trips to the coast, will be left behind. No matter how strenuously they may endeavor to climb aboard when the president isn't looking they will not be permitted under any circumstances to set foot on the executive's car. This is official, and also remarkable, for who on earth ever before heard of a public official traveling at the public expense without taking one or both of these old favorites along? Quite often, it is true, vain show has been left off the junkets planned and executed on the quiet, but never in history has needless expense been given such a cruel blow by a public servant.

One paragraph will convince the most skeptical of Mr. Taft's intention to hold expenses down to bed rock. The

trip he is planning will cost the treasury no more than $15,000; the Roosevelt trip burned up $50,000 of good money. Taft will have only one and one-half cars at his disposal; Roosevelt had a train of five. Taft will travel on regular trains, Roosevelt "ran special" from Washington to Bellingham, from Bellingham to Los Angeles, and from Los Angeles back to Washington again. Taft will be accompanied by only his secretary and one or two needed white house attaches; Roosevelt had a retinue of twenty in his wake.

Still frugally as Taft will proceed to the Golden Gate and back, his going and coming will cost the United States Treasury infinitely more than the journey of his predecessor six years ago. This sounds like a paradox or as though the writer of these lines was qualifying to take Thaw's [Harry K.] place in Matteawan, but nevertheless it is a sober, sane, and plain matter of fact. The Pennsylvania Railroad company paid the bill for the entire journey made by Roosevelt — for the Pullman cars, for the porters, waiters, the train crews, for the food eaten, the cigars smoked, and the cheering beverages consumed during all the sixty-six days that the presidential party was on wheels. So, too, did the railroads settle the bills for the Harrison and McKinley tours to the coast.

But, you remark, if the roads were so generous to Harrison, McKinley and Roosevelt, why not to Taft? Why should they not swing him around the circle, too, for a handshake with the great American voter and his wife?

The answer is easy to find. The former presidents traveled west before the "railroad rate law" went into effect. If Mr. Taft were to accept free transportation at the hands of the Pennsylvania Railroad company or any other concern carrying passengers across the boundaries of any of the sovereign states of the union, or of the territories, or of the District of Columbia, he would be liable to a fine

and sentence to the penitentiary. So, too, would the men who gave him the free ride across the sacred border lines.

. . .

In traveling with economy and simplicity the president subjects himself to many annoyances and drawbacks that he is spared when "running special." A special train is king of the road, and everything is sidetracked to let it go by, but a private car, hitched to a regular passenger train, which is the Taft way of traveling, is no better than the string of coaches of which it forms the tail.

Throughout the west and south especially, where the roads do not and cannot make the time schedules that they do in the east, the president will be late in making most of his stops. It is a frequent thing for passenger trains in the south to come loafing into the principal towns half or three-quarters of an hour behind time, and those who are making up the president's itinerary see trouble ahead. Each delay will make more of a delay somewhere else.

Then, too, the president will not have the comforts that he is given on a special train. His quarters will be crowded, and every time the train stops to take on or let off passengers, a crowd of enthusiastic citizens will make a dash for his car to shake his hand. They'll not get as far as the handshaking point most of the time it is true, but the secret service guards will have the time of their lives in protecting him from the onslaughts, and in order to avoid the good natured armies the president will be obliged to remain locked in his stateroom whenever the train is in a station.

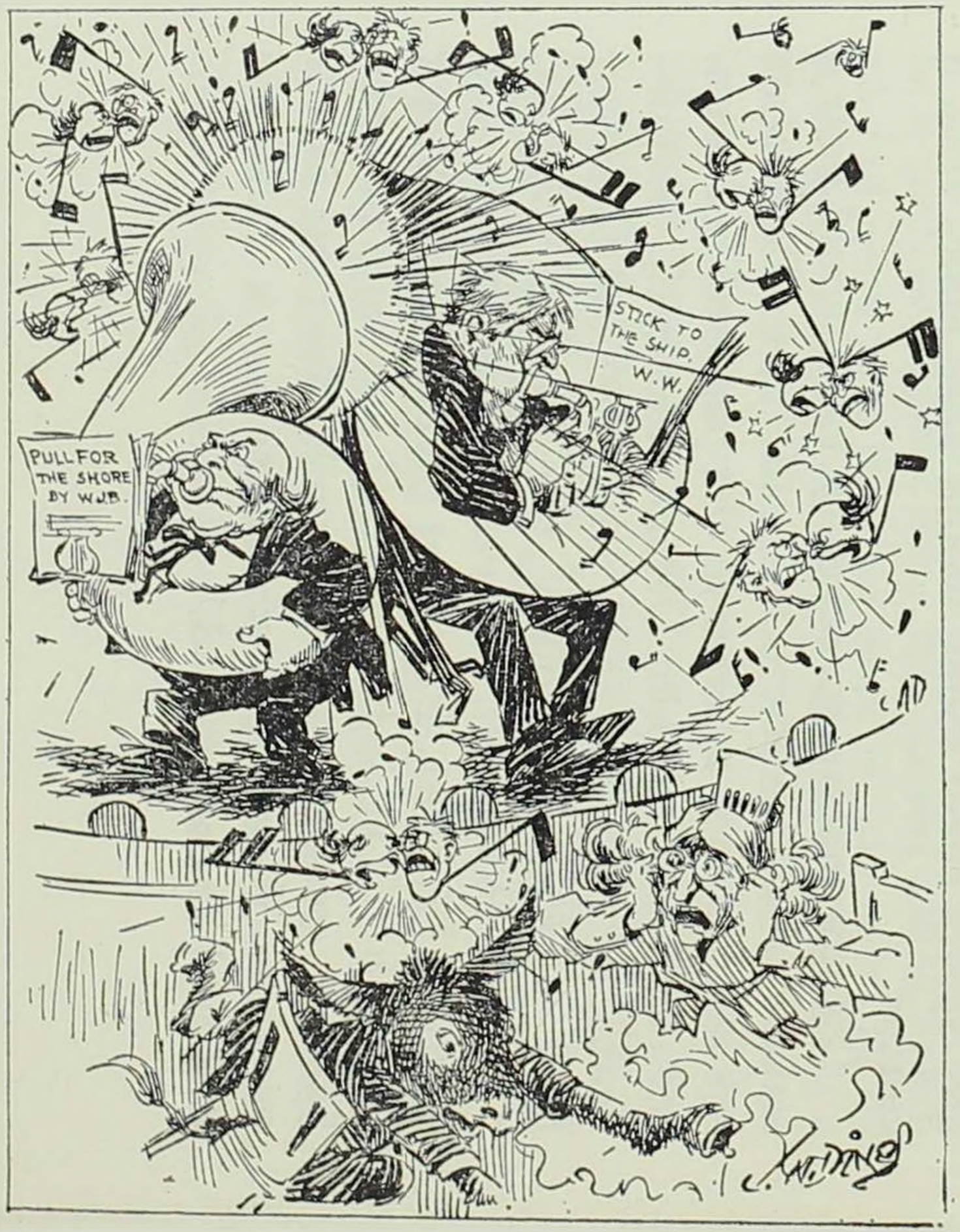
About forty banquets are to be faced by the president on his coming trip and each banquet means a speech. Three times forty speeches are expected of him between dinners, so the president is looking forward to a fairly busy time in September, October and November.

J. N. "Ding" Darling, who began his career as a cartoonist on the *Sioux City Journal* shortly after the turn of the 20th Century, has depicted the spirit and sometimes the lack of spirit, in the American political, economic, and social scene. His cartoons during the crucial campaign of 1920, when President Wilson found the Peace Treaty and his League of Nations in grave danger of rejection by a war-weary Nation, graphically portray the problems facing the Chief Executive. The message of the cartoon, like the editorial or the news release, only too frequently fell on deaf ears.

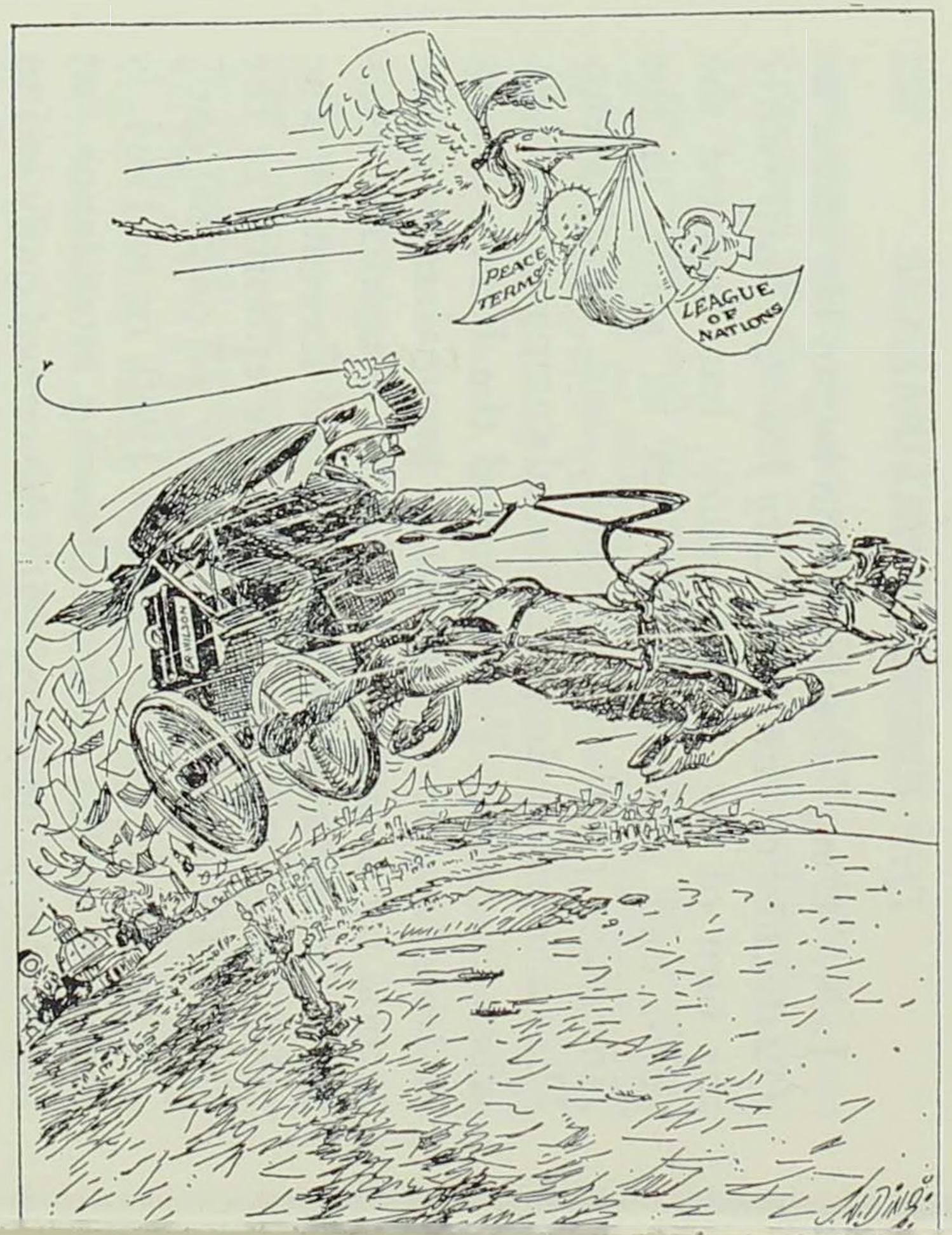
The apathy of the voter in 1960, or in 1964, is reflected in the cartoon showing attendance "at the caucus" compared with the crowd gathered to watch a "human fly" climb a skyscraper. Almost any sports event today would keep many from a caucus.

The nominating speeches of 1920 would bear a striking resemblance to those of 1964. Democrats are always sure to refer to the party of Jefferson, Jackson, and Franklin Delano Roosevelt. Republicans, on the other hand, will never fail to exhort their listeners to follow the lead of Lincoln, "Teddy" Roosevelt, Hoover, or Eisenhower. On October 17, 1861, President Lincoln wrote Major Ramsey: "The lady bearer of this says that she has two sons who want to work. Set them at it if possible. Wanting to work is so rare a want that it should be encouraged."

SOUNDING THE KEYNOTE FOR 1920

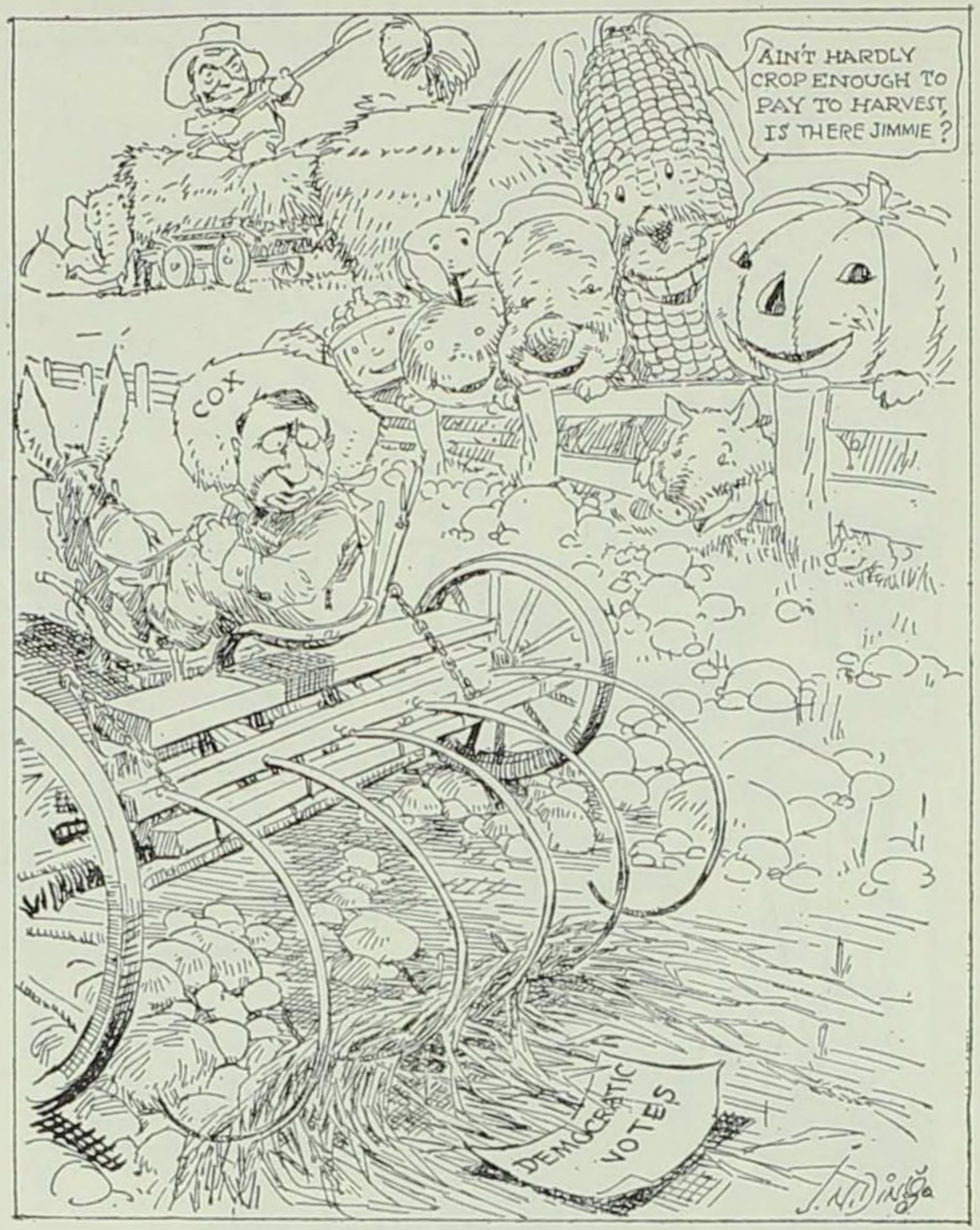


THESE ARE BUSY DAYS FOR OUR VILLAGE DOCTOR

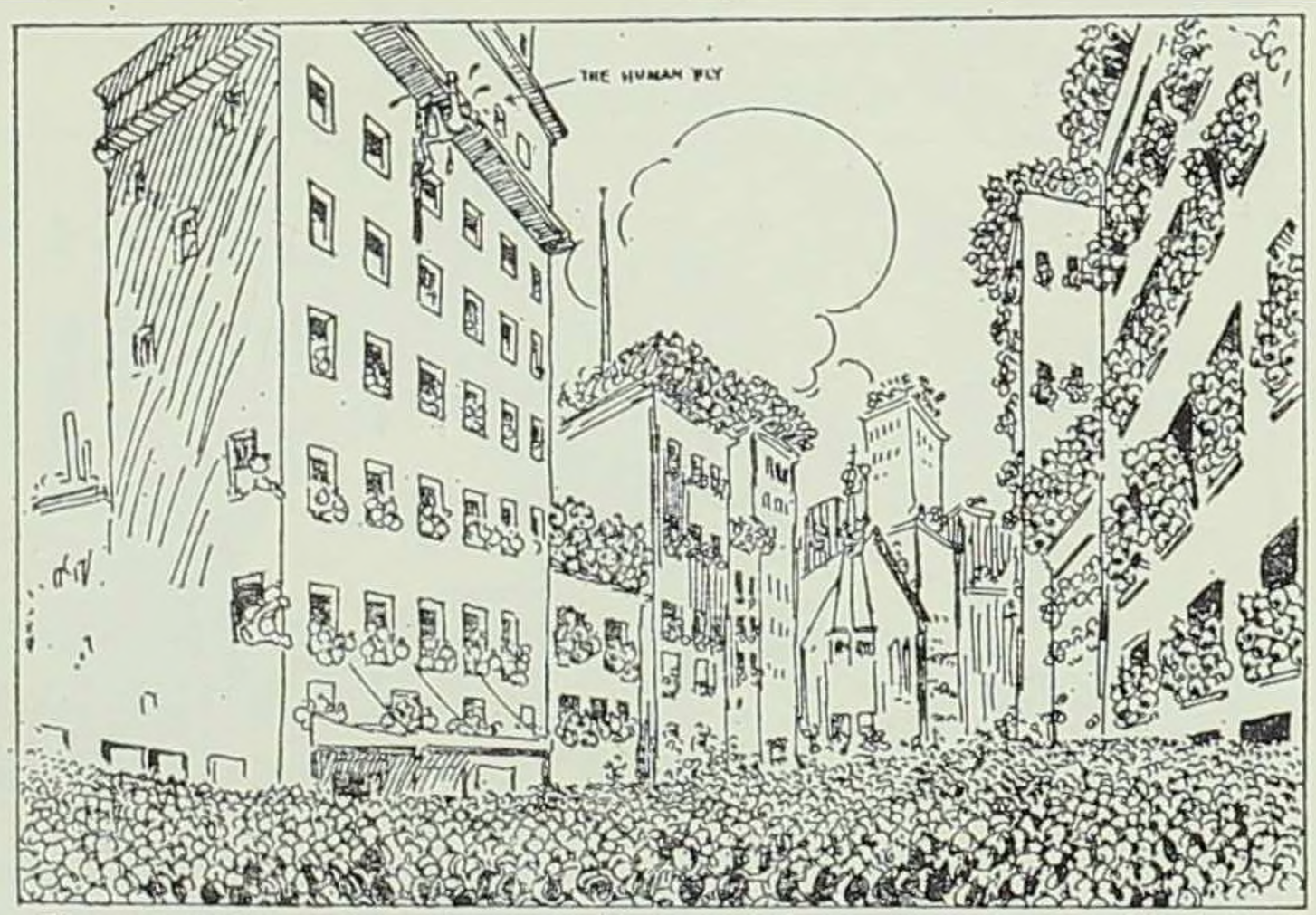


FOR THOSE WHO ARE UNABLE TO HEAR THE NOMINATING SPEECHES A VERBATIM REPORT HAS BEEN PREPARED AS FOLLOWS

WE SEEM TO HAVE A BUMPER CROP OF EVERYTHING THIS YEAR EXCEPT DEMOCRATS



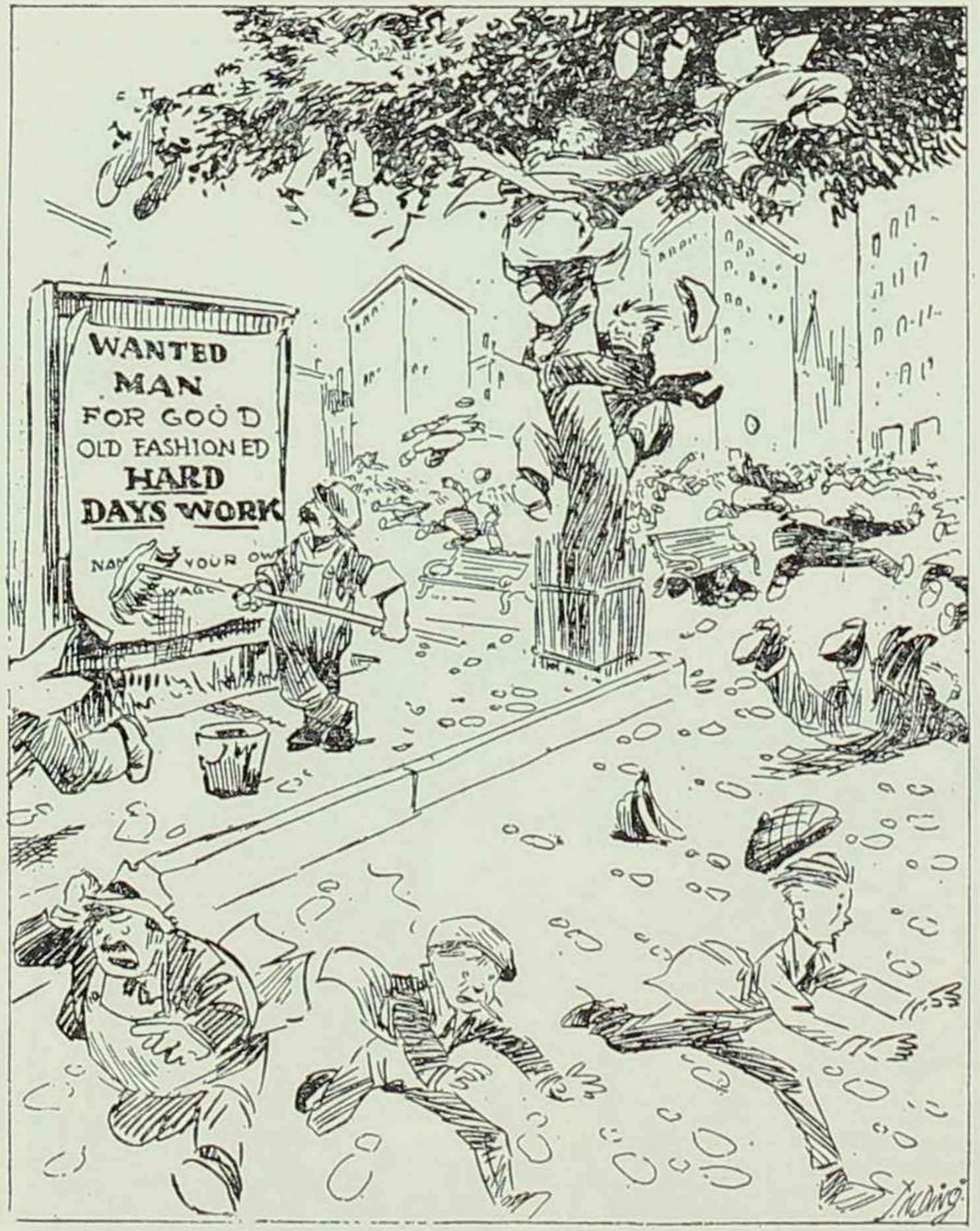
OUR GENIUS FOR SELF-GOVERNMENT

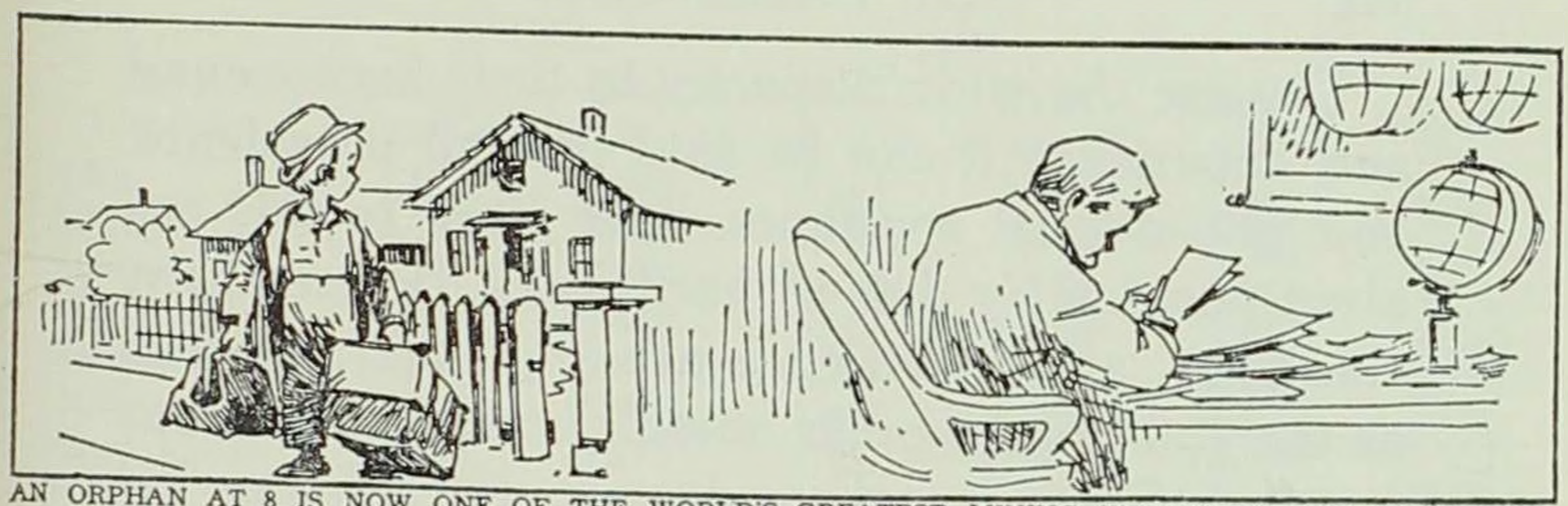


The crowd that gathers when some "human fly" announces that he will climb a skyscraper.

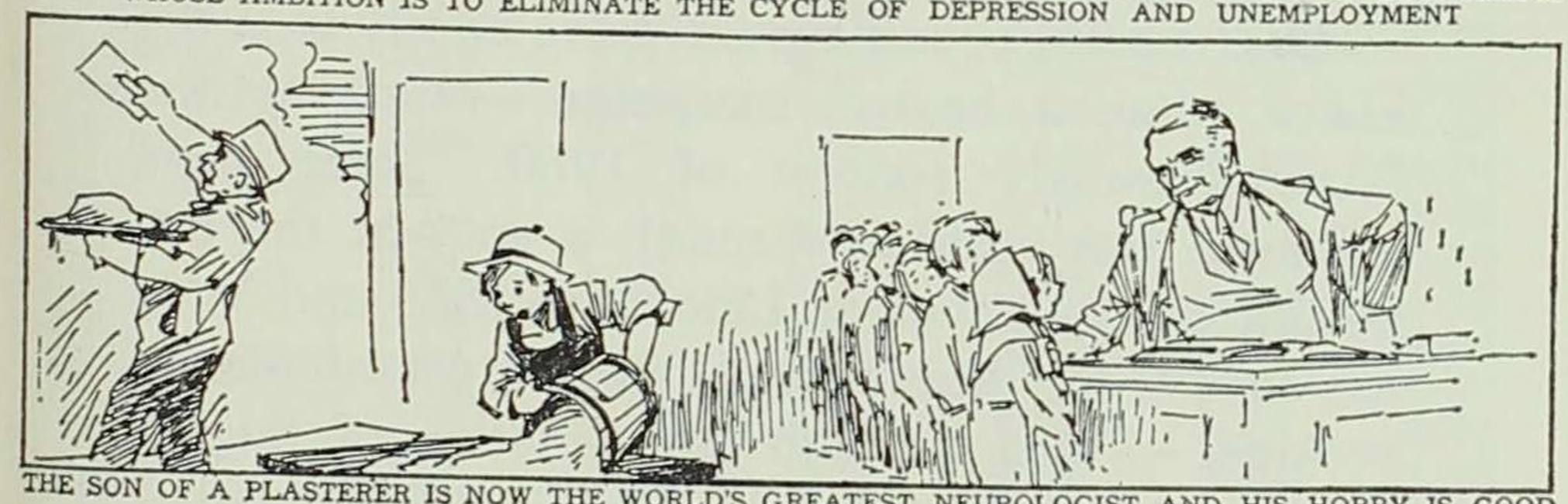
The crowd that gathers at the caucus which is to express the community's wish

SPEAKING OF LABOR SHORTAGE

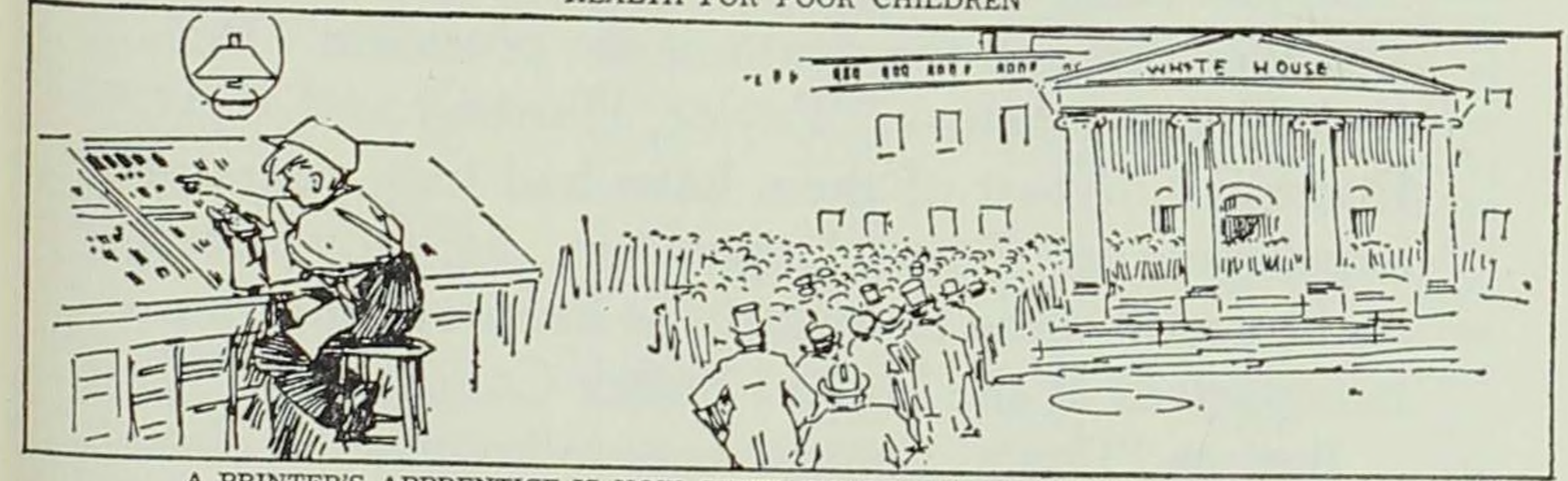




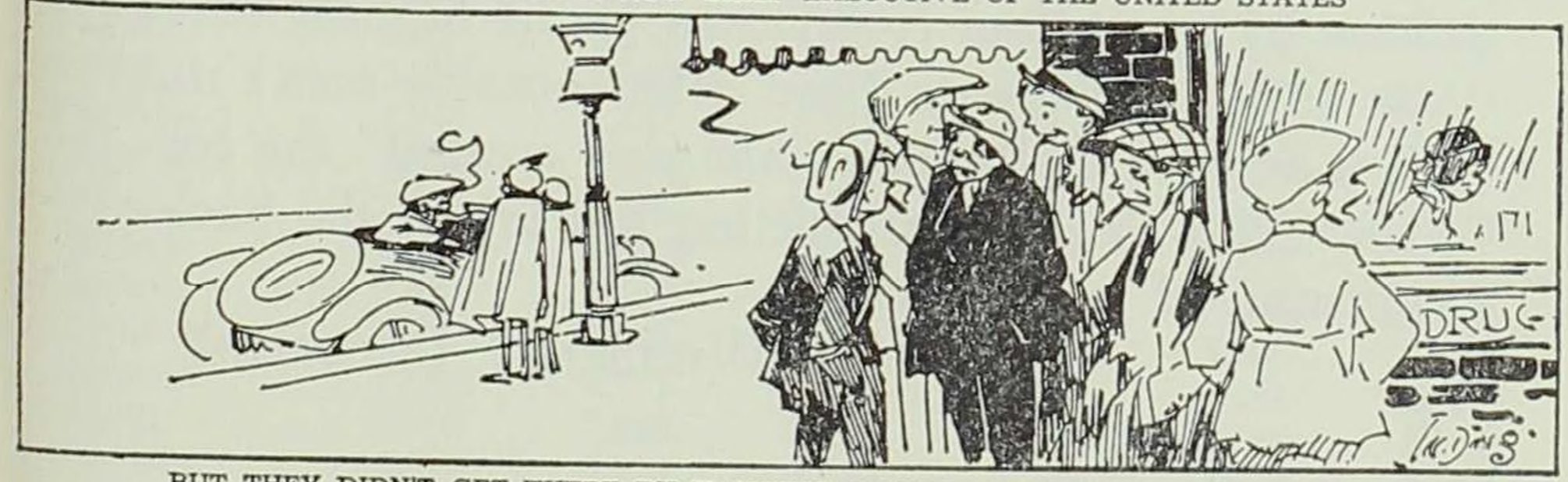
AN ORPHAN AT 8 IS NOW ONE OF THE WORLD'S GREATEST MINING ENGINEERS AND ECONOMISTS WHOSE AMBITION IS TO ELIMINATE THE CYCLE OF DEPRESSION AND UNEMPLOYMENT



THE SON OF A PLASTERER IS NOW THE WORLD'S GREATEST NEUROLOGIST AND HIS HOBBY IS GOOD HEALTH FOR POOR CHILDREN



A PRINTER'S APPRENTICE IS NOW CHIEF EXECUTIVE OF THE UNITED STATES



BUT THEY DIDN'T GET THERE BY HANGING AROUND THE CORNER DRUG STORE

The crowd that gathers at the caucus which is to express the community's wish

Despite the wide disparity in their background and experience it can be said that all presidents, and presidential aspirants, have risen to this exalted position by dint of hard work. Personality, character, and experience are important, as well as the ability to express oneself both orally and in writing. Some men have been overwhelming favorites, others, equally great, have barely won the honor after a heated campaign — such as the Nixon-Kennedy contest of 1960. Some have achieved the position through a split in the opposing party — such as Lincoln in 1860 and Wilson in 1912. Others have become presidents by accident — four through assassination of the incumbent (Lincoln, Garfield, McKinley, Kennedy) and four through the death of the president (William Henry Harrison, Taylor, Harding and F. D. Roosevelt. Most of them have had long years of experience as State Legislators, as Governors, and beyond these frequently as Senators and Representatives in the United States Congress.

But, as "Ding" pointed out, following the election of an orphan from Iowa to the highest office in 1928, Presidents (and other notable men) did not achieve distinction "hanging around" the corner drug store. Unremitting toil lay at the background of every success.

WILLIAM J. PETERSEN