

FROM THE BAG

The Centennial Ball in the Metropolitan Opera House.

Harper's Weekly, May 11, 1889, at 372

Quis custodiet custodies? Who shall watch the watchmen – who shall guard the guardians? This is the great problem of civil society in all the distributions and all the administrations of public trust and power. The framers of our Government have not quailed before the difficulties of its solution. Let the homage of a hundred years to the working of this august judicial scheme attest the wisdom of this feature of our Constitution. And let a law-abiding people for the future exalt and uphold our great judiciary as the protection of the Constitution and the safeguard of our liberties.

William M. Evarts

*answering a toast to the Judiciary,
in The Washington Centenary: Celebrated in
New-York April 29, 30-May 1, 1889,
in The Library of Tribune Extras,
v.1 n.5 at 69 (4th ed., May 1889)*



THE ULTIMATE JUNKET, CHAPERONED

Ross E. Davies

IT SAID SOMETHING ABOUT how far the United States had come – or how far it had fallen – in its first century: In April and May 1889, American newspapers exultantly reported that when President Benjamin Harrison traveled from Washington, DC to New York City for a centennial celebration of George Washington’s presidency, he rode in “the most gorgeous and best appointed train ever run in America, or in the world.”¹ (That is the subject of the booklet reproduced below on pages 74-100.) The President’s train was “fitted up with every appliance that luxury could desire,” gushed the *Los Angeles Times*. The *Chicago Railway Age* declared, “royalty in Europe has never traveled with such completeness of luxurious appointments in a railway train as were afforded the President of the United States and his party.” The party included members of Harrison’s Cabinet, Chief Justice Melville Fuller and Justices Samuel Blatchford, Stephen J. Field, and William Strong (retired) of the Supreme Court, and several friends and relatives.²

There was a time – back in the Founding Era, around the turning of the 18th century to the 19th – when comparing the conditions under which American government leaders lived and worked to the decadent luxuriance of European nobility was the among the harsh-

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¹ E.g., *On to New York*, ATLANTA CONST., Apr. 29, 1889.

² *The President’s Party*, L.A. TIMES, Apr. 29, 1889; *From the New Capital to the Old*, 15 GREEN BAG 2D 74, 89 (2011; 1889) (quoting *Chicago Railway Age*, May 10, 1889).

est of journalistic insults.³ But by the time of the Gilded Age – around the turning of the 19th century to the 20th – it could be high praise. And now, today – in the not-yet-named-Era-or-Age around the turning of the 20th century to the 21st – reporting on the travel luxuries of high government officials is a mixed bag, which might be taken to be a sign of more change, or that the more things change the more they stay the same, or that something ought to change.⁴

Contemporary comparisons of Harrison's speedy (six-hour) and luxurious 1889 transit from the Potomac River to the Hudson River with Washington's much slower (six-day) and more rugged 1789 passage over the same ground emphasized the differences.⁵ One difference that received relatively little attention was who footed the bills. Washington made the trip in his own carriage, pulled by his own horses. Harrison traveled courtesy of the Pennsylvania Railroad Company, the owner of the train in which he rode, and one of the greatest of the corporate behemoths of the late 19th century.⁶

It was a difference that reflected a change in American political culture. In the beginning, in 1789, the U.S. was a country where wealthy republican aristocrats played a leading role in public life – shouldering not only the governance of their country, but also much of the financing of their own public service. Thus, Washington was not alone in spending his own money on official or semi-official travel during his tenure in office. His Vice President and Cabinet did the same. So did Justices of the Supreme Court, who, for example, made their own arrangements when riding circuit.⁷ A century later, in 1889, the U.S. had become a country where wealthy bankers, merchants, and industrialists and their enterprises played a some-

³ See GORDON S. WOOD, *EMPIRE OF LIBERTY* 253-54 (2009).

⁴ A related phenomenon is beyond the scope of this article. At least two of those three periods in U.S. history were times of extraordinary innovation in journalism challenging holders of high office. See, e.g., PHILA. AURORA (Benjamin Franklin Bache, ed., 1794-98); *MCCLURE'S MAGAZINE* (S.S. McClure, pres., 1893-1911).

⁵ See, e.g., pages 83-90 below.

⁶ See H.W. BRANDS, *AMERICAN COLOSSUS* 119-32, 290-91 (2010).

⁷ See 2 *THE DOCUMENTARY HISTORY OF THE SUPREME COURT OF THE UNITED STATES, 1789-1800*, at 3, 235, 247, 396 (1988) (Maeva Marcus et al., eds.).

The Ultimate Junket, Chaperoned



President Washington's transport to his first inauguration in 1789 (above), and President Obama's transport to his first inauguration in 2009 (below).



what different leading role in public life – a role that included arranging travel luxuries for government leaders. Among those was the most coveted of late-19th-century perks: railroad passes.⁸ In that context, the kingly junket to which the Pennsylvania Railroad treated Harrison and his party of Secretaries and Justices in 1889 was just more of the same, albeit with a little more show than usual.

⁸ CHARLES FAIRMAN, *RECONSTRUCTION AND REUNION 1864-88 PART TWO* 541-45 (1987); JAMES W. ELY, JR., *RAILROADS AND AMERICAN LAW* 89-90 (2001).

And what of the century after that? That is, what of modern times? Things have changed again. Taxpayers (speaking through their representatives in Congress) have stepped in. Taxpayers of today, however, are sometimes stingier than funders past. Consider, for example, Presidents versus Supreme Court Justices. During the Founding Era, both kinds of leaders often traveled on their own dime. During the Gilded Age, both often traveled on the railroads' dime. Today, Presidents often travel on the taxpayers' dime (on Air Force One and its adjuncts), but Justices enjoy no comparable support. Instead, they are, for most part, stuck in the past: they can foot their own travel costs (like the Founders) or they can accept favors from wealthy sponsors (as they did in the Gilded Age).

Two differences for modern Justices are (1) the wider variety of wealthy sponsors – universities, associations, foundations, and so on⁹ – and (2) the absence of any sponsor, no matter how generous, who could possibly match the world-topping luxury of presidential travel that some (such as the Pennsylvania Railroad) could deliver in the Gilded Age. There can be only one Air Force One.

Another closely related, but different, difference that has received relatively little attention is who rides along on those trips.

In 1889, when President Harrison and his party luxuriated en route to and from New York, there was one other group that traveled with them in their extraordinary comfort: journalists. Those reporters, having not only witnessed but also experienced the magical luxury tour firsthand, saw nothing wrong with the whole business. Consider the *New York Times's* report on the President's return journey from New York to Washington:

Dinner was served soon after passing Trenton. After the dinner the correspondents listened to playful speeches from [Presidential] Private Secretary Halford and from Secretaries Rusk [of Agriculture] and Proctor [of War] When the correspondents alighted they formed in line in the station and gave the President a salute as he passed by, and he responded to it with great cordiality.¹⁰

⁹ See, e.g., Deborah L. Rhode, *Ethical Oversight for the Justices*, NAT'L L.J., Mar. 14, 2011; *Cheney v. District Court*, 541 U.S. 913, 928 (2004) (Scalia, J., in chambers).

¹⁰ *Back to Washington*, N.Y. TIMES, May 2, 1889, at 1.

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Similarly, today, when the President travels on Air Force One, he is usually accompanied by journalists. And reporters traveling with the President tend to echo the friendliness of their predecessors. They are charmed by the host, comfortable with the courtesies, and seemingly unconcerned about the potentially corrupting influence of luxuries provided at others' expense.¹¹

But when the Justices travel, no comparable provision is made for reporters covering the Supreme Court. And those reporters do not echo – or contradict – their predecessors on presidential-judicial trains or their contemporaries on presidential planes. They can't. They have no comparable experiences on which to base their reporting. Instead, lacking those experiences, they report what they can glean from documentary research and the observations and opinions of others. And those reports tend toward a chilly skepticism about the propriety of privately-funded, practically inaccessible activities of the Justices.¹²

What follows below are just a few observations about this difference between the presidential and Supreme Court press corps – observations dealing not with the usual policy questions about the propriety of the Justices' involvement in matters other than deciding cases and controversies, but, instead, with the process question of whether the Supreme Court press corps has been given a fair chance (or at least a chance comparable to the one the presidential press corps enjoys) to assess the behavior of the Justices on the road and the effect of the road on the Justices. Better minds could surely come up with more and better observations, but those offered here do have one redeeming feature – they suggest a potentially useful role for Congress in support of press coverage of the Court.

¹¹ *E.g.*, *Air Force One is one 'spiffy ride,' Obama says*, CNN, articles.cnn.com/2009-02-13/politics/air.force.one_1_presidential-plane-obama-s-first-andre-ws-air-force-base?_s=PM:POLITICS (Feb. 13, 2009); *President Obama Surprises Press Aboard Air Force One*, ABC News, abcnews.go.com/blogs/politics/2011/03/president-obama-surprises-press-aboard-air-force-one/ (Mar. 21, 2011).

¹² *E.g.*, Dahlia Lithwick, *High Court, Low Profile*, BALT. SUN, Aug. 31, 2004; Tony Mauro, *Common Cause Seeking Ethics Probe of Scalia and Thomas*, NAT'L L.J., Jan. 20, 2011; Mike McIntire, *The Justice and the Magnate*, N.Y. TIMES, June 19, 2011.

First, the friendly coverage of luxury travel on Air Force One probably is not the work of a co-opted presidential press corps. Its members are aware of the entrancing power of the Executive jet,¹³ and forewarned is forearmed. Moreover, there is no obvious reason to think that journalists who write positive stories about Air Force One itself do so because presidential largesse has brainwashed them or inspired them to tailor their reporting to increase their chances of repeat rides. Their coverage of other matters – that is, their reporting on the actual work done on Air Force One and at the places it visits – lacks the consistent rosiness of the reporting on the luxuries of life on Air Force One itself. It seems roughly fair and balanced.

Second, the chilly coverage of the Justices' privately-funded travel probably is not the work of a Supreme Court press corps embittered by the shortage of ride-alongs for reporters on that beat. Like their dissimilarly-situated colleagues on Air Force One, their coverage of other matters – that is, their reporting on those activities of the Justices that they do get to observe, such as oral arguments and public appearances in the Washington, DC area – lacks the consistent tone of their reporting on their subjects' lives on the road. It seems roughly fair and balanced.

Third, nor does friendly coverage of travel on Air Force One seem like the product of ignorance. The reporters are there. Put yourself, for a moment, in the shoes of a member of the presidential press corps – an expert at spotting signs of waste, corruption, and other bad things. You join the President and his staff on board Air Force One. You do not see them catering to the funders of their luxurious travel or their hosts at the places you visit, nor do you find yourself kissing up to any of them. You do not feel corrupted, nor do you feel you are unjustly luxuriating at taxpayer expense. You, like the President and his staff, are in fact hard at work. You have shared the comforts of Air Force One, in context, and you see and feel that there is nothing wrong here. You might be wrong, but it would be an error of interpretation, not a lack of information.

¹³ See, e.g., Evan Thomas and Katie Connolly, *Learning from LBJ*, NEWSWEEK, Apr. 5, 2010; James Rosen, *To Baghdad and back with Dick Cheney*, PLAYBOY, May 1, 2006.

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Fourth and finally, however, the chilly coverage of the Justices' travel might be a kind of product of ignorance – a manifestation of that ancient and admirable inclination of journalists to be skeptical about that which they are not permitted to see for themselves.¹⁴ Maybe there are problems with the Justices' privately-funded travel, and maybe not, but so long as the Supreme Court press corps is practically frozen out – denied the opportunity to observe the Justices as their colleagues observe the President – they may be justifiably suspicious. Journalists who trail government officials into places where we average citizens cannot go or see are like chaperones at a high school dance: we know they lack the power to stop any bad behavior they might see, but we rely on them to go wherever they can (empty classrooms, dark corners off the dance floor), see what there is to see, and raise an outcry when it's called for.¹⁵ Who knows what might happen if no one is looking?

Which brings us to Congress: If it wants to know, and wants its constituents to know, more about Justices trotting the globe on someone else's dime, it could give the Supreme Court press corps a chance to cover the Justices in roughly the same way the presidential press corps covers the President. A "Judiciary Air Force One Approximation Act" might provide taxpayer support for travel by a small (say, 2- or 3- or 4-member) press pool to ride with any member of the Court who engages in travel that would qualify as a lawful use of Air Force One were it engaged in by the President. This sketch of an idea leaves details and complications to be worked out – for example, the Justices might object. But that might be a good thing.¹⁶



¹⁴ See, e.g., *Justice and Junkets*, N.Y. TIMES, Jan. 27, 2006.

¹⁵ This might explain the lack of outcry over an untelevised Supreme Court. Wisely or not, we seem willing to let the Fourth Estate keep an eye on the Court for us.

¹⁶ Compare, e.g., Dahlia Lithwick, *Courting Change*, SLATE, Apr. 11, 2008, with Ross E. Davies, *Cameras in the Courtroom? How About Journalists in Chambers?*, NAT'L LAW JOURNAL, SUPREME COURT INSIDER, Feb. 16, 2011.



Interior of Pennsylvania Railroad private car "No. 60."



FROM THE NEW CAPITAL TO THE OLD

APRIL 29TH-MAY 1ST, 1889

Pennsylvania Railroad Company

THE “PRESIDENTIAL TRAIN,” which left the Pennsylvania Railroad Station in Washington on the morning of April 29th, 1889, conveying the President of the United States, his family, the Cabinet, the Justices of the Supreme Court, the Centennial Committee on Transportation, and the representatives of the prominent newspapers of the country to New York to participate in the ceremonies incident to the Centennial Celebration of the Inauguration of George Washington as the first President, will long live in the railroad history of America as the handsomest train of cars ever placed on the rails.

Nothing more thoroughly illustrates the development of railway progress within a century than this train. It was made up from the regular equipment of the Pennsylvania Railroad, and the cars of which it was composed were withdrawn from the service of the celebrated Pennsylvania Limited, which every day in the year flashes between New York and Chicago. These cars, fit carriages for kings or queens, relieved from routine use for a short period, passed through the shops, received the touch of the painter’s brush, felt the

The press of Allen, Lane & Scott, Philadelphia. Editors’ note: This item originally appeared as a freestanding pamphlet. We have changed some of the formatting – but none of the words (including archaisms and errors) – to make it more easily readable by modern eyes.

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point of the upholsterer's needle, and underwent a general overhauling in honor of the occasion in which they were to perform so conspicuous a function. They were selected, not on account of any extraordinary elegance they possessed, but because their size, convenience of arrangement and appointments eminently fitted them for this purpose. In all their characteristics they were the best types of advanced American car-building, and therefore singularly adapted for use in connection with a great historical ceremonial.

Having performed extraordinary duty as a Presidential train they are reassigned to the regular service of "the Limited," and afford the same luxurious accommodations to the every-day traveler as that recently enjoyed by the members of the Presidential party.

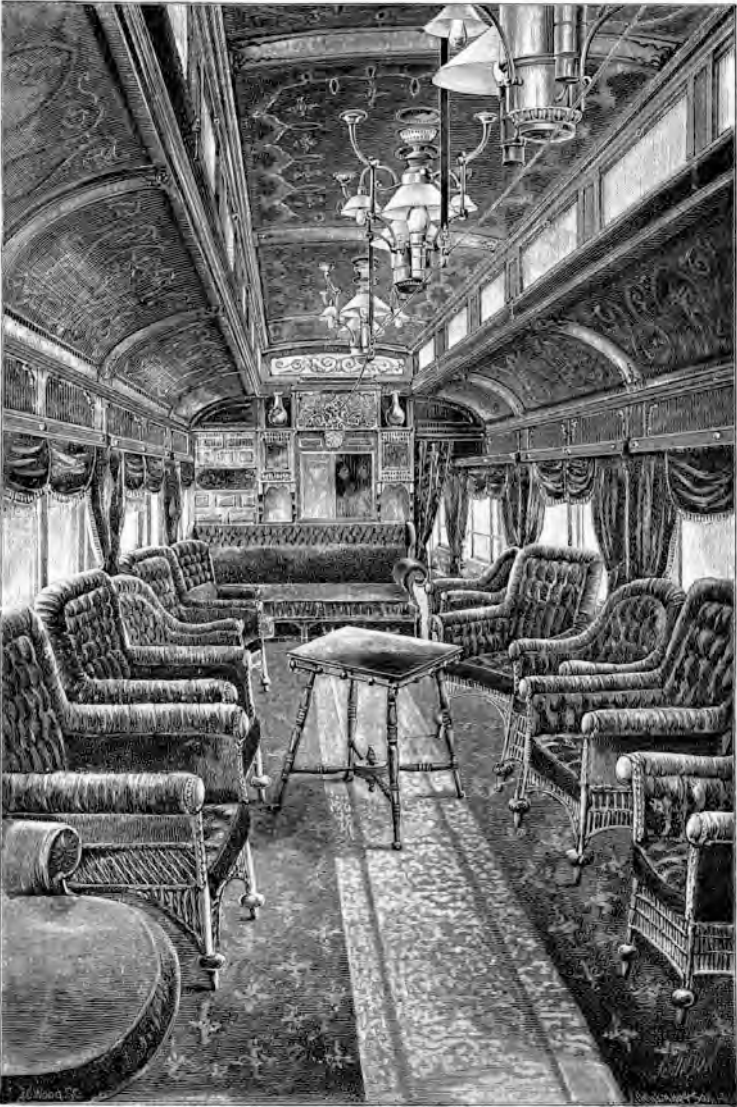
It is safe to say that no other railway company in the world could have equipped a special train from the regular service with such magnificence. The event is not only a forcible demonstration of the wonderful development of railway transportation within half a century, but at the same time a potent illustration of the perfect facilities possessed by the Pennsylvania Railroad.

The train was composed of nine cars, arranged in the following order:—

Pennsylvania Railroad Standard Locomotive "No. 31";
Pullman Vestibule Buffet Combination Car "Premier";
Pullman Vestibule Drawing-room Sleeping Car "Etruria";
Pullman Vestibule Drawing-room Sleeping Car "Pelion";
Pullman Vestibule Dining Car "Continental";
Pullman Vestibule Drawing-room Sleeping Car "America";
Pullman Vestibule Drawing-room Sleeping Car "France";
Pullman Vestibule Drawing-room Sleeping Car "England";
Pullman Vestibule Composite Car "Alroy";
Pennsylvania Railroad Private Car "No. 60."

The Pullman Combination Car "Premier" is exclusively a gentlemen's car. The forward end is set apart for baggage and for the dynamo, which generates the electricity for illuminating purposes. A compartment introduced between the storage-room and the main saloon is fitted up as a barber-shop and bath-room. A regular barber's chair and all the fixtures with which the tonsorial artist is wont to surround himself, except the cheap and gaudy pictures, are at

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Interior of combination smoking car "Premier."

hand. He shaves the subject with an ordinary razor, and accomplishes his duty as deftly as if his shop were stationary, instead of having progressed say twenty miles between the lather and the last stroke of the hair-brush. A bath-tub occupies one side of the compartment,

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and the hot and cold water which fills the tub may be tempered to the taste of the bather. Between the bath-room and the main smoking-saloon there is a refreshment compartment, from which a white-jacketed attendant dispenses exhilarating beverages in response to the tap of an electric bell.

The rear section of the car is a smoking-room. It is finished in stained natural wood, furnished with comfortable rattan arm-chairs, a lounge, a sofa, and two writing-desks, each surmounted by a small case of selected books. The upholstery is rich but substantial, and well in keeping with the purposes of the compartment. Broad plate-glass windows, slightly bowed, admit a great volume of light, and reveal to the occupants a panoramic view of the passing scenery. In this, as in the other cars of the train, handsome chandeliers of nickel or brass depend from the roof, fitted with gas-burners and electric-light bulbs. Apart from the stationary lights there are also movable electric lights attached by insulated wire to the sides of the car, capable of being shifted to any position desired by the user. Their convenience in reading or writing is inestimable, as one may shift his light as often as it is desired to change his position. This admirable arrangement originated with, and was introduced into practical use by, the electrical department of the Pullman Palace Car Company. A toilet-room and lavatory completes the appointment of this most ingeniously-arranged car.

Following the "Premier" came the Vestibule Drawing-Room Sleeping Cars "Etruria" and "Pelion," both the largest of their class. They each contain twelve sections of two double berths, and two drawing-rooms, compartments containing two double berths and a sofa. Toilet-rooms for ladies and gentlemen occupy separate ends of the car. A distinct species of wood is employed in the finish of each, and each possesses an individuality of its own in the coloring of upholstery and the tint of the drapery. The ornamentation of these cars is elaborate, though tasteful. Nothing fulsome, nothing gaudy, nothing for mere show, but all strong, rich, and artistic. Wherever in the wood-work an exposed space presented itself the carver had seized upon it and traced in the solid timber some vine or flower, which seemed rather to have grown out of the wood than have been

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cut into it. Beveled plate mirrors fill an otherwise blank spot here or there, and the outer surface of the upper berths is inlaid in white wood, or enriched with the delicate tracery of the decorator. The several chandeliers, which might equally as well be termed electro-lights, hang in glittering clusters from the roof-ridge, and at night shed a mellow radiance over the exquisite workmanship which they illuminate. Movable lights are attached to each section, so that one could lie in one's berth and read, with his light disposed as best it suited the reader's convenience.

At night, to one looking through the long line of vestibuled cars, the perspective seemed like some brilliantly illuminated corridor.

Behind the "Pelion" was the Vestibule Dining Car "Continental." If one considers this train as the ripest example of the development of passenger transportation, the "Continental" was the most remarkable feature of its composition. It is not only a dining-room in which forty people, disposed at ten tables, can dine in the most comfortable manner, but it contains a kitchen in which four cooks can prepare meals for twice the seating capacity of the car, and a storage-room for the provisions necessary to furnish a most elaborate meal, beside ice-chest for wines, china-closets, linen-lockers, and the entire outfit of a large restaurant. The kitchen at the forward end is equipped with four ranges, on which every variety of cooking can be successfully done. The most skillful housewife would hardly believe that so much work could be accomplished in so contracted a space, yet by the economizing of every inch and the ingenious employment of every device that cunning hands could originate, the purpose of the dining car is achieved most successfully. The dining-tables are fixed in the body of the car. They are ranged four on each side, with two additional on the farther end, which may be curtained off for the use of private parties. Glistening silver and glass ware vie in brilliancy with the spotless linen, and above the tables, in the spaces between the windows, potted plants are placed on shelves set in the hard wood. The tables accommodate four persons each, allowing ample room for the service of a meal in courses. At the farther end of the car is a little wicket for the conductor and the refrigerating wine-closets. At the forward end a pleasing effect is obtained by the

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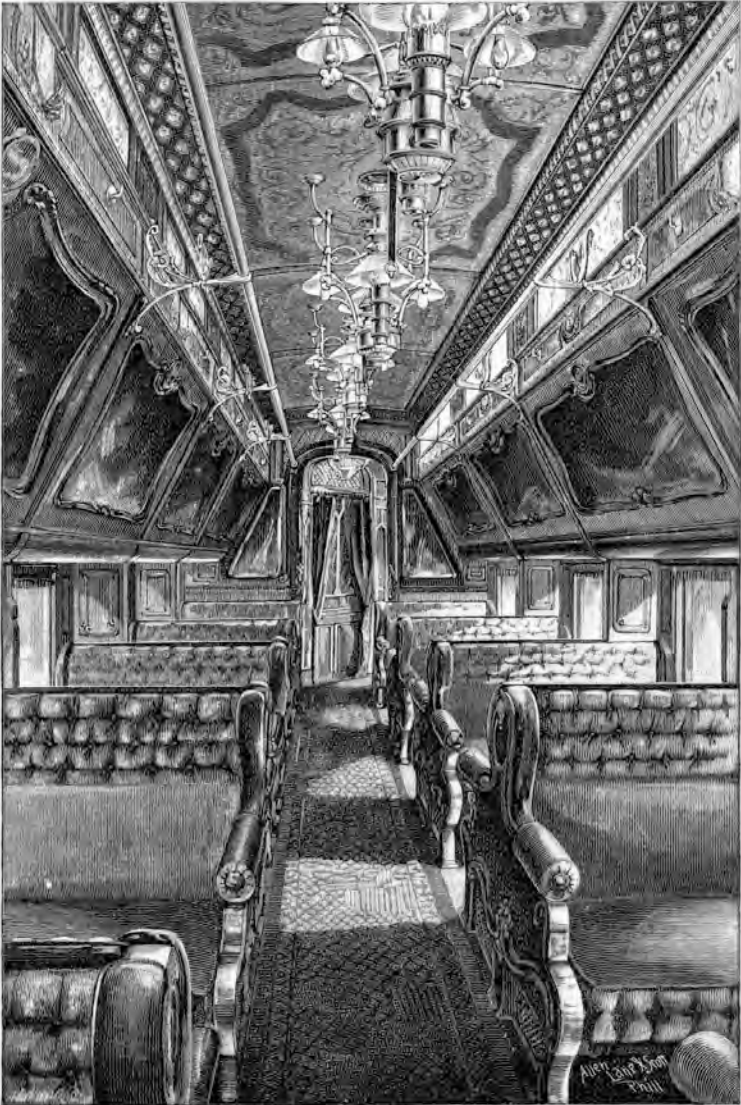
arrangement of a buffet, set with glittering ware and garnished with fruit, on the curving partition inclosing the culinary compartment. The interior is bright and cheerful in finish and decoration, and no odors of the kitchen are noticeable within the dining-saloon.

Following the "Continental" came the Vestibule Drawing-room Sleeping Cars "America," "France," and "England." They are of the same class and description as the "Etruria" and "Pelion" already mentioned, except that each differed in character and coloring of wood and shade of upholstery. The woods employed in finishing the interiors are rosewood, satinwood, mahogany, or bird's-eye maple, between which it is hard to award the palm of beauty and appropriateness.

Next to the "England" was the "Alroy," one of the choicest cars of the entire train. This car is known, in the technical parlance of car-building, as a "composite." Half of it is fitted with berths, there being six sections containing twelve double berths. The remainder is an open sitting-room, finished in brown wood, and furnished with rattan arm-chairs and sofas similar to those used in the "Premier." It also contains a writing-desk, a large case of selected books, and movable tables. There are toilet-rooms and lavatories inclosed in the compartment between the sleeping and the sitting rooms. The daylight streams through handsome plate-glass windows, and at night the incandescent lights, both from the overhead electroliers and the movable globes, serve to thoroughly illuminate the interior. The rear door is composed of plate-glass from its top to within two feet of the floor, and the rear platform is wider than usual and inclosed within a firm railing, forming a very convenient observatory. The car is very handsome in all its appointments, and arranged with the utmost convenience for the use of a party traveling together.

The rear of the train was the post of honor. Here was placed Pennsylvania Railroad Private Car "No. 60." From the outside this car differs in no wise, except in size, from an ordinary passenger car of the Pennsylvania Railroad. It is painted in the same bright cardinal, which is the standard color of the company, and bears in gold lettering on its sides the simple figures "60." Within, however, it is a home in every particular. The main drawing-room, which occu-

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Interior of vestibule sleeping car "America."

pies about one-third of the body in the rear, is handsomely finished in hard white wood. The seats are bamboo arm-chairs and a sofa, and are all movable. It is lighted by very handsome, large, nickel chandeliers, with two immense reflecting gas-burners on each. A

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most novel and unique feature is an open fireplace, in which a cheery fire may be burned, just as in one's private parlor. Such a convenience does not exist in any other car in this country, and it is one of the most striking characteristics of this one. The fireplace is fixed in the middle of the partition which divides the drawing-room from the compartment beyond. It is surmounted by a handsome mantel, which reaches to the roof. The sides of the mantel above the line of the fireplace are divided off into brackets for the display of *bric-a-brac*, with book-cases on the outer margins. Adjoining the drawing-room is a private bedroom, containing a bed fixed to the car, a toilet-room, and lavatory. It is lighted by a chandelier, and a movable light at the head of the bed. The bedroom fills the middle of the car with the exception of a passage-way which runs along one side and connects the drawing-room with the sitting-room forward of the bedroom. This compartment is conveniently fitted for use as a sitting and dining room by day, and a sleeping-room at night. The berths are so arranged that when closed one would hardly suspect their presence. A writing-desk, a lavatory, and a toilet-room, placed at the entrance of the passage-way to the compartment, serve the convenience of its occupants. Beyond the sitting and dining room is the kitchen and pantry. There are all the requisites of kitchen and store-rooms ample for the needs of eight people.

In the rear of this car the roof extends over a wide platform, which is entirely inclosed laterally by the sides of the car, overhead by the hooded roof, and at the end by a nickel railing, making an open observation-room, well protected from dust, cinders, or rain, and affording a cozy corner from which to watch the dissolving views of the receding landscape.

This car, universally acknowledged to be the most complete private car ever built, is the official car of First Vice-President Frank Thomson, of the Pennsylvania Railroad. On the occasion of the Presidential Tour, April 29th-May 1st, 1889, it was occupied by President Harrison and his family. The interior was handsomely decorated with festoons of greens, potted plants, and blooming flowers in honor of its distinguished occupants.

Before the train started from Washington on the morning of

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April 29th President Harrison inspected the entire train, and declared it to be, in his opinion, “the handsomest and most perfectly-appointed train of cars ever placed on the rails.”

Every one who saw it on that memorable occasion indorses the President’s opinion.

AN HISTORICAL CONTRAST

Quite in contrast with the luxurious train of the Centennial President is the manner in which his predecessor of a century ago reached the same destination over practically the same route. Although the course adopted by General Washington traversed the same region, the facilities of transportation differ as widely as the length of years that separate the two events.

He traveled in a great, strong, lumbering coach, built of substantial material for hard service and appointed to weather any exigency of storm or flood; the track was a dirt road, full of ruts and mud-holes, with gaping gulleys on either side, into which a luckless driver might precipitate his distinguished passenger; here and there the soft places had been rendered passable by the corduroy process, which prevented the coach from sinking axle-deep in mud, but subjected its occupants to the torture of continuous jolts; the motive power was a double span of Virginia thorough-breds, driven by a dusky son of Africa, and the rate of speed depended upon the condition of the road.

The President-elect rested or broke his fast at some hospitable town, a wayside inn, or beneath the roof-tree of some old colonial mansion. He journeyed by day only, devoting the nights to a slumber which the fatigue of the day made sweeter. At dawn, when the lark shook the dew from its wings, the journey was renewed, and so, day by day, persistent effort finally overcame all obstructions, and the great man stepped from coach to barge on the blue waters of the Kill von Kull.

A week was consumed in the trip – a little more than the average time required by the regular stages, as the progress of the illustrious traveler was impeded at various points along the way by the loyal demonstrations of his fellow-countrymen.

Pennsylvania Railroad Company

On a bright spring morning, April 16th, 1789, the gates of Mount Vernon were thrown open, and the great coach wheeled into the Alexandria pike, carrying the destinies of a nation. One week later, April 23d, the chosen leader of his people received the welcome of the reception committee on the wharf at Elizabethport.

He had accomplished a long and tedious journey of some two hundred and fifty miles by the best mode of travel known to the times.

A century later his successor, following in his footsteps, achieves the same result in *six hours*, in a state of comfort, ease, and luxury that a fairy prince might envy.

A mighty exemplification of the progress of a century!

RESOLUTION OF THE CENTENNIAL COMMITTEE ON RAILROADS AND TRANSPORTATION

Potter Building, New York City, May 9th, 1889.

George W. Boyd, Esq., Assistant General Passenger Agent, the Pennsylvania Railroad Company, 233 South Fourth St., Philadelphia, Pa.

My Dear Sir:— At a meeting of the Committee on Railroads and Transportation of the Centennial Celebration of the Inauguration of George Washington as President of the United States, this day held, the following minute was unanimously adopted, and I was instructed to forward a copy of the same to you:

MINUTE.

“The Committee desire to express their high appreciation of the action of the Pennsylvania Railroad Company in supplying the Special Train for the transit of the President of the United States, the Cabinet, the Supreme Court, and the party accompanying them, from Washington to Elizabethport, on the 29th April, and from Jersey City to Washington on the 1st inst., on the occasion of the Centennial Celebration at New York of the Inauguration of Washington as the first President of the United States.

“The elegance of the equipment, the complete arrangements regarding every detail, the perfect management of every movement, together with the promptness of arrival at every point on the scheduled route, and the most excellent *cuisine*, made the train unequalled in the history of railroads in this or any other country, and bore ample and final evidence to the pre-

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eminence of the corporation above named in the perfection of its management and of its motive power and equipment.

“It is desired also to place upon the record of the proceedings of the Committee an acknowledgment of the kindness and courtesy of Mr. Frank Thomson, Vice-President, and Mr. George W. Boyd, Assistant General Passenger Agent of the Pennsylvania Railroad Company, and of the deep interest these gentlemen evinced in the endeavor to render everything connected with the Presidential Train a success, and the assistance they so gladly and efficiently rendered in that direction.”

Very truly yours,
(Signed) O.B. POTTER,
Chairman Committee on Railroads, &c.

COMMITTEES ON THE CENTENNIAL CELEBRATION, APRIL 30TH, 1889, OF THE INAUGURATION OF GEORGE WASHINGTON AS PRESIDENT OF THE UNITED STATES

Hamilton Fish, *President.* Hugh J. Grant, *Chairman.*
Elbridge T. Gerry, *Chairman Executive Committee.*
Clarence W. Bowen, *Secretary.*

New York, May 25th, 1889.

George W. Boyd, Esq., Assistant General Passenger Agent Pennsylvania Railroad Company, Philadelphia, Pa.

Dear Sir:— In thanking you for the very elaborate and tasteful Souvenir of the Presidential Tour, which you were so kind as to send me, permit me to express the appreciation of the Entertainment Committee of the very liberal, prompt, and hospitable manner in which the Pennsylvania Railroad Company performed its most important share in the Centennial Celebration. As the Entertainment Committee was at a late day and in part charged with the responsibility of bringing the President to, and returning him from, New York, it may not be out of place thus to render the thanks of that Committee to yourself and to the great corporation which you represent.

Very gratefully and respectfully yours,
STUYVESANT FISH,
Chairman Committee on Entertainment.

Pennsylvania Railroad Company

EXECUTIVE MANSION
WASHINGTON.

Mr. Frank Thomson,
Vice Pres. Penna. Ry.
Philadelphia, Pa.

My Dear Sir-

At the earliest opportunity, I desire to express my sincere thanks for the generous provision you made for the transportation of myself and the party accompanying me, to New York City. The train was certainly a marvel of beauty and luxury in all its appointments.

ments, and the arrangements for the trip, both going and coming, were such as to insure the greatest safety and comfort.

I regret that you were unable to meet me at Trenton, as expected, that I might have expressed to you personally, my appreciation not only of your own courtesy, but of the faithful and efficient manner in which all the gentlemen connected with the train discharged their duties.

Please be kind enough to thank, in my name, all who

Pennsylvania Railroad Company

*in any manner contributed
to the equipment and running
of the train, and to the comfort
and convenience of the party.*

Very truly yours,

Wm. Harrison

May 3rd 1889

AS THE PRESS SAW IT

The Presidential Train to and from the New York Centennial

Editorial in the Philadelphia Railway World, May 11th, 1889

The north-bound movement was made in a special train of the Pennsylvania Railroad, consisting of nine cars, which was the finest train that ever traversed a railway. Its cost was not less than a quarter of a million of dollars. No pains or expense were spared to put it in the best possible condition, as it was thoroughly overhauled at Wilmington shops before the movement was commenced, every detail of decoration and all appliances intended to promote safety and comfort being brought to the highest stage of perfection, and bright new uniforms being furnished for a large number of Pullman and railway employees.

The train included four vestibuled drawing-room sleeping cars, a composite car, a vestibule dining car, a vestibule buffet combination car, and Vice-President Thomson's private car, No. 60, specially

From the New Capital to the Old

fitted up for the use of President Harrison and his family in a unique manner that attracted universal admiration. It was placed at the rear of the train, and the novel idea was successfully carried out of decorating its interior with a wealth of floral beauty, appropriately and effectively arranged. A description of these decorations, as they were renewed for the return trip, states that “festoons of asparagus sprays were fastened at intervals by bouquets of Bride, Jacqueminot, and American Beauty roses. A table on the left-hand side of the room was covered with flowers, the gift of the Pennsylvania Railroad officials. An enormous bunch of American Beauties, intended as an offering for Mrs. Harrison, hung over a dish of rich grapes of different hues, mingled with bananas. On the right side were two large bouquets of Marechal Neils. Each bouquet was tied with ribbons of exactly the shade of the roses. In the front end was a fireplace with a mantel and glass above it.” The decorations also included ferns, palms, lilies, and gigantic Baroness de Rothschild roses.

Editorial in the *Chicago Railway Age*, May 10th, 1889.

The train which carried the Presidential party from Washington to Elizabeth, N.J., on the occasion of the recent centennial celebration, has probably never been excelled for elegance and luxury in this or any other country. In fact royalty in Europe has never traveled with such completeness of luxurious appointments in a railway train as were afforded the President of the United States and his party. The train was made up entirely of Pullman palace cars, with the exception of the Observation Car “Alroy” and the private car of Vice-President Frank Thomson of the Pennsylvania Road. The sleepers were the “Premier,” “Etruria,” “Pelion,” “England,” “France,” and “America,” and they were supplemented by the Dining Car “Continental.” The sleepers were fitted up with high-back seats, costly and tasteful draperies, hot and cold water supplied by pressure, steam heat, electric lights, including berth lamps for reading, library, reading and smoking rooms, and in fact all the latest devices for comfort, and the entire train was vestibuled, making it a series of connected rooms through which the distinguished travelers could move at ease.

Pennsylvania Railroad Company

A Centennial Contrast

Editorial in Philadelphia Times, April 30th

The changes of one hundred years are illustrated in a peculiarly striking way by the contrast between the President's quick trip yesterday from Washington to New York over the Pennsylvania Railroad, and the week's journey that brought the first President over nearly the same route.

Washington, to be sure, was traveling by slow stages, yet any quicker journey would have been arduous and fatiguing. His successor makes the trip in as many hours as it took Washington days, and with less of discomfort than the traveler of a hundred years ago encountered in any one night at an inn.

The modern railway train is in fact a traveling hotel, carrying with it all the requirements and conveniences of present day luxury, from the bedroom to the kitchen. The carpets, draperies, furniture, and appliances, the steam heating, the electric lighting, and the numerous other details of the passenger service, would have astonished the travelers of the last century scarcely less than the flying train itself.

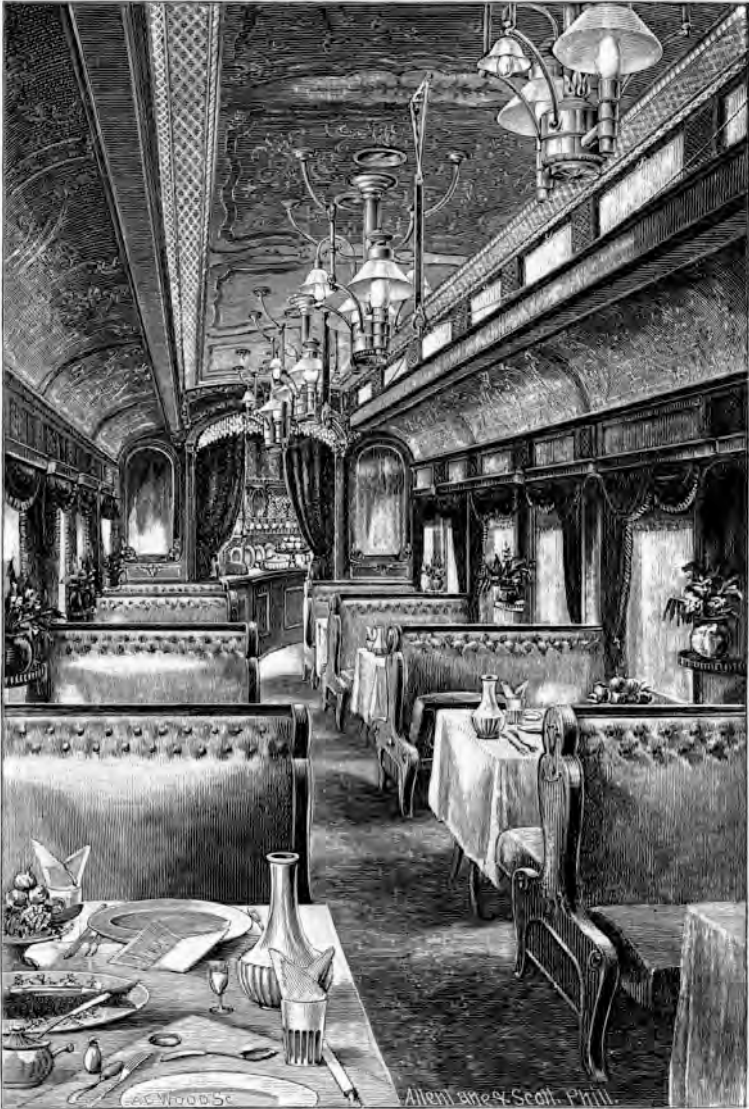
Editorial in the Germantown Telegraph, May 8th, 1889

The Presidential train from Washington to New York last week was the most superb illustration of perfection in railway travel ever exhibited in this or any other country, and no railroad in the world except the Pennsylvania could put on its tracks such a train. No convenience or luxury was wanting, nothing that could contribute to comfort or ease but was provided, and those who were fortunate enough to have made the trip will never forget its admirable management and the proof it afforded of the enterprise and public spirit of the greatest of all railroads.

Editorial in the Philadelphia Press, May 4th, 1889

The Presidential tour of 1889 in commemoration of and in contrast with that of 1789 is worthy of special remembrance, and a beautiful souvenir has been issued which perpetuates its main features. The Pennsylvania Railroad met the occasion with its accus-

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Interior of vestibule dining car "Continental."

tomed perfection of service and detail. The train on which it conveyed the Presidential party to New York and back to Washington was complete in every appointment and admirable in management. In speed, comfort, and security it was the highest type of railroad

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travel, and illustrated the thoroughness of the great company which furnished it.

Editorial in the New York Morning Journal, April 29th, 1889

The Presidential train was the most perfect that has ever left the Washington Station of the Pennsylvania Road. It was made up under the direction of the assistant general passenger agent, George W. Boyd, of Philadelphia, under authority from the Centennial Committee.

Editorial in the Philadelphia Evening Telegraph, April 29th, 1889

The Pennsylvania Railroad has done the handsome thing by President Harrison and at the same time given the world a striking object lesson in the progress of a century.

*By Night from Washington: Nothing Better than this Journey
Illustrates the Changes of One Hundred Years.*

From the New York Sun, April 30th, 1889

President Benjamin Harrison's journey from Washington to Elizabeth was as smooth and uneventful as the perfection of nineteenth century railroading could make it. The demands of New Jersey patriotism cut short the morning nap of the passengers on the Centennial special train by two or three hours, but otherwise the nineteenth century President had the same quiet and comfortable journey that millions of his countrymen have enjoyed in these days of luxurious coaches, steel rails, stone-ballasted tracks, and block signals.

The Centennial train was briefly described in the Washington dispatches in yesterday's *Sun*. The railroad men, the newspaper men, and other travelers of wide experience who made the trip were unanimous in the opinion that it was the most complete train ever run on a railroad in America or any other country. The Pennsylvania Company sent Assistant General Passenger Agent Boyd to Washington with instructions to arrange for a special train that should illustrate the wonderful development of the railroad system of the country and be worthy of the great occasion which the President's journey was to commemorate.

From the New Capital to the Old

The Pullman Car Company sent Mr. George E. Pratt, its mechanical inspector, to co-operate with Mr. Boyd and his assistants in arranging the cars for the occasion, and the result of their joint labors was a train that nearly approached perfection in its every detail. It was to make only a six hours' journey, but it could have gone across the continent or around the globe and its passengers would have missed few comforts that they enjoyed in their own homes. There were drawing-rooms with easy chairs and lounges, bedrooms big enough for wide and home-like beds, writing-desks with every facility for correspondence, bath-rooms with hot and cold water, individual electric lights which could be turned on or cut off at pleasure, some of them with ground-glass shades that softened the light for reading or writing in cozy nooks and corners; a dining car equipped with everything to tickle the daintiest palate or satisfy the heartiest appetite, libraries, smoking-rooms, and what not – in a sentence, all the luxurious surroundings of one of the great New York and Chicago limited trains, with the hundred additions that brainy railroad men, with *carte blanche* as to expense, could think of.

The only trouble was that the journey was so short that the resources of the Centennial train could not be put to the test.

In Washington's Path

From the Washington Press, April 29th, 1889

The finest and most complete railroad train ever seen, either in this country or any other, rolled out of the Baltimore and Potomac Station at one o'clock this morning, bearing the Presidential party that will to-day attend the Washington Centennial ceremonies in New York City. The Pennsylvania Road, which never spares any expense in successfully carrying out anything it undertakes, surpassed itself on this occasion. The entire train, made up of vestibule Pullman coaches, was heated by steam and lighted by electricity; a movable incandescent lamp, a new feature, was attached to each berth in all the sleepers.

The first car, the "Premier," was a combination smoking-parlor, bath-room, and barber-shop. The "Etruria" and "Pelion," both palace sleepers, came in the order named, and were ahead of the Din-

Pennsylvania Railroad Company

ing Car "Continental." The latter was tastily decorated with evergreens and cut flowers, which gave it a charming appearance. In one end four cooks busied themselves over the large range preparing the midnight supper, which was heartily enjoyed by the newspaper people as the train pulled out of the depot.

The Sleepers "England," "France," and "America" and Combination Drawing and Sleeping Coach "Alroy," in the order stated, were in advance of Vice-President Thomson's private car, known on the road as No. 60. This coach was placed at the end for the special use of the President and Mrs. Harrison. Its plain outside appearance was not in harmony with its luxurious and magnificent interior. The roof and walls were almost hidden from view behind a mass of maiden-hair fern, delicately interwoven with smilax. Every nook and corner was used to make a place for great bunches of exquisite roses. A bank of the same fragrant flowers filled the fireplace.

The President Starts

From the Philadelphia Inquirer, April 29th, 1889

The Presidential train consisted of nine vestibule cars. It was composed of the Library and Smoking Car "Premier," of the New York and Chicago Limited Express; the Sleeper "Etruria," of the New York and Cincinnati Limited Express; the Sleeper "Pelion," the Dining Car "Continental," of the New York and Chicago Limited Express; the Sleepers "England," "France," and "America," of the New York and Chicago Express; the Observation Car "Alroy," and car No. 60, the private car of Vice-President Frank Thomson, of the Pennsylvania Railroad.

The train, with its highly burnished mountings and exterior designs, presented the appearance of a veritable palace on wheels. The rear coach, Vice-President Frank Thomson's car, for the use of the President and Mrs. Harrison, was lavishly decorated with smilax, trailing asparagus, and La France roses. The entire train was lighted by electricity and heated by steam. In all its appointments, as it rolled out of the Pennsylvania Station, it was the finest exhibition of the perfection of railroad architecture and appliances ever witnessed in America or Europe.

From the New Capital to the Old

In Regal Style

From the Pittsburg Post, April 29th, 1889

Washington, April 28th.— At five o'clock this afternoon a magnificently-appointed train of ten cars pulled up at the siding on Sixth Street, just outside the Pennsylvania Railroad Station. It was the train to bear the President and his party to New York to attend the Centennial Celebration of the Inauguration of President Washington. It was immediately placed in the hands of an army of laborers, who endeavored to give an extra polish to furnishings and fittings already resplendent. A throng of Sunday sight-seers soon surrounded the train and looked in at the open windows and doors. The train, besides the engine and tender, consisted of the Library and Smoking Car "Premier," of the New York and Chicago Limited Express; the Sleeper "Etruria," of the New York and Cincinnati Express; the Sleeper "Pelion," the Dining Car "Continental," of the New York and Chicago Limited Express; the Sleepers "England," "France," and "America," of the New York and Chicago Express; the Observation Car "Alroy," and car No. 60, the private car of Vice-President Frank Thomson, of the Pennsylvania Railroad.

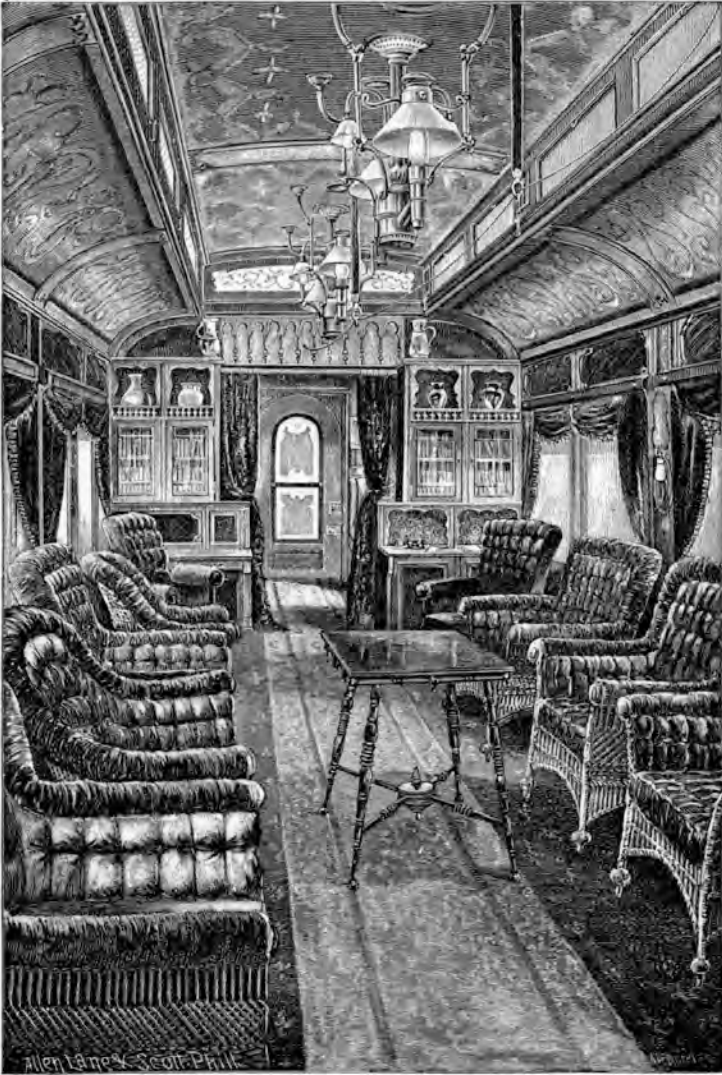
The cars form the most gorgeous and best-appointed train ever run in America, or in the world. They are lighted up with electricity and heated by steam. They are fitted up with every appliance luxury could desire, and in them one might travel from ocean to ocean without wanting for anything. A well-stocked library is in one car, and a complete barber's outfit in another; bath-rooms are at every hand, and by a new invention an electric light furnishes illumination for each berth, so that should the President desire to read during the night all that would be necessary would be to push a button.

A Mansion on Wheels

From the Pittsburg Times, April 29th, 1889

Washington, April 28th.— The President and other high officials will leave here at one in the morning by special train of nine cars, provided by the Pennsylvania Railroad. In every particular this will be the most completely equipped train that was ever sent over a railroad. Every comfort found in the most luxuriant home, and eve-

Pennsylvania Railroad Company



Interior of vestibule observation car "Alroy."

ry luxury furnished at the most modern of hotels has been provided. This train was made up under the direction of Vice-President Frank Thomson, and no expense was spared in its perfection, and to increase the contrast between the traveling facilities of to-day and those of one hundred years ago. A well-equipped kitchen, thorough-

From the New Capital to the Old

ly-appointed dining-room, handsomely-furnished parlors, comfortable bedrooms, smoking-rooms, barber-shop, baths, electric lights, moving along at any rate of speed desired, bear a marvelous contrast to the old stage-coach or the family carriage of General Washington in his journey to New York to assume the duties of President of the newly-established Government.

The President's Train: A Caravan of Gorgeously-Decorated Parlor Coaches

From the Washington Post, April 29th, 1889

Stretching out for a considerable distance along Sixth Street yesterday afternoon was a train of cars, glistening in the sunshine. As it stood on the side-track it represented more than a quarter of million dollars. There were nine cars in all, including six vestibuled sleeping cars, a dining car, a smoking car, and the private car of Vice-President Thomson, of the Pennsylvania Railroad. The latter, while of plain exterior, is one of the handsomest cars ever built, and contains, in addition to the bedrooms, a parlor, a dining-room, a pantry, and a kitchen. In the parlor is a cabinet mantel with a tiled, open fireplace, in which a wood fire glowed a bright welcome when the President reached the car last night. The rooms were exquisitely decorated with branches of roses, while asparagus and smilax vines were used in such profusion as almost to hide the walls of the car.

The other cars of the train were very handsome, being upholstered in blue and old-gold plush, with costly hangings. The interiors were finished in cherry, mahogany, bird's-eye maple, and other national woods. One of the cars contained a barber-shop and a bathroom. As it stood upon the track yesterday afternoon the train was inspected by large crowds, who admired its beauty.

From an Associated Press Dispatch, April 29th, 1889

Shortly after leaving Washington the train became the abode of sleep, every one following the example of President Harrison, who did not wait until the cars rolled out of the station to seek repose. The only excuse any one had for not retiring was the fact that in the forward part of the train devoted to the uses of the newspaper men, a delightful luncheon had been spread by the officials of the road in

Pennsylvania Railroad Company

charge, which was enjoyed until Baltimore was reached. The time of the train was more rapid than the official schedule called for, and so it was that no stop of consequence or note was made until West Philadelphia was reached. This was at 4.45, when the schedule called for Wilmington at 5 A.M. The trip which had required George Washington, a hundred years ago, several days to make, was being covered in these latter days in the trains of Pullman coaches and all their aids to travel, both expeditious and luxurious, in as many hours, and in very much greater comfort than the "Father of his Country" could have imagined possible.

The President's Departure

From the Washington Evening Star, April 29th, 1889

The exterior of car No. 60, of the Pennsylvania Railroad, is almost Quaker-like in its plainness, but its interior last night was a bower of beauty not often seen even in these days of aesthetic decoration, and it was in this, the private car of Vice-President Thomson, that the President and Mrs. Harrison were whirled away to participate in the great Washington Inaugural Centennial. Without the floral adjuncts the car is probably the most luxuriously-appointed house on wheels in this or any other land, but with the added tints and odors of the rarest and most magnificent roses and the verdure of the clinging smilax and delicate asparagus vine the apartments looked like scenes from fairy-land. Facing the rear entrance to the car was an open fireplace, useful in winter, but for the time occupied by a cluster of plants, from the cool recesses of whose roots peeped numerous growing roses — Jacqueminots of the purest type. Carelessly yet artistically arranged clusters of buds were fastened over the windows, while down the plush upholstery trailed the graceful vines. It was a decorative triumph and was a part of the railroad's welcome to the President of the United States and his wife.

The President at Elizabeth

From the New York Tribune, April 30th, 1889

The trip from Washington to Elizabeth was made on as magnificent a railroad train as has probably been ever run over any railroad

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in the world. It consisted, besides the engine and tender, of the Library and Smoking Car “Premier,” of the New York and Chicago Limited Express; the Sleeper “Etruria,” of the New York and Cincinnati Limited Express; the Sleeper “Pelion,” the Dining Car “Continental,” of the New York and Chicago Limited Express; the Sleepers “England,” “France,” and “America,” of the New York and Chicago Express; the Observation Car “Alroy,” and car No. 60, the private car of Vice-President Frank Thomson, of the Pennsylvania Railroad. The cars are all lighted by electricity, heated by steam, and are fitted up with every appliance luxury could desire. There is a well-stocked library in one car and a complete barber’s outfit in another, and many bathrooms. All of the nine cars were connected by vestibules, so that the passengers could move about from one car to another without the slightest danger.

The President on the Way

From the Philadelphia Times, April 29th, 1889

“It is the handsomest train I ever saw,” said the President. Mrs. Harrison was overwhelmed with surprise at the magnificence of Vice-President Thomson’s car, which was a mass of beautiful flower designs. The fragrance of the car was like that of the White House conservatory.

The President’s Return

From Philadelphia Ledger, May 2d, 1889

The train bearing President Harrison and the members of his Cabinet, with their families, and the special correspondents who accompanied them from Washington, started on its return from Jersey City at five o’clock this afternoon, over the Pennsylvania Railroad. It was the same magnificent and luxurious train on which the Presidential party made the trip to Elizabeth Monday morning save that two of the coaches had been cut out, the reduced size of the party making their presence unnecessary.

The departure was made without any demonstration whatever, save the manifestation of a natural curiosity on the part of the few hundreds of the people around the station, who knew of the presence of the Chief Magistrate, to catch a glimpse of him. . . .

Pennsylvania Railroad Company

The floral decorations of the car had been renewed, and it was a perfect bower of beauty, and in it the President secured much needed rest after the exhausting fatigue of the past three days. . . .

This stop (at Trenton), and the one at Philadelphia to change engines, were the only stops made on the run, and at 10.45 the train rolled into the Baltimore and Potomac Station after a pleasant ride of five hours and forty-five minutes, finishing a trip which, in all respects, was a prominent feature of the inauguration centennial.

On the way over there was served in the President's car, and in the Dining Car "Continental," a dinner that was a marvel of the art *cuisine*, in keeping with all the appointments of the trip. After partaking of it President Harrison appeared thoroughly refreshed, and entertained the occupants of the car with a lively recital of some of the striking experiences he had undergone. . . .

An impromptu banquet was given the newspaper men in the dining car, to which the Cabinet officers were invited, and a most enjoyable time was had.

In responding to a toast Mr. Walker Blaine spoke of the President's trip to New York and return as one of the best-managed features of the Centennial, to the success of which, in the safe conveyance of the distinguished passenger, all the resources of a great corporation had been freely drawn upon, and the best care of its officers and employés been given. The *menu* cards for the dinner will be treasured by those who partook of the hospitality of the road as charming souvenirs of the occasion, together with the more elaborate productions of the engravers' art, which were distributed to the passengers on Monday's train from Washington. These are doubtless the finest cards of the kind ever prepared for a similar occasion.

Before leaving the train President Harrison thanked the railroad officials for the great regard shown for his welfare and comfort, and complimented them upon the manner in which every detail of the journey had been wrought out.

