

# Just How "Wearing" Is The U. S. Presidency?

Calvin Coolidge's death January 5, in his sixtieth year, less than four years after he had retired from the presidency of the United States he had enjoyed from August 3, 1923, to March 4, 1929, recalled Warren G. Harding's death in the presidency. Woodrow Wilson's physical breakdown there, and gave color to a specious journalism that has been current of late, that the presidency is a killing job. The facts seem to run the other way. They have been taken from the *World Almanac* of 1932 and put into the table published on this page, a table valuable to school students when their elders may have glanced through it.

Washington, whose 8-year administration saw the birth of partisan politics in America and the division between John Adams and Thomas Jefferson that was to bring on the War of 1812, lived three years into Adams's administration. He died at 67, of pneumonia, when his general health gave him a long expectancy of life. Adams lived 25 years and died at 91 after leaving the Whitehouse; he and Jefferson, Madison and Monroe all survived Monroe's administration, and for a year and half all four were still living under John Quincy Adams's administration. During all of Van Buren's administration, 1841-1845, John Q. Adams and Andrew Jackson, ex-presidents, were living. Madison alone lived out Jackson's term of 8 years; that is, retiring from the Whitehouse at 66, he saw out James Monroe's administration of 8 years, John Q. Adams's of 4 years, and 7 years and 4 months of Andrew Jackson's administration of 8 years.

Harrison and Tyler's administration ended March 4, 1845. Ex-presidents then living were Jackson, John Q. Adams, Martin Van Buren. Tyler and Van Buren lived through Polk's administration and 13 years longer. Abraham Lincoln was president from March 4, 1861 to April 14, 1865. It is legendary to think of him as old when he was killed, but he was only 56. Five ex-presidents were living during almost the whole of his first year in office: Tyler, Van Buren, Fillmore, Pierce, Buchanan. Fillmore, Pierce and Buchanan lived him out. Fillmore and Pierce survived Johnson's administration, Buchanan 3 years of it, so most of the time Johnson was in office, 3 ex-presidents were living. Grant survived Hayes's, Garfield's and Arthur's administrations; Hayes, Garfield's and Arthur's. Until Grant's death, July 23, 1885, and Arthur's, November 18, 1886, three ex-presidents lived under Cleveland's first administration, but Benjamin Harrison was the only ex-president living during Cleveland's second term, 1893-1897. During McKinley's first term, Harrison and Cleveland were both living.

Theodore Roosevelt's administration began September 15, 1901, and ended March 4, 1909. Cleveland survived 7 years of this period and was the only ex-president living under Roosevelt, just as Roosevelt was the only one living under

Taft's administration. Wilson's administration ended March 4, 1921. Roosevelt saw 6 years of this administration, Taft lived it out, as chief justice of the U. S. supreme court, and died March 8, 1930. Harding's death ended his administration August 2, 1923. Taft and Wilson survived it. Coolidge's administration ended March 4, 1929. Wilson saw 6 months of it, Taft survived it. Coolidge witnessed 3 years and 9 months of Hoover's administration, enjoyed unimpaired health and died without prolonged suffering—simply lay down and was found in eternal sleep.

Presidents who survived their administrations more than 10 years, and the years they lived after leaving the Whitehouse, are: John Adams 25, Jefferson 17, John Q. Adams 19, Van Buren 21, Tyler 17, Fillmore 21, Pierce 11, Hayes 12, Cleveland 11, Roosevelt 10, Taft 17. Dean of this list is John Adams, 91 years old when he died, a president who lived to see his son president.

The presidency, even in contentious times, seems not to be a killing office. Among men who filled the office and lived longest after leaving it are some of the presidents who had the bitterest quarrels with congress—quarrels more bitter than death. But they were men able to sustain their views.

It is not the fact that presidents commonly survive their administrations for many years that is most remarkable about American public affairs. It is the grace with which the constitution and their own deference to democratic forms retire them to civil life. This was observed in Coolidge, firmly believing in the integrity of the states and a Federal government not too centralized; he said centralization inevitably entailed bureaucracy and invasion

of personal liberty and the domain of local institutions. He stepped quietly down, however, for Herbert Hoover—of diametrically opposite views. A federation of 48 sovereign states, the United States changes presidents as easily as a city changes mayors; and the brave display of military force and pomp, at the inauguration of succeeding presidents, is a display of the people's power of defense and not of the personal power of him who, still president at the hour, is commander-in-chief of the American army and navy.

The highest in America defer to the rule of the people, else of course presidents could not be changed at all—one military ruler would succeed another. And when a president leaves the Whitehouse, he leaves all power; if he ever goes back there, he has to build it all up from the bottom again. He chooses to do so. Cleveland did. Roosevelt almost did. Coolidge might have had he lived. And Hoover may, since Cleveland who had lost all popularity was able to regain it. The point is, the whole appeal is to the franchise: though every president from Washington on might have effected a *coup d'etat* and thrown the country into the confusion of a

(Please turn to page 7)

## U. S. PRESIDENTS

Name	Birth	Term	Death
George Washington	Feb. 22, 1732	1789-1797	Dec. 14, 1799
John Adams	Oct. 30, 1735	1797-1801	July 4, 1826
Thomas Jefferson	April 13, 1743	1801-1809	July 4, 1826
James Madison	March 16, 1751	1809-1817	June 28, 1836
James Monroe	Feb. 28, 1758	1817-1825	July 4, 1831
John Q. Adams	July 11, 1767	1825-1829	Feb. 23, 1848
Andrew Jackson	March 15, 1767	1829-1837	June 8, 1845
Martin Van Buren	Dec. 5, 1782	1837-1841	July 24, 1862
W. H. Harrison	Feb. 9, 1773	1841	April 4, 1841
John Tyler	March 29, 1790	1841-1845	Jan. 17, 1862
James K. Polk	Nov. 2, 1795	1845-1849	June 15, 1849
Zachary Taylor	Nov. 24, 1784	1849-1850	July 9, 1850
Millard Fillmore	Jan. 7, 1800	1850-1853	March 8, 1874
Franklin Pierce	Nov. 23, 1804	1853-1857	Oct. 8, 1869
James Buchanan	April 28, 1791	1857-1861	June 1, 1868
Abraham Lincoln	Feb. 12, 1809	1861-1865	April 14, 1865
Andrew Johnson	Dec. 29, 1808	1865-1869	July 31, 1875
Ulysses S. Grant	April 27, 1822	1869-1877	July 23, 1885
Rutherford B. Hayes	Oct. 4, 1822	1877-1881	Jan. 17, 1893
James A. Garfield	Nov. 19, 1831	1881	Sept. 19, 1881
Chester A. Arthur	Oct. 5, 1830	1881-1885	Nov. 18, 1886
Grover Cleveland	March 18, 1837	1885-1889	
Benjamin Harrison	Aug. 20, 1833	1889-1893	March 13, 1901
William McKinley	Jan. 29, 1843	1893-1901	Sept. 14, 1901
Theodore Roosevelt	Oct. 27, 1858	1901-1909	Jan. 6, 1919
Wm. H. Taft	Sept. 8, 1857	1909-1913	March 8, 1930
Woodrow Wilson	Dec. 28, 1856	1913-1921	Feb. 3, 1924
Warren G. Harding	Nov. 2, 1865	1921-1923	Aug. 2, 1923
Calvin Coolidge	July 4, 1872	1923-1929	Jan. 5, 1933
Herbert Hoover	Aug. 10, 1874	1929-1933	still living

# American Shipping During 1932

By R. STANLEY DOLLAR

President, Dollar Steamship Lines, United States Lines and American Mail Line

That confidence and optimism have returned, not only to shipowners but to all other business and trade activities, is the big factor to be considered in the United States today. Out of the depths of depression the mid-year brought a shadowy, almost imperceptible change for the better. So accustomed to economic hardships, business men of the nation hardly could credit the fact that the upturn had started. Then from all sides seemed to come the glad opinion, "things are getting better". This rose to a cry which swept from Atlantic to Pacific. Then confidence and optimism took command and what at first was but a flimsy improvement was nursed into strength, until today the United States is going ahead with a firm, steady stride which eventually will lead to the goal of "good times".

In my opinion this trend toward betterment is not temporary nor is it a mere spurt in business which will dwindle after a certain period. Each day brings new lines of commercial activity which join in the opinion that the backbone of the Depression has been broken and that normal times are returning. Reemployment is on the way and that is of major importance. We never will be back to true prosperity until our unemployed ones are busy. Every effort is being made by employers to bring about this happy condition.

That prosperity is immediate, or as so often described as being "just around the corner" is over-optimistic. But, with the confidence which has been reborn in our people by this trend toward good times I feel there can be no failure in the battle of business against an economic depression, such as the United States never knew before in its history. Depression is the hideous toll of bankruptcy and privation; death too being credited to it. The days since the autumn of 1929 are not pleasant to contemplate. But it seems the inroads of this enemy of progress have been checked. Our people are prone to forget the past and face the future with a smiling confidence which can bring them nothing but success. Confidence is an invaluable ally.

The shipping is looking better and better is an opinion I have reiterated frequently in the past few months. Volume is increasing gradually and I believe will continue to pick up steadily. Shipowners and operators can afford to take cheer in the trend of the last few

months. It is a certainty that we could not have reached a much lower level than observed some six months back. This country's history is that we never stay on one level long; we move either up or down. We had about reached our limit of descent, so upward was our natural course. The minute a revival is noted in any form of business, the transportation industry feels the effect almost immediately. Some where some form of transportation benefits. Thus shipping and other forms of transportation are good to watch as a weather-vane.

There can be no question but that sentiment among the shipping fraternity in this country is much better. However, shipping men are not unmindful of the fact that there is still much surplus tonnage in the Trans-Atlantic trades, with new Italian lines, the English and French liners and other ships planning to go into commission soon.

The volume of merchant shipbuilding throughout the world for the first time in fifty years has fallen below the 1,000,000 ton mark, as was recently revealed by Lloyds Register of Shipping. Decreases were reported in the quarter between June and September by all nations except Japan, which showed a slight increase. In the case of the United States this comparatively slight decrease may be described in completion of vessels in our government's ambitious merchant shipbuilding program, which was made possible under the provisions of the Jones-White Act. Notable in the 1932 list of completed ships which were built under the beneficent scope of this Act, an aid which did more for American shipbuilding than anything in the history of the industry, appear the United States Lines *Manhattan*, the largest ship ever built in our country; the *Monterey* of the Matson Line, with their "Lurline" rapidly reaching readiness; the Grace Line's *Santa Rosa*, with three sister ships crowding close behind her, and the *Chiriqui*, *Antigua*, *Veragua* and *Quirigua* of the United Fruit Company.

That the volume of shipping has fallen to a low not recorded in fifty years may be explained in part by the fact that ships planned before the slump of three years ago have reached completion. In the hitherto depressed state of the world no new ships were contemplated and building naturally was slowed down. It is to

be hoped that the trend toward good times will rehabilitate commerce to such an extent that continued shipbuilding at the former rate will be demanded.

When the turn for the better came around the middle of this year, shipping seemed to feel its effect almost immediately. Several big spurts in the Eastbound intercoastal trade (North Pacific to North Atlantic) and also to the United Kingdom were noted, but as is usual with such sensational advances they soon declined. However by now there has been a good pickup in many routes, notably the Oriental, Hawaiian, Australian and Westbound Intercoastal, all showing steady gains which are holding. Every service in which the Dollar Line is engaged has shown slight accumulative gains in tonnage since mid-summer. Of our country's volume of laid-up tonnage, a bit of it has gone back into service since summer and more may be expected monthly.

Despite previously disturbed conditions it is noticeable that conference control has been restored to a great extent after a moderate breakdown in 1931. In many cases rates have been raised, but of course not to the levels prior to the dissolution of the conferences. However, bulk freights have been and still are moving at very unattractive rates.

Conservative management and cheaper operation are two lessons which came out of the difficult period of the depression. Coupled with the upturn which is now seemingly assured these two elements will be invaluable aids in bringing back shipping to the position it once held. Necessity of retrenchment taught shipowners, not only in the United States, but elsewhere, new ways to operate and still provide adequate and efficient service.

Closer co-operation of shipowners of all nations, in trade routes all over the world, is absolutely essential in order to hasten the return of prosperity to shipping. With this accomplished, equitable rates could be established and maintained, thus placing shipping on a firm basis.

In conclusion, I believe that the present rate of gain shown in America shipping is indicative of a material upward trend in business of the world, for the improvement in this industry in one country cannot fail to react favorably throughout the world.

## Just How "Wearing"...

(Continued from page 5)

sudden rebellion, not one has harbored the temptation.

It was not easy for John Adams to see Jefferson sweep his Federalists out of Washington, nor for John Q. Adams to see the West marching into power with the rough-hewn Jackson, nor for Johnson to see the majorities in congress, over his repeated veto yielded to save the constitution, ride roughshod over the defeated South. But Johnson would use no power beyond the little congress had left him, and the use he could make of the courts in defense of the constitution, to avert the wrath and vengeance of congress. He lived to adorn the senate that tried the impeachment charges brought against him by the lower house. He lived to have his oldtime enemies for friends. Not least among the presidential upholders of the constitution will stand Calvin Coolidge, when the biographer delves the record. In the Philippines he will be remembered for unswerving, though unobtrusive, opposition even to tolerating the thought that the islands should be separated from the United States.

## Compromise Independence Bill

### Full Official Text

Complete  
in this  
Issue

Begins on  
Page 15



This Parke-Davis germicidal soap is a wise precaution against skin infections of all kinds.