

# Washington's Looks and Ways.

Personal Appearance and Social Traits of the Patriot Leader.

Washington was a tall, lanky, awkward youth of fine build, but uncertain health and bashful, retiring manner. His early enemy was fever, which was prevalent throughout Virginia. Being shy and with no fixed purpose in life, his boyhood was not promising. While still a very young man he began the work of land surveying. This outdoor profession seems to have improved his constitution, for in 1755, when he was but 22 years old, he writes of himself: "I have one of the best constitutions. For my own part I can answer I have a constitution hardy enough to encounter and undergo the most severe trials."

At this time he was 6 feet 2 inches tall, very slight and awkward, but straight as an Indian. A few years later he was described as having "broad shoulders and a frame packed with well developed muscles, indicating great strength." His bones and joints were large and his hands and feet remarkably so, though they did not detract from his gentlemanly and refined appearance, for, notwithstanding his broad shoulders, he did not have a deep or rounded chest. His slender waist and broad hips and rather long legs made him a gentleman of refinement and character. His face, though marked with a few wrinkles, reflected the character of the man and inspired one with the ascendancy of his bright blue eyes and at all seasons of the year a sunburned complexion gave him composed and thoughtful countenance an air of wisdom and patriotism. As he approached middle life a remarkable air of dignity, with a striking degree of gracefulness, began to manifest itself. His motions were rapid or slow, but only, though he showed no marks or signs of having suffered from any illness. In 1779 Senator Macay wrote of him that "his voice is hollow and indistinct, owing, I believe, to artificial teeth before his upper jaw, which occasioned his voice to be hoarse. His manner was invariably grave. It was sobriety that stopped short of sadness. Later in life this same manner was laid to patriotic haughtiness. Though he was known to be genial with his intimates, there was never a sign of partiality, but once he made a friend the tie was close and lasting. In his own house his actions were calm and deliberate, without pretension to gracefulness or peculiar manner, but merely natural. When walking in the street his bearing was not that of a soldier trained in the schools, but such as would indicate the freedom of his early life in the mountains as a surveyor, and during the wars of the interior. In 1778 Washington first put on glasses to help him in reading. In an officers' meeting which he attended, in order to check a spirit of insubordination, he took his written addresses from his pocket and then said to his comrades in arms, "Gentlemen, you will permit me to put on my spectacles, for I have not only grown gray, but also blind, in the service of my country."

With brown hair, a broad brow and long nose, which was almost coarse, being very wide at the top, and a protruding jaw, Washington's face would not have been striking or handsome had it not been that the blue eyes and firm, intellectual cast of his countenance made it attractive. It was the chin, the actor illuminating the face which made it strong. All the portraits of Washington, though made at different periods, have this in common — a strong expression.

Throughout his campaigns Washington, courted hardship and exposure, and it was only after leaving military life that he showed signs of becoming portly. He always remained a fearless horseman and could endure fatigue with the youngest of his staff. Although on sick leave at the time of the battle of Monongahela, he insisted on going into action and fortunately saved Braddock's army from total annihilation.

In camp he was a favorite with the younger men. He sympathized with their amusements, their trials and their love affairs, too, for the long halts of the army led to many romances. He was a leader that men would die for, and he himself clung to his associates when others had ceased to put trust in them. Arnold's treason caused him personal grief, and he wept while signing the death warrant of Major Andre. With misplaced chivalry he saved the brilliant but traitorous Charles Lee

more than one chance to harm the country. That he himself was of a cheerful disposition, though shy and very quiet, we have reason to believe, for in Washington's earliest account book we find entries at various times which show that he was not above disguising his frolics under covers which would appear satisfactory to his elders should they chance to look at them. When he was 16 years old, he wrote in his diary, "To cash 24 yd Musket Master for my Entrance 3-9." It is commonly said that he played the flute, which is not so. Though he often went to concerts and enjoyed hearing his step daughter Nelly play and sing, he himself never was a performer. There is no doubt that this reference to the singing master is the excuse that the boys and girls of that day gave for evening frolics. Though he did indulge in pleasurable pastimes with his boyhood friends, he never overcame his bashfulness. When attempting to respond in the Virginia assembly to a vote of thanks for his military services, he stammered and was so confused that he could not say a word. The speaker of the assembly came to the relief of the blushing soldier by saying: "Sit down, Colonel Washington. Your modesty is equal to your valor, and that surpasses the power of any language."

From boyhood Washington was passionately fond of horses and horsemanship and when 17 years old owned his own steed. The opinion expressed by Washington's associates is that "those who have ever seen General Washington on horseback at the head of his army will admit that they have never seen a more graceful or dignified person," and Jefferson said that "Washington was the best horseman of his age and the most graceful figure that could be seen on horseback." Washington's diary shows that he rode as much as 60 miles a day on various occasions and Lawrence reports that the general always rode from Rockingham to Princeton in 40 minutes. Washington was so fond of his famous race horse that bore him so bravely through the wars that he had a full length portrait of himself on the back of the animal. Washington made it a practice to break in his own horses, taking great pains in training them to be easy in hand and to stop short on bearing up on the bit. He was an excellent and bold horseman, "leaping the highest fences and going extremely quick, without standing upon his stirrups, bearing upon the bridle or letting his horse run wild." Naturally this liking for horses made Washington fond of racing. He not only subscribed liberally to most of the racing purses, but ran horses at the races as well, attending in person and betting moderately on the results. He was also fond of riding to the hounds, and when at Mount Vernon he was a favorite pastime. This liking made dogs of interest to him, and he took much pains to improve the breed of his hounds.

A QUERY TO GEORGE. First in war and all the rest, Father George, Father George; First in every patriot's breast, Father George. I have never known him cry. But the authors don't agree; Were you saint or man like me, Father George?

Were you always grand and big, Father George, Father George? With a halo round your wig, Father George? Or had you a human snout? Did you rip things up the back When you stepped upon a tack, Did you choose each act and word, Father George, Father George? Do or say no thing absurd, Father George?

Did you never tell a lie, Father George, "Honest John, hope to lie," Father George? Did you never come home late From a siege of flush and straight And explain, "Affairs of state," Father George? Well, you tweaked the lion's tail, Father George, Father George, And you made Columbia "hail," Father George? So no matter which is true, What you did or didn't do, Why, we Yankees swear by you, Father George.

GRACEFUL IN SADDLE. Most of the racing purses, but ran horses at the races as well, attending in person and betting moderately on the results. He was also fond of riding to the hounds, and when at Mount Vernon he was a favorite pastime. This liking made dogs of interest to him, and he took much pains to improve the breed of his hounds.

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TWO FAMOUS PORTRAITS OF WASHINGTON.

# Washington's Mill Venture.

His Tract of Land in the Pennsylvania Coal-fields.

For many years it has been repeated over and over again that George Washington was "first in war, first in peace and first in the hearts of his countrymen." But that is not all. He was shrewd enough to understand even during his lifetime that the land in Dunbar and Perry townships, Fayette county, Pa., would be valuable and was among the first to get some of it. He became also the first mill owner in this end of the state. As a surveyor and a man of practical business policies it would be expected that Washington's judgment would be reliable in the selection of land, and history and time have both proved that it was. The tract he took up is among the richest in this country, and the coal he discovered and examined is turning out its wealth in proportions that are a testimony to his foresight.

The tract which Washington took up is now embraced in the coalfield of the Washington Coal and Coke company and adjoining territory at Star Junction.

So speaks George Washington of what was the outcrop of the nine foot vein of Connellsville coal. The coal bank Washington rivers here is probably the old entrance to the Pennsylvania mine in the borough of Connellsville. This opening was directly across the river from Crawford's cabin, and in sight of his home. The coal is all ways known to have had an outcrop there, and in the early days of Connellsville the mine supplied much of the coal for home consumption. Some tramps lit a fire in the mine 30 years ago and it has been burning ever since. It is well watered and has a valuable mill seat, except that the stream is rather slight and it is said, not constant more than seven or eight months in the year. The lands which passed down upon the sides and summits of the growth chiefly white oak, but very good notwithstanding, and what is extraordinary and contrary to the property of all other lands I ever saw before, the hills are the richest in the world, being as black as coal and the growth walnut and cherry.

Washington was a man of deeds, and when he made the entry concerning the mill seat he was not long in proceeding to erect one. Soon after his visit he sent Gilbert Simpson to begin work upon the plant. The mill was erected on the seat spoken of on Washington run, not far from the present site of the mill. Writing, Washington himself laid out. Between the years of 1770 and 1774 Valentine Crawford succeeded his brother in managing Washington's estate in this section of the country near Connellsville. Simpson retaining control of the mill and other buildings near Perryopolis. The Indians gave the workmen sent out much trouble and the overseers had difficulty in keeping hands because of their fright at the noise. Writing, Crawford says that he will be obliged to erect a fort near the mill until the "Indian eruption is over," and mentions the fact that Simpson "seemed very much scared."

Because of the Indian troubles it was two years from the time the mill was started till completed. In the meantime Crawford's letters show that he had thought Washington would make a bar to life in attempting to build the mill. Washington was apprised of the mill's completion while he was in camp before New York after the battle of

Washington's Love Affairs. George Washington's love affairs began at a very early age, and it is known that he liked a fine woman to the day of his death. When at school this youth was always known to associate with what were termed by a certain author "the largest girls in the school." But in those days when George attended school it was considered a weakness, instead of a heart-felt love, for a boy to have any enamored feelings toward one of the opposite sex. But this lad, being composed of no different material from the ordinary mortal of the present day, did actually fall in love with one Mary Blango of Westmoreland when only 14 years of age. This is ascertained from an entry in one of his diaries, where he refers to her as his "lowland beauty." This reference was often taken to mean a certain Lucy Grymes, to whom he also paid love, but it is known by the diary of 1745 that his love for this "lowland beauty" was not to be constant. A letter to a friend proves that, having met another, he wanted to "bury that childish and troublesome passion" of this "lowland beauty" in oblivion and after that prove that he had little trouble in so doing, for we next hear of him as being in love with Colonel Fairfax's sister-in-law, one Lucy Cary.

His affection for this young lady lasted for a long time, but he was only interrupted now and again by his natural Virginia passion of making love to every pretty girl who met him. Gen. B. T. Johnson tells the following of him and his love-making: "George Washington became the toast of the idyllic country. What wonder then that he fell in love with every pretty girl and told her so in his visits among his neighbors and on his official journeys to and from Williamsburg when his habitual stopping places were at these very country houses and his customary hostesses these girls and their mothers? Washington was a man all over, a man with strong appetites, fierce temper, positive, independent aggressive. The quality in which he differed from almost all men was his absolute, perfect control over his passions and his mind."

In 1752 his first serious love affair was shattered. Having fallen in love with a certain Miss Betty Fauntleroy, he determined to ask her to become his wife, but the fates had destined him to marry another, for she rejected his proposals. He afterward came back to her, but found that she had not changed her mind on that score. His next heartache was caused by a girl in New York, after he had become a colonel. She was the heiress, Mary Phillips. His business called him away from her, but having finished his tour of duty in New York and proposed to her, but was here, as before, disappointed by her refusal.

In 1758, at Wayne's Ferry, while traveling to Williamsburg with dispatches, he met his future wife, Mrs. Martha Dandridge Custis, the widow of Daniel Park Custis. We learn from his diary that she was young, pretty, intelligent and rich. He had been with her all of an afternoon and was to ride away to his home the next morning. On his way he stopped at her home and then there told of his love and asked her to become his mate for life. This time, contrary to his previous proposals, he was accepted. The wedding did not take place until a year afterward, owing to his presence at the

battle front. On January 8, 1759, this woman again became a wife with the name of Mrs. George Washington. The old adage: "The first the worst; the second the same; the last the best of the whole game," may be well applied to the game of love of our first President, George Washington.

THE REMBRANDT PEALE WASHINGTON.

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CAN'T RIP

The greatest trouble we ever had with Boys' Shoes was They would always rip. That's why we invented these seamless shoes for boys. They can't rip. \$1.25 per pair and up.

**ROBINSON BROS. CO.,**  
SHOE BUILDERS, 124 Main St.

**Time Table**  
In effect Nov. 8, 1900.

**DEPART.**

For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis	6:50 a.m.
For Ogden, Cache Valley, Tooele and Pocatello	7:45 a.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	9:15 a.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	12:30 p.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	6:30 p.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	10:15 p.m.

**ARRIVE.**

From Ogden, Butte, Helena, Portland, San Francisco and intermediate points	5:30 a.m.
From Ogden, Butte, Helena, Portland, San Francisco and intermediate points	9:30 a.m.
From Ogden, Butte, Helena, Portland, San Francisco and intermediate points	1:30 p.m.
From Ogden, Butte, Helena, Portland, San Francisco and intermediate points	5:30 p.m.
From Ogden, Butte, Helena, Portland, San Francisco and intermediate points	9:30 p.m.

Trains south of Ogden do not run Sundays. \*Daily except Sunday. Telephone 230.

**Direct Route to Chicago**

**CHICAGO-UNION PACIFIC & NORTHWESTERN LINE**

**FASTER** than any other route. "THE OVERLAND LIMITED," equipped with Palace Sleeping Cars, Buffet Smoking and Dining Cars, meals "a la carte," LAFAYETTE SLEEPING CAR, Pullman Dining Car, etc. The Limited Fast Mail leaves Salt Lake every evening at 6:30. First class equipment, including Free Reclining Chair Car. The Chicago Special leaves at 6:30 a. m. for tickets and reservations apply to ticket agents, or address C. A. Walker, Gen'l Agent Chicago & North-Western Ry., 206 S. Main St., Salt Lake City.

**DENVER & RIO GRANDE R. R.**  
"Scenic Line of the World."

**TIME CARD.**  
EFFECTIVE SEPTEMBER 23, 1900.

For Ogden	6:45 a.m.
For Salt Lake	8:45 a.m.
For Provo	9:45 a.m.
For Ogden	11:45 a.m.
For Salt Lake	1:45 p.m.
For Provo	2:45 p.m.
For Ogden	4:45 p.m.
For Salt Lake	6:45 p.m.
For Provo	7:45 p.m.
For Ogden	9:45 p.m.
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**SIX MILLION DOLLARS SPENT**  
BY THE  
**UNION PACIFIC**  
OVERLAND ROUTE

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A comparatively straight and level roadbed ballasted with dustless Sherman Granite rendering possible the highest rate of speed together with the greatest degree of safety. The magnitude of the work must be seen to be appreciated.

**WHAT DOES IT MEAN?**  
Solid comfort, security and pleasure to our patrons.

**ARE YOU GOING EAST?**  
If so you cannot afford to go via any other than this **ROYAL HIGHWAY**. Further information on application personally or by letter to Ticket Office, 201 Main Street, Salt Lake City.

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**The Trip of a Life Time.**

"On my return from Denver I took the fast train, leaving there at 4:30 p. m. and arriving at Chicago at 8:30 p. m. This was the fastest trip for such a distance that I ever made, and as I understand it, you can run with safety still faster. I have crossed the plains several times before, and the average speed was usually 22 to 25 miles per hour. I think your company is entitled to the greatest credit for increasing the speed to nearly double what it was a few years ago, and that too with the greatest comfort and safety. This was the most satisfactory trip that I ever made in my life, and I am sure that such service as your company gives will very greatly increase the traffic."—Martin Dodge, Washington, D. C.

Chicago trains leave Denver at 4:00 p. m. (Chicago Special) and 10:00 p. m. (Vermont Flyer). Train for Black Hills leaves Denver 11:30 p. m.

Tickets at Offices of Connecting Lines.

Salt Lake Office, 79 W. 2nd St.  
R. F. NESLIE, General Agent,  
Salt Lake City.

**CHICAGO**

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**T. R. JONES & CO., BANKERS**  
150 South Main Street.

**B. H. SCHELLER, BANKER**  
22 MAIN ST., OPPOSITE COURT.

**CURRENT TIME TABLE**

**LEAVE SALT LAKE CITY**

No. 6—For Grand Junction, Denver and the East	5:30 a.m.
No. 2—For Provo, Grand Junction and all points East	8:15 a.m.
No. 4—For Provo, Grand Junction and all points East	8:30 p.m.
No. 10—For Bluff, Grand Junction, Provo and all intermediate points	7:00 a.m.
No. 8—For Ogden, Salt Lake, Provo and all intermediate points	6:00 p.m.
No. 12—For Ogden and the West	9:45 a.m.
No. 14—For Ogden and the West	11:00 p.m.
No. 16—For Ogden and the West	1:00 p.m.

**ARRIVE SALT LAKE CITY**

No. 6—From Provo, Grand Junction and the East	9:30 a.m.
No. 2—From Provo, Grand Junction and the East	12:45 p.m.
No. 4—From Provo, Grand Junction and the East	10:30 p.m.
No. 10—From Ogden and the West	6:00 p.m.
No. 8—From Ogden and the West	9:30 p.m.
No. 12—From Ogden and the West	1:00 p.m.
No. 14—From Ogden and the West	4:30 p.m.
No. 16—From Ogden and the West	7:00 p.m.

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