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Article Summary: President Franklin D Roosevelt's nine-car presidential train, including the Pullman *Pioneer*, made a journey westward to see firsthand the conditions in the great Midlands drouth area and initiate his campaign for reelection. During that journey, his route took him through Sidney, Nebraska, in order to attend the funeral of his Secretary of State George H Dern in Salt Lake City, Utah. This is a recounting of a portion of that train trip and the visit to Sidney.

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Photographs / Images: President Franklin D Roosevelt conferring with Alfred M Landon, Robert L Cochran in Des Moines, Iowa, September, 1936 [Courtesy of Iowa State Historical Department]; Map of President Franklin D Roosevelt's route through the drouth-stricken Midwest, August – September, 1936; President Franklin D Roosevelt, August 31, 1936, at Sidney, with lawyer Pat Heaton, chairman of the Cheyenne County Democratic Committee and Sidney postmaster William LeRoy Larson



President Franklin D. Roosevelt (seated) confers with Kansas Governor Alfred M. Landon (left) and Nebraska Governor Robert L. Cochran (immediately behind Roosevelt) at the Des Moines, Iowa, drouth conference, September, 1936. Courtesy of Iowa State Historical Department.

Franklin D. Roosevelt's Visit to Sidney During the Drouth of 1936

By Bethene Wookey Larson

Newspaper headlines in South Dakota, North Dakota, Colorado, Kansas, Iowa, Missouri, and Nebraska were alarming. Drouth conditions worsened as the summer of 1936 wore on without significant rainfall. Heat waves broke all previous records. In central South Dakota a top reading of 119 degrees was recorded on August 21. Other sections of the United States also experienced high readings, a contributing cause to 331 deaths throughout the country. The drouth and heat had also taken a heavy toll in crops and cattle, and forest fires had broken out in the timber areas of Wyoming and the Black Hills of South Dakota.

Most of the summer President Franklin Delano Roosevelt conducted government affairs from his home at Hyde Park, New York, away from the stifling humidity of Washington, DC. He was, however, in constant contact with his Cabinet due in part to the Spanish Civil War crisis. Plans for his campaign for a second term of office had been delayed, but by the middle of August, his strategist, National Democratic Party Chairman James Farley, who was also postmaster general, suggested that the President make a journey westward to see first hand the conditions in the great Midlands drouth area.

The nine-car presidential train, including the Pullman *Pioneer* for Roosevelt, was put into readiness and arrangements made for conferences with governors and officials of the afflicted states. The first of such meetings was to be in Bismarck, North Dakota, on August 27. Pierre, South Dakota's capital, was scheduled for the next day. A day of recreation would occur on Sunday with the dedication of the newest Mt. Rushmore sculpture. Following the trip to the upper Great Plains states a leisurely return would take the dignitaries to a drouth conference in Des Moines, Iowa, and a

Mississippi River bridge dedication in Hannibal, Missouri.¹

The trip would initiate the campaign for FDR's reelection to a second term of office. He would greet people along the route and promote the platform that had been established in 1932 to relieve problems of labor and agriculture through Federal "alphabet" programs such as Public Works Administration (PWA) and Works Progress Administration (WPA), and the Civilian Conservation Corps (CCC) for healthy young boys who worked in public land improvements and public construction projects. There were a few programs to be defended, particularly the Agriculture Adjustment Administration (AAA), in the food-producing states. The newest program, for aid to older, retired citizens, was the Social Security Administration.

His Republican opponent in the 1936 election was Governor Alfred M. Landon of Kansas. He had been a Bull Moose Progressive in 1912, a liberal of sorts competing against a Democrat whose innovative programs had made him an almost unbeatable folk hero.

Things *were* better than in 1932, drouth or not. There were fewer unemployed. Prices were still low, though more people had a little money. In the grocery stores across the nation, beef steak was selling for 19¢ a pound and grapefruit were 10 for 39¢. Macaroni, a family staple, was 2 pounds for 15¢. A good-quality broom could be purchased for 39¢; a vacuum sweeper, a luxury item in many homes, was priced at \$40. If the family washing machine needed replacing, Montgomery Ward advertised a deluxe wringer washer for \$31.88.²

Sports enthusiasts watched closely the career of Joe Louis, the young Negro fighter, who was soon to become champion. Modern women were discussing the new novel by Margaret Mitchell, *Gone With the Wind*. Eleanor Roosevelt, the President's wife, had recommended the book in her syndicated newspaper column, "My Day," and although the huge book was expensive (\$3.00), most local libraries had copies to lend.³

A few days before his departure from New York, Franklin Roosevelt was informed that Secretary of War George H. Dern was seriously ill in Washington. Roosevelt dispatched the noted heart specialist from Boston, Dr. Fritz Meyer, to Walter Reed Hospital to care for the patient.⁴ Since plans were in motion for the campaign trip, however, the presidential train left New York on schedule, August 25, 1936.⁵

Accompanying the President were two of his four sons—John, 21, student at Yale University, and James, whose young wife also made the trip. Farley was also on the train. Colonel Marvin H. McIntyre, secretary to the Chief Executive, as well as representatives of the press and four or five G-men, were included.

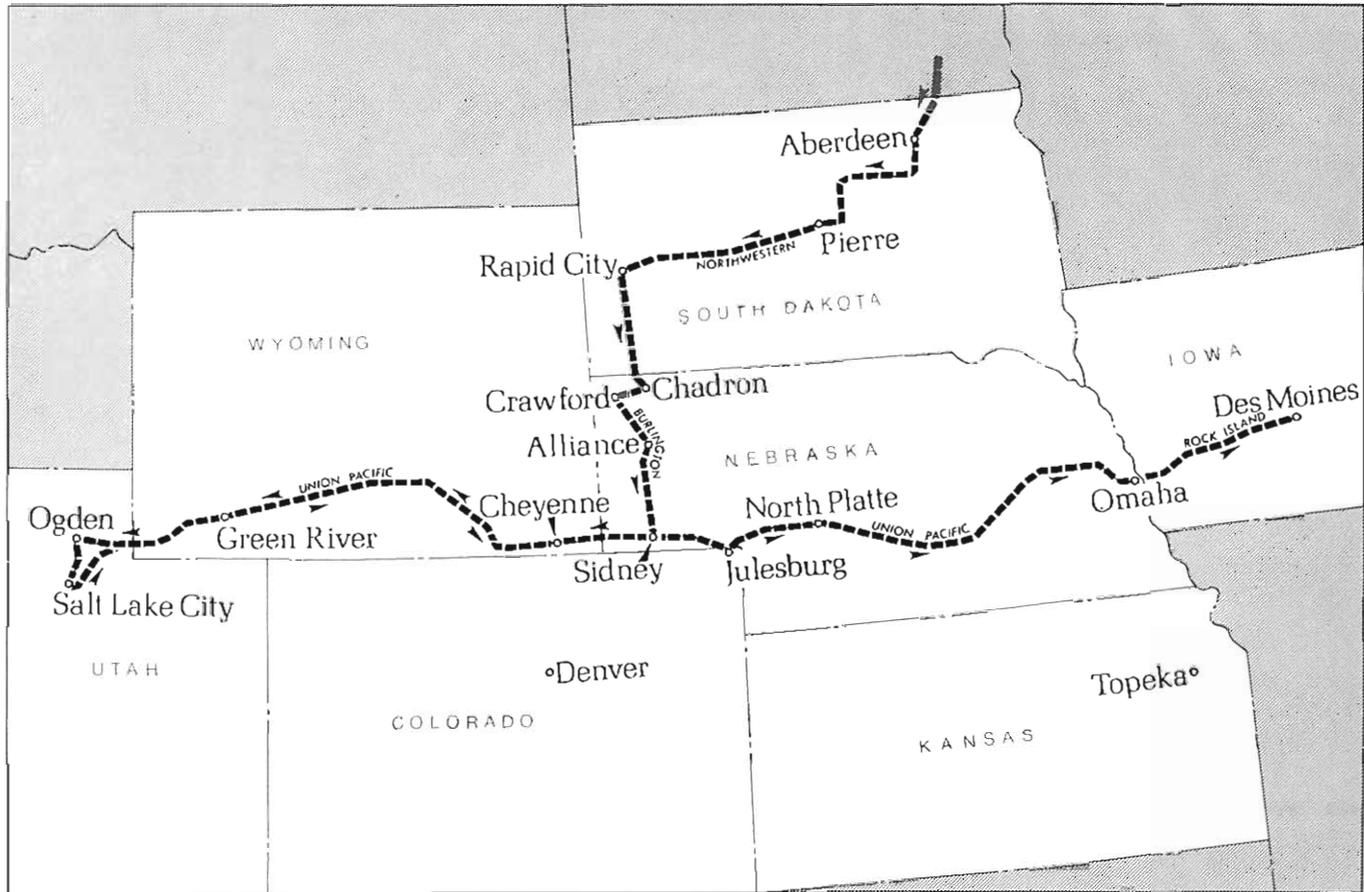
Traveling the northern route of the Chicago North Western Railroad, the train arrived at Bismarck, North Dakota, on Thursday, August 27. Governor Walter Welford and North Dakota and Montana officials met the train and at a later conference discussed economic conditions. The President pledged what sources were immediately available. During the stop at Bismarck, the Chief Executive learned that Secretary Dern had died. The news necessitated rearranging the itinerary in order that the President could attend the funeral services in Salt Lake City on September 1.⁶

It was determined to route the presidential train via Sidney, Nebraska, on the Union Pacific mainline to join the Dern funeral train when it reached that point. The presidential train followed the funeral train into Salt Lake City, where Secretary Dern's last rites were to be held at the Mormon Tabernacle.

In Aberdeen on August 28, several thousand people at the Milwaukee depot greeted the President.⁷ With the governor and local officials, the President was escorted by motorcade on a 40-mile round trip journey into the parched farm lands. "We're trying to give you help through the cooperative efforts of state and federal aid," Roosevelt told the rural people he visited. "I am taking back a picture of resolute people, and I'm going to help."

In the cooler air of the evening the presidential train traveled through Pierre and on to Rapid City with only one station stop to replenish the water supply for its steam locomotive. Special flagmen were stationed at every crossing in the small towns and at every crossing over a major highway. Ranchers, farmers, and residents crowded into the towns to get a glimpse of the President, but he made no appearances. The train pulled into the Rapid City North Western depot at 8 p.m. on Saturday evening, August 29.⁸

A troop of cavalry from Fort Meade greeted the train. It was a colorful sight as the soldiers stood at attention while the band



President Franklin D. Roosevelt's route through the drought-stricken Midwest, August-September, 1936.

paid tribute to the President. State officials briefly welcomed the presidential party, then escorted them to waiting automobiles where they were taken to the Alex Johnson Hotel. The entire ninth floor had been booked.

In the lobby of the hotel an official delegation of 16 Sioux chiefs from the Pine Ridge Indian Reservation came forward to greet the President. They wore colorful, full regalia, and their spokesman welcomed the "Great Chief."⁹

The presidential party ate three meals in an especially prepared private dining room on the ninth floor, where they were served by regular staff with food cooked in the hotel kitchen.¹⁰

Services at the Emmanuel Episcopal Church on Sunday morning were brief and dignified and differed little from regular Sunday worship. The *Rapid City Daily Journal* (late August, 1936) stated:

An hour before the scheduled arrival of the president and his party, the 100 available seats of the little church were filled and many more parishioners and regular church goers were unable to attend. Preceded by secret service men, who a few moments before had gone over the especially constructed entrance, the flooring, carpeting, and pews, the president entered on the arm of his stalwart son, James Roosevelt, and other members of the party followed.

The Rev. Jerome Pipes preached a 10-minute sermon, and the President joined in the singing of hymns and the repeating of prayers.

About 1 o'clock in the afternoon following lunch, a caravan of 50 automobiles traveled the 26 miles to the studio at the base of the massive granite mountain where Gutzon Borglum had carved the faces of Washington, Jefferson, Lincoln, and Theodore Roosevelt. The noted sculptor briefly greeted the President, then gave the signal to a tiny figure high atop the huge granite mass. Immediately a grey cloud of dust preceded a resounding "boom" as dynamite freed huge chunks of stone that bounded down the precipitous slope, coming to a crashing halt one-half mile from the studio. Twice more dynamite dislodged rock near the sculptures as spectators gazed toward the monument. Then a huge flag which had draped the face of the Thomas Jefferson sculpture was removed. The crowd responded with handclapping and shouting.¹¹

Overhead an airplane piloted by a local man circled the

granite sculpture, then released 83 miniature parachutes, each bearing a tiny American flag and a minute piece of granite chipped from the Jefferson monument. The crowd scrambled for the floating souvenirs.¹²

Borglum addressed the president:

I want you, Mr. President, to dedicate this memorial as a shrine to democracy; to call upon the people of the earth for one hundred thousand years to come to read the thought and to see what manner of man struggled here to establish self-determining government in the western world.

In extemporaneous words from the open-roofed automobile where he stood, the President responded:

I had no conception, until about ten minutes ago, of the sculpture's magnitude, but of its permanent beauty. When this monument is completed, there will be something for the American people that will last through not just generations, but for thousands and thousands of years, and I think we can, perhaps, meditate a little on those Americans ten thousand years from now, when the weathering on the faces of these monuments shall have receded to perhaps a depth of a tenth of an inch, and wonder what our descendants will think about us. Let us hope that at least they will give us the benefit of the doubt—that they will believe we have honestly striven every day through each generation to preserve for our descendants a decent land to live in and a decent form of government.

Scarcely had the President's open car stopped at the *Pioneer* after returning from the dedication when Secretary of State Cordell Hull called from Washington with distressing news. The destroyer *USS Kane* had been bombed off the coast of Spain by an unidentified airplane. The *Kane* was one of several American ships engaged in evacuating Americans from a Spanish port. No serious damage was done to either the aircraft or the *Kane*. However, the matter was serious enough to prompt the Chief Executive to monitor further developments in the affair.

The intense heat which caused discomfort to those who waited to greet the Roosevelt party was not shared inside the cooler cars of the *Pioneer*. A railroad worker explained the cars were "air condition activated" and were iced at the Rapid City stop.¹³ A special pilot train was made up to precede the presidential special from Rapid City south through Chadron, to Crawford, Nebraska, to make certain the track was clear.

During the one-hour stop in Chadron from midnight until one o'clock "over a thousand residents of Chadron viewed the

train in silence . . . and hundreds remained on the platform in hopes that the president might make a public appearance.” However, President Roosevelt had instructed that he not be disturbed until seven the next morning and did not appear.¹⁴

During the midnight stop at Chadron, Democratic Congressman Harry B. Coffee joined the party. “He planned to confer with the president and the Great Plains Drouth Committee which joined the President’s party at Rapid City.”¹⁵ He also wanted to review with the President and committee members the drouth conditions of western Nebraska in the hope of obtaining sufficient WPA and other federal labor projects to tide area farmers and ranchers through the winter.¹⁶ According to the *Sidney Telegraph* he also discussed local soil and moisture conservation practices with the President.

At Crawford the train was transferred from the Chicago North Western line to the Chicago Burlington and Quincy, which handled the train to Sidney. Had it not been for Secretary Dern’s death, Sidney, a small farm community of 3,000 people in the Panhandle of western Nebraska, would not have had its day in the sun, an opportunity to host the Chief Executive.

When word was received that the train would be switched from the Burlington line to the Union Pacific at Sidney, preparations for the visit were immediate. A platform was built at the Union Pacific depot to facilitate the President’s exit from the train. Open touring cars to carry the presidential party were obtained from Denver, and state legislators were contacted to be on hand. Conversations normally replete with “depression blues” and hot weather invective, turned to the anticipation of the President.

This writer recalls it well. My memory is prompted by the *Sidney Telegraph* files, but I witnessed the event in person. I was 12 years old. My family and I made our way toward the depot that hot Monday morning, August 31, 1936, noticing a number of cars parked in the residential streets, their license plates indicating they had driven many dusty miles to take part in this event. The main street of Sidney was roped off to traffic except for a fleet of shining new touring cars waiting in the glare of the Nebraska sun. The newly constructed raw-wood platform contrasted sharply with the old, smoke-stained, sandstone depot. A Railway Express truck was parked

nearby to serve as an elevated mount for two large speakers, and we noticed the Juvenile Band was seated on wooden folding chairs in the grassy area east of the depot in the shade of the huge elm trees.

The wait for the arrival of the train was longer than we expected, and people became restless in the heat, but about 9:30 a.m. the funeral train from the East pulled into the Union Pacific station. The crowd became silent, and it was explained that the President's train couldn't come to the depot until the funeral train was serviced and on its way. About a half hour later just as the Dern train pulled away, the presidential train came into view. It had come from the north on the Burlington line before being switched to the Union Pacific. It was olive-drab in color and appeared much as other passenger trains except for the large letters designating its status in gold on the cars. A flag and bunting decorated the observation platform of the last car.

The crowd waited five minutes more, then the door at the rear of the train opened and a tall, handsome young man stepped out. He leaned casually on the shining bar brass rail of the platform car and waved at the crowd.

"That's John," a voice near me exclaimed. "He's the president's youngest son and he goes to the fancy college in the East—Yale."

Soon the President appeared on the platform and the crowd cheered and waved enthusiastically. Franklin Delano Roosevelt leaned heavily on a cane and took several stiff steps toward his son, who then took his arm and assisted him off the railroad car and on to the speaker's platform.

I studied the great man carefully. I wanted to remember him for the rest of my life. He seemed quite tall, and his hair was thin and greying. He was 54 years old, but looked older. He wore a Panama straw hat and a light grey suit, white shirt, and dark tie. Behind pince-nez glasses, his eyes were deep-set and darkly shadowed. He was tanned, probably from riding in touring cars on the parched prairies of North and South Dakota.

Nebraska Republican Congressman Harry B. Coffee joined the President, along with our local representatives of the Democratic Party, Patrick Heaton and C. S. Radcliff. The student band was tuning up in the background, preparing to play



President Franklin D. Roosevelt, August 31, 1936, at Sidney, with lawyer Pat Heaton, chairman of the Cheyenne County Democratic Committee (left), and Sidney postmaster William LeRoy Larson (behind Roosevelt).

“Happy Days Are Here Again,” the campaign theme song, but a member of the presidential group motioned to the band director Julius Cochran, who then realized there would be no music due to the now somber nature of the trip.

Barbara Radcliff, about 10 years old, came forward to present a large basket of red roses to the President, and I heard him say, “Thank you very much, young lady.”

When the President spoke, his voice was velvet smooth; familiar to everyone who listened to his fireside chats on the radio. The speaker system worked well and in a normal tone of voice the President greeted the people. “As you know, I am here on a sad mission.” He then explained the visit to our community had been stripped of political vestige. He paid tribute to Secretary Dern, an important member of his Cabinet and a strong supporter of the Democratic Party. He added, “He was a good and faithful friend, and I will miss him very much.”

The President explained his concern for the drouth-ridden West. He told the crowd the South Dakota hills were dry and brown and the economy in that area had suffered badly. He added he looked forward to his tour of the farmlands in the Sidney area.

While the president spoke, a personal guard circled the speaker's stand and two more security men were positioned by the open automobile nearby. Local police milled among the crowd.¹⁷ The *Sidney Telegraph* of September 1, 1936, stated there were approximately 5,000 people gathered to hear the President.¹⁸ Although FDR told the crowd he was not on a campaign trip, there were many lapel buttons promoting Roosevelt for President, but a few people wore buttons emblazoned with the Kansas sunflower promoting Alf Landon, Republican candidate.

Immediately after his brief talk, the President was escorted to the touring car provided for him. Seventeen other cars followed its slow lead down the main street, and the President smiled broadly at the crowds and waved his hat vigorously. News cameramen for eastern newspapers and press services snapped scores of pictures, and a local reporter, Jack Lowe, represented the Associated Press on special assignment that day.

The lead automobile carrying the Chief Executive paused a few minutes in order that he could nod his approval of the Federal program which contributed to providing a bituminous oil-mat covering for the dusty surfaces of the streets. A large sign, Public Works Administration, was displayed.

The caravan of cars left town in a cloud of dust, heading toward dry fields within a 25-mile radius of Sidney, 4 miles west, 5 miles northwest, and into the small community of Huntsman. Cars would return over State Highway 19. The crowd began to disband and some seated themselves on the courthouse lawn, preparing to eat their picnic lunches.

The next day the *Sidney Telegraph* carried the account of the tour. It was stated that the President visited farmers and their wives and inquired about farm methods, shelterbelt tree-planting programs, and asked about livestock. FDR promised to help all he could and praised the courage of the farmers who had the fortitude to stick out what often appeared a hopeless battle against drouth.

The newspaper article stated that at the O. D. Burris farm, President Roosevelt greeted Mr. Burris with "Where's your wife?" When Mrs. Burris was introduced to him, he asked to see the children. He queried Burris on a number of subjects, including the number of acres under cultivation, the number

of cows milked, the number of chickens on the farm, and the family's general financial condition. Burris told him he had been hailed out and was in poor financial shape.

The *Lincoln Star* reported that Roosevelt conversed for about 15 minutes with the sunburned, overalled farmer, who "will have a hard time making a payment on the \$1,573 rehabilitation loan which he has from the federal government. But he informed Mr. Roosevelt he was sure going to try to make some payment.

" 'You ought to plant some trees,' observed the President, gazing about at the dusty panorama, and his own dust-covered clothes.

" 'Yes, sir, I know it, they sure would help,' replied Burris.

" 'What are you going to do with that?' asked the president, waving at the shrivelled [corn] stalks.

" 'Feed it,' was the reply. The farmer said he had eight head of cattle and five head of horses which he hoped to take through the winter.

" 'Well, keep your chin up,' said the president as he shook hands with Burris in leaving."¹⁹ In mid-afternoon the tour disbanded, and the President and his entourage returned to the special train to continue the 550-mile journey to Salt Lake City.

The *Pioneer* arrived at Salt Lake City on September 2 at 9 a.m. Only two Utahans were admitted to the President's presence before the 2:50 p.m. emergence from the railroad car to attend the funeral. They were Utah Governor Henry H. Blood and Brig. Gen. Walter C. Sweeney, commanding officer at Fort Douglas. After the services Senator Elbert D. Thomas visited with FDR briefly. Roosevelt banned politics during his brief 9-hour visit, came as a mourner, and never stepped out of that, the *Salt Lake City Tribune* said.²⁰

While the President hoped to remain only a mourner, he was far from that in the public mind. When he emerged from the railroad car to start for the funeral, hundreds of people were grouped around the station hoping to catch a glimpse of him. Some had been waiting since early morning before the arrival of the train.

Franklin Roosevelt felt a deep loss when Secretary Dern died. Dern had contributed greatly to the campaign of 1932, hoping for a political appointment by the Administration, ac-

According to James Farley in his 1947 book. Dern was a firm believer in Roosevelt's New Deal, and wanted to serve in the Agriculture Department as a secretary. He was passed over and given the position of secretary of the War Department, which during peacetime, he felt, was not as prestigious.

George H. Dern was a native of Nebraska. He was born September 8, 1872, in Dodge County and attended the University of Nebraska. He began his career in mining in 1894 in Utah as an engineer. He was elected Utah state senator in 1915 and served eight years in the Utah Legislature. He was governor of Utah from 1925 until 1932, when he became active in national politics.

Roosevelt traveled from Salt Lake City to a Des Moines drouth conference across Utah, Wyoming, Colorado, and Nebraska. At Cheyenne, Wyoming, where a large crowd greeted the President, Governor Edward C. Johnson of Colorado, Democratic candidate for the US Senate, boarded the train and accompanied Roosevelt to Julesberg??²¹ At Julesburg, the President heard drouth reports of local officials and talked with area farmers, much as he had in Nebraska.²² At North Platte Roosevelt took an hour and a half tour of the Platte Valley Public Power and Irrigation project, a federally financed hydroelectric enterprise.²³

At Omaha, Nebraska Governor Robert L. Cochran boarded the presidential train and traveled to Des Moines, where Roosevelt was to officially meet with him and the governors of six other midwestern states: Iowa, Missouri, Oklahoma, Minnesota, Wisconsin, and Kansas. The meeting, hosted by Iowa Governor Clyde Herring, brought Roosevelt face to face with Republican presidential nominee Alf Landon of Kansas.

Roosevelt was given an enthusiastic welcome. About 200,000 Iowans, many of them state fair visitors, crowded sidewalks between the railway station, where the presidential train arrived about noon, and the state Capital, scene of the drouth conference.²⁴ Roosevelt and Landon first met at a luncheon hosted in Governor Herring's office. According to the September 4, 1936, *Omaha World-Herald*, "The president and the man who seeks to oust him from the White House sat three seats apart at the same luncheon table, ate fried chicken and corn on the cob, and talked about fishing. After the luncheon and drouth discussions between the opposing presiden-

tial candidates, an event unprecedented in modern political history, Governor Landon told newsmen, 'President Roosevelt is a very fine charming gentleman.' ”²⁵

Governor Cochran later reported that he and the Nebraska delegation submitted estimates of relief needs showing a total of 28,000-30,000 WPA and resettlement aid cases for the coming fall and winter.²⁶

Roosevelt left Des Moines about midnight for Hannibal, Missouri, where he was to dedicate a new bridge across the Mississippi.²⁷ From Hannibal, Roosevelt swung out across Illinois to resume his first-hand study of drouth conditions, conferring with the governor of Illinois at Springfield²⁸ before returning east to Washington, DC.

History records a smashing victory for Roosevelt in 1936. He carried 46 states with 523 electoral votes, while Landon carried only two states with eight electoral votes. Now, over 50 years later, we realize how prophetic were Franklin Roosevelt's words when he said, "This generation of Americans has a rendezvous with destiny." The fears of drouth and depression gave way to fears of war, and our generation did, indeed, experience a rendezvous with destiny under this President's leadership.

NOTES

1. *Omaha World-Herald*, August 28, 1936; *Lincoln Star*, August 26, 1936.
2. *Aberdeen* (South Dakota) *Evening News*, August 27, 1936.
3. *Ibid.*
4. *Lincoln Star*, August 26, 1936.
5. *Aberdeen Evening News*, August 27, 1936.
6. *Omaha World-Herald*, August 28, 1936.
7. *Aberdeen Evening News*, August 29, 1936.
8. *Rapid City* (South Dakota) *Daily Journal*, late August, 1936.
9. In the group were Chiefs Charles Red Cloud, John Rock, William Spotted Crow, James Pipe on Head, Peter Bull Bear, Robert Afraid of a Hawk, Charles Two Bonnets, Patrick Bitters, Noah Bad Wound, Martin Red Bear, Joe Strong Talk, Thomas Steals Horses, Jerome Wolf Ears, Robert Afraid of Bear, Edgar Fire Thunder, James Lock, and Archie Prairie Chicken. *Rapid City Daily Journal*, late August, 1936.
10. "The President was hungry when he arrived Saturday night," reported the late August *Rapid City Daily Journal*. "He devoured a T-bone steak that weighed one and one-quarter pounds, in addition to the balance of the menu. Rainbow trout was the entre Sunday noon, but even that wasn't enough for one of the president's sons, who had to have a serving of prime rib besides."
11. *Ibid.*
12. *Ibid.*
13. Alliance also gave President Roosevelt a " 'cool' reception with 25,000 pounds of

ice" as the presidential train stopped there for 40 minutes "for servicing and a change of engines before continuing on the south line to Sidney. Local Burlington officials, advised that the presidential special would be iced here, had provided plenty of it." *Alliance Times-Herald*, September 1, 1936; *Northwest Nebraska News* (Crawford), September 3, 1936.

14. *Chadron Chronicle*, September 2, 1936. Some disappointment was evidently felt by Chadron residents over Roosevelt's failure to greet them—even at midnight. The September 4, 1936, *Chadron Journal* commented, "People out in this western country very seldom get a chance to see a president of the United States. Therefore they are all anxious to see him when he comes and are rather disappointed because they are not able to do so."

15. *Lincoln Star*, August 31, 1936.

16. *Ibid.*

17. Some concern for the President's security was reported by the August 31, 1936, *Lincoln Star*: "Intense excitement was caused here this morning just before President Roosevelt was due to arrive. . . . A stranger in the parts entered a second-hand store and tried to buy a 45-caliber revolver. . . . The imminence of the presidential visit aroused the suspicion of the dealer, who tipped off the police. . . . It developed that the stranger was from Lincoln, that he just saw the gun in the window and took a fancy to it."

18. The August 31 *Lincoln Star* reported the crowd as "larger than Sidney's population of 3,306 people."

19. *Lincoln Star*, August 31, 1936.

20. *Salt Lake City Tribune*, September 2, 1936.

21. *Grand Island Daily Independent*, September 2, 1936.

22. *Ibid.*, *Lincoln Evening Journal*, September 2, 1936.

23. *Grand Island Daily Independent*, September 2, 1936.

24. *Ibid.*

25. Before the luncheon Iowa governor Clyde L. Herring commented to reporters, "Maybe we did the wrong thing in having milk-fed chicken and corn on the cob. It won't look as if there's a drouth in parts of Iowa. We should have had some scrawny pullets." *Omaha World-Herald*, September 4, 1936.

26. *Ibid.*

27. *Ibid.*

28. *Ibid.*