



Addresses Delivered at the Sixty-Sixth Annual Meeting, Nebraska State Historical Society

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Full Citation: "Addresses Delivered at the Sixty-Sixth Annual Meeting, Nebraska State Historical Society," *Nebraska History* 24 (1943): 142-180

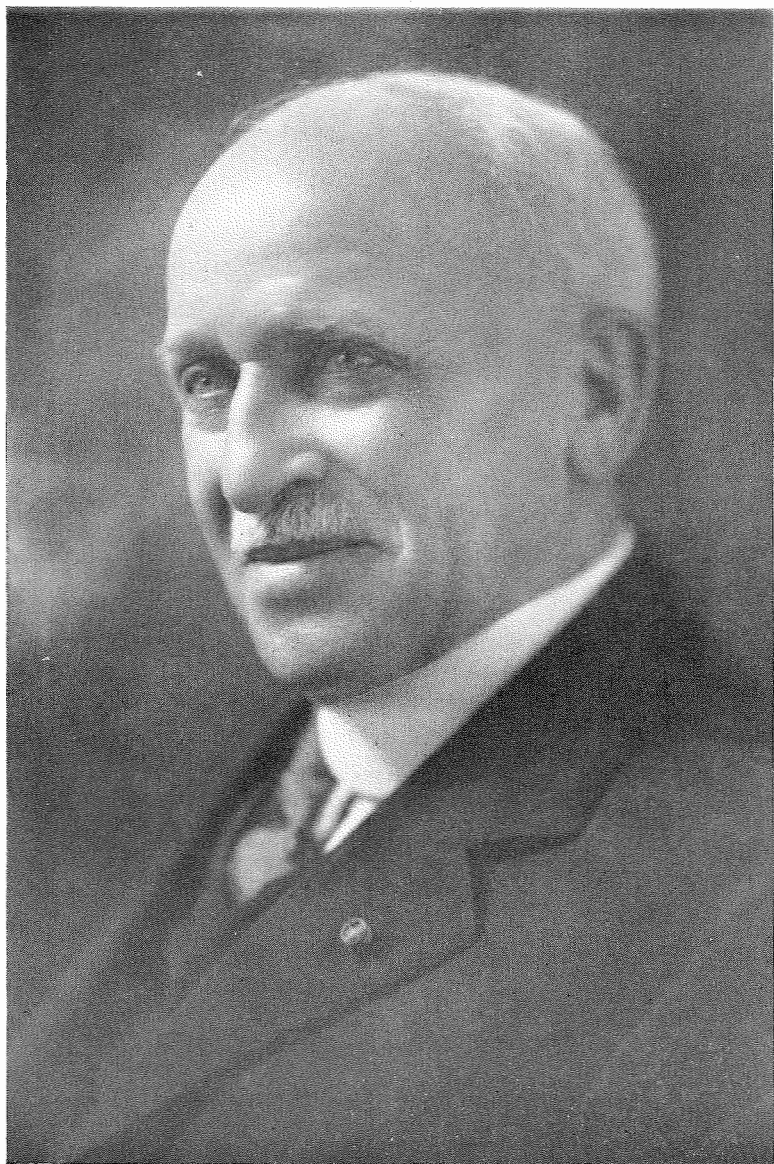
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Editor's note: A note at the end of the article on the Spanish-American War suggests that an address on World War I by Robert B. Waring would appear in the following issue of *Nebraska History*. That address was presented at the symposium but was never published.

Cataloging Information:

Photographs / Images: Addison E Sheldon, E J Sias, J J Faso



"DEAR FRIEND AND GENTLE HEART"

Annual Address

ADDISON E. SHELDON, SUPERINTENDENT

October 2, 1943

When Daniel Boone, typical of all American pioneers, found his way through Cumberland Gap into the woods of Kentucky, he certainly had no adequate idea of what he was founding in world history. Nor did his fellow founders at a later period. George Rogers Clark, Thomas Lincoln and his barefoot boy Abraham — the whole shadowy frontiers line: wood choppers, ox drivers, flatboat men, well diggers, log cabin builders, sleepers by outdoor fires, hunters of game and tracts of land big enough to plow — none of these had the faintest conception that they were founding a nation which would furnish the material and men for ending the greatest war upon this planet and creating a world-ruling destiny transcending all the great conquerors and empires and kingdoms which have contended for control of these continents.

Nobody knew that ninety million tons of iron ore could be produced in a single year from the resources of the Mississippi Valley; forged into all the forms of human artillery; rushed by American genius, labor and capital into all the battle lines of the world, and there win the great victory which had been impossible without them.

Nobody knew, when Dan Freeman took the first free homestead on the banks of Cub Creek, that his pioneer venture in an unsettled wilderness was symbolic of that of a million other homesteaders who followed him and made Nebraska a commonwealth, resting on the foundation of a hundred and twenty-three thousand farms and ranches, filling the world's food basket in the two world wars, with a decisive weight in ending the bloody ambitions of tyrants bent on making a new form of slavery on this planet.

Nobody could foresee, when the little group of pioneers met in a log cabin on a naked prairie at Lincoln August 26, 1867, and founded the first Nebraska State Historical Society, that we should meet upon this day, representing a million and a third of

people, and give voice and form to the plans for a noble historical building capable of sheltering and preserving the records of the great deeds done upon these Plains and making them the permanent inspiration of those who come after us. Nor that we should meet upon this occasion to have a part in planning the mighty event which is to make this world one world of human fellowship.

Two chief objectives are stated for these meetings today. The first is to magnify and intensify the patriotic work which Nebraska is giving every day in money, in property, in lives, to speed the ending of this greatest of all wars.

The other is to make definite and sure and effective and popular the creation of a great historic temple here at the heart of the nation—a building which shall be pre-eminent among similar buildings in our land. In the Nebraska region center the main motives of historical events during the last hundred years. You know them well: The establishment of the overland trails which held the continent together. The foundation of a free system of land ownership which should furnish a model for future farm progress. The creation of new motives and standards and techniques for popular government in America and in the world. The creation of a forestry and bird population as wide as the world and important as the creation of human homes.

And finally, the Historical Society is putting into permanent record the names and deeds of those Nebraska men and women who are now engaged in every land in establishing Nebraska's leadership in the greatest of all world movements.

To answer these calls and to promote these plans, the Nebraska State Historical Society welcomes you to this, its 66th annual meeting, and to the 19th annual meeting of the Native Sons and Daughters of Nebraska.

Nebraska — Future Aviation Center

E. J. SIAS, LINCOLN

In assigning this subject on which I am to speak, the Nebraska State Historical Society through its Superintendent, Doctor Sheldon, has placed itself on record as recognizing the importance of aviation in Nebraska history.

The march of civilization has been closely linked with transportation. Commerce and culture for centuries clung to the sea coasts and the navigable rivers. Within the memory of some of our older citizens, pioneer Nebraskans relied upon Ox Teams for freight hauling and the Pony Express and Stage Coaches for carrying messages and for personal transportation. Those were plodding years in which progress was slow. It took the railroads, the automobile, and the modern highways to orient our civilization into our modern world of commerce and culture.

If railroad and automobile transportation revolutionized the social and business world, aviation is bringing about an even more radical change in our economic and social progress.

Before considering Nebraska's possibilities as an aviation center, let us catch a brief glimpse of the kaleidoscopic changes which aviation has brought to the world and the part Nebraska has taken in its development. Many people are consistently opposed to the newer and better methods. This has been true of both railway and air transportation. When the railroad builders talked of the time to be gained by fast-moving steam trains, some of the old-timers said, "A month is plenty fast enough to travel from the Missouri River to the Pacific Coast. Why should anyone want to travel faster than that?" When the Post Office Department, only a few years ago, asked Congress for funds to start an air mail service, a certain Congressman opposing the appropriation said:

"Seriously speaking, if this law should be placed on the statute books, would we not simply fool away a whole lot of money for no good purpose? . . . Along with the spineless cactus,

the motherless chicken, the seedless raisin and the wireless telegraph, you want a trackless travel. With railroad trains today carrying mail at the rate of sixty miles an hour, is not that fast enough to distribute the mail to the remotest corners of the country? . . . The committee has not thought it a wise thing to engraft every new fad that comes along in this bill."

Today, while the world is streamlining itself to keep pace with the airplane, it is interesting to recall the difference in time it has taken for world travelers to circumnavigate the globe.

In 1519 Magellan sailed from Seville, Spain, for the first record trip around the world. He took with him a fleet of five sailing vessels, a large assignment of sailors, and an immense tonnage of provisions. After many months of disastrous storms and mutinies, with their leader dead, only one battered vessel and a few half-starved sailors returned home. The journey had required ten hundred and eighty-three days.

In 1890 George Francis Train of New York City started out to beat all previous records. It took him 67 days, 12 hours and 3 minutes for his trip around the world.

In 1926 Edward Evans of the *New York World* undertook a globe-circling trip to see how much he could lower the time record of previous world travelers. He traveled by steamship, by railroad trains, by motor cars and by airplane. The trip required 28 days, 14 hours and 36 minutes.

In 1938 Howard Hughes, with four technicians and a modern airplane, set forth to see what time he could make in encircling the globe. Arrangements had been made for the refueling and servicing of his engine at designated stops. The journey required but 3 days, 19 hours and 8 minutes. And yet, my friends, I would not say that this record will last for long. Even today, builders of American airplanes have upon their drafting tables designs of planes expected to fly around the world without a stop.

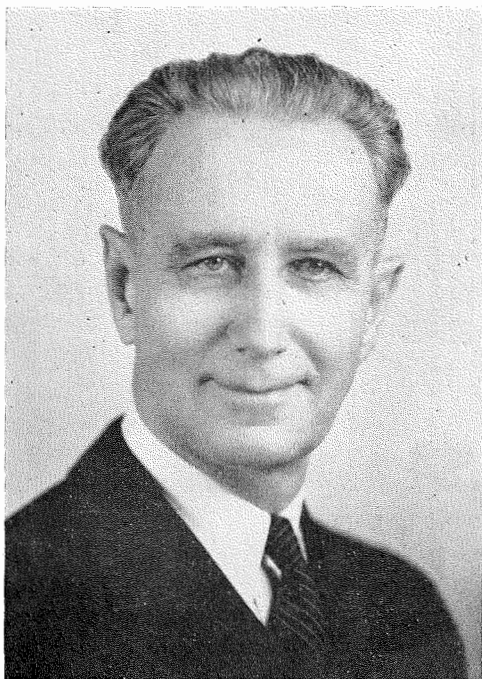
Passenger flights across the Atlantic and Pacific Oceans today have become commonplace, and the use of military aircraft has completely revised all previous calculations in world-war strategy.

Until the present World War the value of the airplane as an important military weapon was a matter of speculation. This

new method, which Major de Seversky calls "A third-dimension warfare," proved itself at the Maginot Line and in the Skagerrak as the deciding factor in modern warfare, not only in turning the tide of battle but also in distributing the dangers of warfare to the military and civilian population alike. From the beginning of the war, victory in battle has followed the armies which could dominate the air. In the airplane factories of Russia, of Great Britain, and of America the fortunes of this war are being determined. How fortunate for the cause of freedom that American organizing and manufacturing genius could, in a few months' time, take the meager facilities of American airplane plants, multiply them with magic speed and build the P-40s, the B-25s and the Liberator Bombers (typical of many others) and place them at the front in time to turn the tide of battle to the Allies' side. That, my friends, is what American aviation has done in the last four years.

Let us now review briefly the part American industry has played in keeping step with world aviation progress. While Europe and Japan were hurrying along a huge building program of military aircraft and training fighter pilots, America was making progress only in commercial aviation.

In 1928 the total of all aircraft manufactured in the United States amounted to \$27,000,000. In the



E. J. SIAS, PRESIDENT
Lincoln Aeronautical Institute

ten following years to 1939 (which included the world's greatest economic depression) the airplane industry increased to a total of \$200,000,000 annually.

In 1928 one single-engine airliner took off from the airport at Newark, New Jersey, every 24 hours and headed for the Pacific Coast. This was the first transcontinental airline. Ten years later 300 giant airliners flew daily over a network of air lanes, traveling annually 66,000,000 miles, carrying 1,529,000 passengers. Please keep in mind that during the ten years just mentioned, in which private capital was building civil aviation, the Congress of the United States provided comparatively small funds for expanding military aviation. It was during this period that General "Billy" Mitchell's heart was broken because even the Army itself could not see what he saw in the future need for military aviation.

When World War II awakened this country to the need of air protection, it was the airplane design and engineering development by private capital that served in building our first line of battle planes. Had it not been for the courageous pioneering of business men who built up American airplane factories and airlines, America could never have met the challenge of the war emergency at a time when the Allies were all but facing defeat. Without the commercial development of aviation from 1928 to 1939 in America, victory in the World War would have been postponed five to ten years, or perhaps complete defeat would have resulted for the Allies. When victory is finally won and freedom is restored to the world, let us not forget the important part which civilian aviation played in the conflict.

In the development and progress of civilian aviation Nebraska has had a very definite part. In 1919 Ray Page took over from one of Lincoln's banks a large supply of surplus war aviation equipment and started to manufacture airplanes. His manufacturing operations were in a building at 24th and O Streets, a portion of which was occupied by a mechanics school which later took the name of the Lincoln Aeronautical Institute. The airplane factory conducted by Mr. Page for several years was the center of aviation for Nebraska and the Middle West. Several hundred airplanes were built, including the Lincoln Standard, the Lincoln Page and the Lincoln PT. During the summers, Mr.

Page conducted a flying school, drawing students from far and near. In 1922 Charles Lindbergh came to Lincoln and learned to fly from this field. Mr. Page employed numerous pilots for ferrying away airplanes which were built, and also for barnstorming operations. This barnstorming developed what was known as Page's Aerial Pageant, which operated throughout the entire Central West.

In 1920 the Mechanics School, located in the same building, started teaching airplane mechanics. Sometime in the twenties Mr. Page disposed of his flying school to the writer of this article, who at that time was president and manager of the Mechanics School. The school was incorporated under the name of the Lincoln Flying School, and was closely affiliated with the Mechanics School. These two, operating together, were under the supervision and approval of the Aeronautics Branch of the U. S. Department of Commerce, later known as the Civil Aeronautics Authority and now the Civil Aeronautics Administration.

In 1939 the alumni of this school numbered a little over ten thousand men. These students had come to Lincoln for training from all parts of the world. They represented every state in the Union and twenty-five foreign countries. These graduates found opportunities for their skill wherever aviation was known. Many became key men in places of responsibility with airlines and airplane factories. Others were instructors in aviation schools.

When it seemed apparent that World War II was going to involve the United States, the army officers who were responsible for operating the Army Air Corps saw with clear understanding the important part this arm of our national defense was to take if the war should indeed become a world conflict. The Army was caught with but a bare skeleton of an air force. They had only one school giving primary and basic flight training, one school giving advanced flight training, and one school giving mechanics training.

A conference was called between the Generals of the Air Corps and the Director of the Civil Aeronautics Authority in Washington. This conference resulted in a revolutionary departure from any practice heretofore considered by the Air Corps for building up a reserve of pilots and mechanics. It was decided to make a proposal to certain civilian flying schools and

mechanics schools approved by the Civil Aeronautics Administration — schools which, upon inspection, would be considered capable of taking on this important responsibility. After a survey and inspection of civilian schools by army officials, nine civilian flying schools were selected to give primary training to Army Cadets under the supervision of the Air Forces Flight Training Command, and of fourteen civilian mechanics schools to give technical training to soldiers under the supervision of the Air Forces Technical Training Command. The Lincoln Flying School was one of the nine flight schools selected, and the Lincoln Aeronautical Institute was one of the fourteen mechanics schools selected. The training of Army Cadets was started in July, 1939, and the training of Army Mechanics started a few months thereafter. Under these arrangements many thousands of army pilots and mechanics were trained and ready to go to the battle-front before the Army was able to set up its own facilities for so extensive a training program. The work done by the two schools in Lincoln has been recognized by the Commanding General with appropriate assurance of appreciation of the contribution which these schools have made to the war effort.

Time permits me to mention only a few names of Nebraska men who have made valuable contributions to aviation history.

Welch Pogue, a graduate of Nebraska State University and married to a Nebraska girl, Mary Ellen Edgerton, has distinguished himself and brought honors to his Alma Mater. Now Chairman of the Civil Aeronautics Board which has regulatory authority over all civil aviation in this country, he holds the reins over this most important federal body at a time when great questions of policy, both national and international, are being decided. He holds the confidence of leading men in aviation as well as of our government officials, including the President.

Gould Dietz of Omaha, one of Nebraska's first aviation supporters, in 1922 assisted in founding the National Aeronautics Association, the largest organized group of aviation people in this nation. This association, started in Nebraska, now has chapters in principal cities in every state, with many thousands of members.

In 1935 Max Kier of Lincoln, with Harry Sidles (now of Omaha) and several other interested persons, sponsored a legis-

lative bill which created the Nebraska Aeronautics Commission. Mr. Kier at the present time is chairman of the commission, and with his associates has worked untiringly for the development of aviation in Nebraska. An aviation gasoline tax supports the work of this commission. When the Civil Aeronautics Administration was ready to set up a large number of flight training centers for the Civil Pilots Training Program and the War Training Service, temporary airports and landing fields were established with help from the State Aeronautics Commission. Twenty-eight such schools were operated in Nebraska under the Civil Aeronautics Administration, where thousands of pilots were trained. These trainees either became flight instructors or found a place in the nation's Armed Forces.

The University of Nebraska, Wesleyan University, Doane College, Hastings College, Omaha University, Peru State Teachers College, Wayne College, Chadron State College, and Creighton University all conducted courses in ground and academic subjects and were co-ordinators in the Civil Pilot Training Program.

When we think of the thousands who have entered the Army Air Service from Nebraska, the names of three Nebraska boys come vividly to mind. They were with General Doolittle when Tokyo was raided. I speak of Lieutenant Dick Joyce, Sergeant David Thatcher, and Corporal Don FitzMaurice. These names will live in history with Leonidas of Thermopylæ, David Crockett of the Alamo, and General McArthur of the Philippines.

The United Airlines was the first to cross the State of Nebraska. It has successfully operated an airline through the state since 1928.

The Mid-Continent Airlines (a north-and-south line) touches the state at Omaha.

The war has taught us how things can be done in a hurry. Nebraska has seen more of aviation in the last three years than it had seen in thirty preceding years.

General Early E. W. Duncan, Commanding General of the Lincoln Air Base, with his staff of capable officers, has taught us all valuable lessons in organization on a large scale. An air base with a population equivalent to a city of 20,000 people grew up near Lincoln in only a few months' time.

The Nebraska-Martin Bomber Plant is another example of how fast and how well the Army directs its work. While no official estimates are available, it is believed that these two developments in Nebraska represent an investment in the neighborhood of \$50,000,000.

Aside from these, ten other Nebraska communities have Army airports or landing bases. It is estimated that these must have cost in the neighborhood of another \$50,000,000. The United States Government is spending this year the staggering sum of \$20,100,000,000 on aviation, which is more than five times the amount spent on automobile production at its peak. The 1944 production of aircraft in the United States will top this year's production by fifty-five per cent.

Now let us consider the opportunities offered Nebraska to become an aviation center.

If the skies of Europe, of Asia, of Africa, of India and of the South Seas are today frequented by thousands of military airplanes, these and other skies tomorrow will be crossed by almost countless air routes, frequented by giant passenger and cargo planes engaged in a world commerce surpassing any transportation ever dreamed of. Many trade routes from North America to Europe and Asia will be over the North Pole. Nebraska is on the great trade circle which will carry a high percentage of commerce both East and West.

Please remember that air transportation is freed from many of the barriers common to earth-bound transportation. No stopping to change cargoes at points where sea meets land. No river bridges or mountain tunnels are required. It is earnestly hoped that international agreements will make stops at international boundaries unnecessary.

With the convenience of swift transportation, the Nebraska matron will be able to shop by mail in the markets of London or Paris, sending her order on Monday in time to have the garment delivered for her to wear to a party on Friday evening of the same week. Nebraska is most favorably located for commerce with China as well as with all of South America.

We can hope that Nebraska will become an aviation shipping center only in proportion to the amount of goods we are able

to produce and ship, added to the amount of goods we are able to ship into the state for home consumption.

In order that Nebraska may take its rightful place as an aviation center we should, immediately following the present war, take advantage of the buildings erected for war plants and convert them into large manufacturing plants.

In Nebraska we should have at least one airport for every town or city with a population of a thousand or more. In the future the city without an airport will be an isolated community; with an airport, that city will be connected with every city in the nation and with every important country in the world.

A network of small branch lines will carry air mail and air travel facilities to every county-seat town in the nation. Nebraska communities that plan their airport facilities today and build them immediately following the war will, it is believed, be able to have at least two air scheduled stops for mail and passenger service daily. This system of branch airlines will not only connect with larger trunk lines for distant travel, but will enable those living in the smaller cities to visit the larger centers and return home the same day with very little time lost in travel. This acceleration of passenger travel will place the small Nebraska communities in close proximity to the large centers and work for a more even distribution of our population.

In the shifting of world trade which is bound to come, it is not unreasonable to expect that Nebraska's larger air bases will become important ports of entry for international trade. Large cross-continent cargo planes will utilize these airports as fueling stations, and many of the cross-continent passenger planes can conveniently select Nebraska as a regular scheduled stop. It might be well for Nebraskans to keep in mind a slogan which has recently been used, "Remember that no matter where you live, you are no more than sixty hours from any other place in the world."

Manpower and Womanpower for National Defense

BRIGADIER-GENERAL GUY N. HENNINGER, LINCOLN

This is the second time the annual session of the Nebraska State Historical Society has been convened since the tide of war swept across our nation on that fateful December day of 1941. Time has neutralized to a considerable degree the shock of Pearl Harbor and we now find ourselves trudging ahead through days of wartime living. Sometimes I wonder if we are not coming dangerously close to accepting such things as manpower shortages, food rationing, transportation curtailments and bond campaigns as inevitable hallmarks of American living. I wonder if we are not becoming prone to accept these things passively as something to be tolerated and even shunned as taboo subjects, fit only for those in high command who are paid to deal with such complexities.

Acceptance of such a philosophy would be something new for this nation, and certainly for this state whose very heritage is characterized by a determination to meet and conquer obstacles, to struggle upward along the path to better things and better living.

You will pardon me, I am sure, if I make a personal reference to a member of my own family. In 1872 my grandmother came west from Pennsylvania to join her husband, who had come to Nebraska the previous year with the vanguard of the Gibbon party. For her, as for other members of that colony, a new life was beginning, a life marked by unreckoned privations and challenges. This woman, young, accustomed to the normal conveniences a settled community afforded in those years, found herself confronted daily with emergency situations. There was a home to be built — a home that not only had to be raised physically from the prairie grass, but one dependent upon her for all the loving touches needed to distinguish it from a house.

This young woman became the mother of six children. The necessity of providing these children with food and clothing was in itself a great task. There was more to meeting it than shopping at a grocery or clothing store. The harvests of the fields and the productions of the herds had to be home-processed for the table; the clothes had to be hand-sewn. Many were the family garments that took form before her deft needle by the light of a stub candle.

The experience and performance of this grandmother of mine were no different from those of hundreds of other Nebraska women who came West to help make a new and better life. I think it is important that we note now the attitude of these women. Let us suppose that they had been willing to passively accept the hardships of their new life; that they had been willing to keep their eyes blind and their ears deaf to the challenges of the frontier community; that they had been willing to submit to the conclusion that a new territory could not be expected ever to offer the convenience or abundance of their former life. To say the least, such an attitude would have hampered the development of this state and it might actually have prevented its successful settlement. But these women held no such selfish philosophy. They recognized the hardships and privations of the frontier as those of an emergency period. They were willing to do everything they could to bring the emergency period to an end, to hasten the day when the hardships and the inconveniences would disappear.

The challenge we face today is somewhat analogous to that presented during the Nebraska homestead period. In the Homestead Era, the longevity of the critical period was dependent at least in part upon the effort and action of individuals. Today, the duration of the war is dependent at least in part upon the effort and action of individuals. Frankly, I question whether we are meeting our challenge as squarely as our forebears met theirs. We know our present situation is critical, and we want our nation to bend every effort to speed victory; but even during this critical emergency we, as individuals, do not want to be prodded too far from the comforts of convenience.

Each day our newspapers and radios bring to our attention ways in which people on the so-called "home front" can be of

service. For one thing, there are almost frantic appeals for labor. Some of those who hear the appeals are like the characters in the child's story of the Little Red Hen — they are very eager to share the benefits of victory and peace, but they want the other fellow to do the work. And this philosophy which places such a high premium upon convenience is not peculiar to any particular class: it is present in management and labor alike.

Let us consider a specific case.

One of our great problems in obtaining manpower to meet the needs of the armed forces is the removal from important industry of men qualified for military service. Wartime assembly plants sprang up quickly and immediately drew to themselves thousands of young men — alert, ambitious, smart young men. When these young men were needed for the armed forces, the management of assembly plants promptly declared: "You can't take these men or you will choke off our vital contribution to the war." This contention is valid to a certain degree, but impartial industrial experts insist that most assembly plants can operate efficiently with seventy per cent womanpower. Yielding reluctantly to the pressure of the need for men in the armed forces, some eastern assembly plants are now producing very effectively with half of their employees women.

In our own state, I am sorry to report, the number of women in our largest wartime assembly plant is only twenty-five per cent of the total.

Why isn't it higher? Before we reach any erroneous conclusions about the shortcomings of management, let us consider our women. Many of them have forsaken the comforts of convenience to meet the challenge of war, but far more of them have not.

Estimates from the War Manpower Commission indicate that there are only about thirty thousand Nebraska women actively engaged in what can be considered war industry, or industry directly connected with the war effort — and that includes agriculture and the processing of agricultural products. For every one of these thirty thousand women, there are more than three Nebraska men in the armed forces.

I fully realize, of course, that there is no Selective Service to place women in war production work, and that it is not sur-

prising therefore to find three times as many men in the armed forces as we have women in war production. This ratio merely shows that we are not making the best use of our womanpower: it in no way reflects upon the patriotism of our fine womenfolk.

If the needs of the armed forces for manpower continue as it appears that they will, there is not the slightest doubt but that thousands of Nebraska women who are now either working in jobs unrelated to the war effort, or who are not working at all, must step forward to fill important places in agricultural and industrial production.

I know that I am treading upon precarious ground when I so much as hint that Nebraska women are not doing all they might do to meet today's challenge. You see, I have lived long enough to know what a woman's wrath can be. In this instance, particularly, I hope that when it is aroused it will be directed at the enemy and not at the State Director of Selective Service.

But seriously, this question of manpower is a cold-blooded proposition. To solve it, we will need all the understanding, all the cooperation, and all the willingness to face inconvenience at our command. We need a rebirth of the determination that generated the settlement of this prairie soil, a determination and courage like that which carved a great state from a wilderness of unbroken sod.



FATHER
FASO

Italy In A Free World

REV. J. J. FASO, OMAHA

Those who know the history of Italy for the past quarter of a century realize that Fascism was the result of the Treaty of Versailles. Italy in the first World War fought side by side with the United States, England and France. The Italian Army fought, and fought well, against a larger, a stronger, a better equipped and better trained army, the Army of the Austrian Empire.

The Italian Army destroyed for once and for all Austria and its army. While Italy's allies were still fighting a strong Germany on French soil, Austria signed the Armistice dictated by Italy, forcing with such act the capitulation of Germany. After the war came Versailles, and there England and France divided between themselves the spoils of war.

Italy did not get any reward for having fought four years of war and for having helped to win the war. Six hundred thousand Italian soldiers did not die in that war to make England and France richer. A million Italian soldiers were not wounded for that same purpose. After that unjust peace Mussolini, the opportunist, found the ground prepared for his reactionary regime in a country tired, disorganized, discouraged, with no faith in their leaders and in their future, under strong Communist propaganda encouraged and supported by Russia.

The march on Rome came. Mussolini promised order, and there was perfect order in a few days; he promised work, and there was plenty of work; he promised to put an end to strikes and troubles between capital and labor which had paralyzed for years the Italian industries, and after October, 1922, there were no more strikes. Mussolini kept his word. The Italian people wanted order and work and they got what they wanted. They followed that man and they acclaimed him as the savior of their fatherland.

But history repeats itself. The Roman Emperors, Napoleon, the Kaiser! Power and more power, and the downfall. It is a

paradox that man learns so little from the mistakes made by other men or by former generations.

The downfall of Mussolini began when, at the height of his power, he commanded for himself and his country the respect and admiration of the entire world. Then came Ethiopia, and Spain, and the military alliance with Germany, and Albania, and the declaration of war against the Allies. And Mussolini dreamed of a new Roman Empire built on the ruins of Italy's former Allies, England and France.

When the hour of awakening came, the Italian people found themselves ruled by an iron hand; they found their press, their radio, their civil and political life, and their army controlled by the iron hand of Mussolini. They found everything under the thumb of a super-organization which centered in the Fascist militia with its many ramifications. When they looked around for someone to deliver them from this unscrupulous dictator, they found their former leaders in concentration camps or dead, and worst of all they found their beautiful land engulfed in one war after another.

It was too late. The Italians paid a terrible price for the little they received from the Fascist regime. I said that Italy wanted order and work; now, I must add, Italy wanted peace — not war.

The Italian colonies, Pantelleria and Sicily, were conquered by the Allies. On July 25, 1943, Vittorio Emanuele, the beloved king of Italy, deposed Mussolini. Marshal Pietro Badoglio, the most respected soldier in Italy, was elected Premier. At last, the man who brought so much sorrow upon Italy was out of the picture and his regime was destroyed.

On September 3, 1943, Allied troops landed on the toe of the Italian boot. On September 8th came the glad news that Italy had surrendered unconditionally. General Eisenhower granted Italy a military armistice. Italy was out of the war — at least, that was what we all thought. That was a glorious news and a glorious day for the Italian people. On that same day the guns of the Italian Army were turned against its true enemy, Germany. The English and American forces were welcomed as friends, brothers, liberators.

Why were the Italian people so happy?

Were they afraid to fight?

Were they tired of fighting?

I think it is only just that something be said to counteract the prevailing unjust and rather contemptuous treatment of the Italians. It seems to me that they have shown their good will and common sense by refusing to fight for a cause which they do not accept and which was forced upon them. I think they have shown the best kind of patriotism in refusing to follow leaders who pointed the way to their destruction and annihilation.

Moreover, the Italian-Americans have made a fine record in the American Army. They are as good soldiers as may be found in any nation. They have given their share of boys to all of the fighting forces and have shown no lack of courage in the American effort. The way the Italian Army fought in this war was the best answer they could have given to Mussolini, his methods, his policy, his philosophy. They were not afraid to fight. The first World War and Vittorio Veneto tell a different story of the Italian soldiers.

Were they tired of fighting? Of course not! They never did any fighting in this war because they did not care to fight and die for Hitler and his followers. They knew their fatherland had been sold out to the Germans, and their victory would have been their worst defeat. They knew Italy had nothing to gain from a German victory; they knew that would have meant eternal servitude for their fatherland.

From the moment Mussolini declared war against the United States of America I knew the Italian Army would not fight. It is an absurdity for the Italian soldier to fight the American soldier. Italy has always regarded the Americans as her best friends. The Italians did not hate the Americans; as a matter of fact, they did not hate anyone. All their ill feeling was toward their leaders who had imposed upon them such a cruel and unjust war.

Only a few days ago I was reading that the Allied Military Government is functioning well in Pantelleria and Sicily, and that the Italians of those two islands are cooperating one hundred per cent with the military authorities. The article stated: "The Italians are getting a fair break." The Allies will get the same response in other Italian Provinces if they treat these unfortunate people reasonably, and we know the Americans are the fairest people in the world.

There is no doubt that the Americans will be most successful in their work of rehabilitation among the Italian people. One thing the Allies should keep in mind is that they are dealing with the most civilized, sensitive, cultured, and intellectual people of Europe, whose ancestors at one time civilized the whole of Europe. If, on the other hand, the Allies go to Italy with the presumption of teaching or civilizing the Italians, they will soon find out that they have the wrong object in their hands.

In my estimation the Allies should go to Italy as friends, willing and ready to help the Italians rehabilitate themselves — and not as teachers. The Allies should afford them the opportunity to go back to their old form of democratic government and free enterprise. It has been an anomaly to think of Italy as anything else but a democratic country except in the past twenty years. Since it was organized as one nation, from the time of Garibaldi, Cavour and Crispi until the time of Orlando, Italy was a democracy under the dynasty of the House of Savoy.

During that long period of time and for centuries before, no other nation has given so much to mankind in the form of painting, sculpture, poetry, prose and music, as has Italy. Italy, and Italy alone, gave birth to Dante Alighieri and Columbus; Italy, and Italy only, gave birth to Giotto and Raphael, to Michaelangelo and Verdi, to Marconi and Mascagni; and this is to allude to only a few of the great figures produced by a free and democratic Italy. Only a great nation which enjoys a complete freedom can produce such great men.

In the years to come, I think, we will find that the Italian contribution to the world will take again a specific Italian form, and that the Italians will express again that innate love of beauty and sanity which they have always expressed in the art and science of their imperishable history.

Italy cannot die. A nation which has generously given so much to the world in the past centuries will, in this moment of defeat and tragedy, be repaid, I am sure, with a greater generosity.

As the prodigal son of the Gospel was forgiven because he repented, Italy will be forgiven her sins and will regain her high and respectable place in the Society of Nations. I am sure the peace which Italy will be offered will afford her a new era

of reconstruction and of glory. I believe that only such a prospect can preserve Italy and Europe from utter collapse and anarchy.

Italy, with the understanding help of the United States, will find its way out of the present chaos and will find again its place in a democratic, free world.

IN THIS and the succeeding issue we hope to publish, in substance, all addresses delivered at the 66th Annual Meeting of the Nebraska State Historical Society convened October 2, 1943; as well as those given before the 19th Annual Meeting of the Native Sons and Daughters of Nebraska held on the same date. Some of these talks were extemporaneous. Knowing that the members not present would be interested in these equally with the rest, we requested the speakers to furnish manuscript outlining the thoughts orally expressed. These were promised but have not yet been received. Therefore it is necessary, at this point, to break the program-continuity which we preferred to follow.

These addresses constitute a significant chapter in Nebraska history, revealing as they do trends of the thought of Nebraska citizens in wartime. — *Editor*.

"The world's memory must be kept alive or we shall never see an end of its old mistakes."

War Work with a Future

MARGARET STRAWSER, LINCOLN

I doubt if there is one of you in my audience today who has not heard the song, "Rose of No Man's Land." You know it goes something like this:

There's a rose that grows in No Man's Land,
And it's wonderful to see.
Though it's sprayed with tears, it will live for years
In my garden of memory.
It's a big red rose; a soldier knows
It's the work of the Master's hand.
'Mid the war's great curse stands the Red Cross nurse—
She's the Rose of No Man's Land.

You've probably heard, too, the song my generation added: "Rose Ann of Charing Cross." Both of these are dedicated by a nation at war to a great profession; and that profession—nursing—is the object of my speaking.

I think nursing is of vital importance to the war.

Recently our Government cited nineteen nurses for bravery in performing their duty under fire at Pearl Harbor.

There were thirteen American nurses aboard the U. S. S. *Solace* which left New York Harbor in September of Forty-One. The ship was docked at Pearl Harbor on December 7, 1941, and was at once transformed into a hospital ship of five hundred beds. The girls were ready to care for the wounded when they were brought aboard. From there the ship went to Guadalcanal, where for four months it moved wounded soldiers to safer areas. With the exception of one girl, these nurses served constantly from September 1941 to December 1942.

And now I am going to do something which I rather dislike doing. I am taking advantage of this platform to advertise—but I feel justified in doing so. If you are interested in nursing or in the viewpoint of the nurses of today toward the war, you must see the motion picture "So Proudly We Hail." For the technical advisor on this picture is Lieutenant Eunice Hatchett, one of those Immortal Nineteen who were cited for bravery; one

who was rescued from Guadalcanal the day before the Japanese took over. And she vouches for the authenticity of every incident pertaining to the nurses—even to the nightgown worn by Paulette Goddard as evening dress; the only difference being that the original was pink whereas Paulette wore black.

Despite the fact that there are Army and Navy nurses serving in 537 hospitals in the United States and 35 hospitals outside this country; despite the fact that on January 1, 1943, there were over 300,000 trained nurses in the United States, the Government announced at that time that it would be necessary for 65,000 more nurses to enter training during the year. To help meet this demand, various plans are being made, and one of the most interesting of these is the United States Cadet Nursing Plan. Two of our Nebraska hospitals are benefiting from that plan: St. Elizabeth's here in Lincoln, and one in Omaha. Various civic organizations in Nebraska are also contributing. The American Legion Auxiliary of Nebraska gave six scholarships of \$200 each and aided in several loans. The Nebraska Federation of Women's Clubs also gave scholarships and loans; and other organizations whose names are unknown to me have responded to the call.

The Government also asked that 36,000 graduate nurses go into national service during the year. This allotment is being met by state quotas. Nebraska's quota happens to be sixteen per month. Nebraska is divided into two districts. Lincoln serves the southern area and Omaha is headquarters for the northern section of the state. The Lincoln district is to send six nurses per month. So far this quota has been met, and there are over 115 nurses now serving from this part of the state.

The question that may logically come to your mind is this: Won't there be too many nurses after the war?

To that I would say, briefly and to the point, No! I believe this is true for four reasons:

1. New developments in various fields, such as orthopedics and the sulfa drugs.
2. The greatly enlarged field of public-health nursing, both at home and abroad.
3. The need of replacing depleted hospital staffs, also the Red Cross nurses' aides—who have been doing wonderful work.

4. Caring for many thousands of veterans who will return wounded after the war.

It can truthfully be said that nursing, as "War Work with a Future," can not be surpassed.

And now, lest we tend to minimize the work of nurses serving all over the world, I'd like to close with the words of those who can tell you of the importance of nurses far better than I. Let Sergeant Frank Day of the United States Army, who was wounded in North Africa, speak to you:

You'll never find her on parade
Like Wacs and Waves and such;
She's much too busy working
To keep away Death's touch.

I'll not forget her tender skill
From Private Joe to Captain Bill.

My thanks to you! I wish folks knew
The hell you've seen and waded through.
I'd like to tell the universe!
God bless you—keep you—Army Nurse!

And, last of all, this paragraph from Lieutenant Moore of the United States Marines, twice decorated for bravery in the South Pacific:

Picture your son or brother or sweetheart, alone and far from home. His worst fears are realized when he feels a sharp pain in leg or arm or head. Lying there alone, he's sure he's going to die. He is jostled to consciousness by the jar of an ambulance on the rough road. He awakens at night in a dugout, shells bursting on the outside, once strong friends moaning around him on the inside.

Finally—finally, he finds himself in a hospital. I wish you could see the look on the face of your son, or brother, or sweetheart, as he sees a nurse come into the ward. It isn't a smile—it's more than that. The soft healing in the air as he sees an American nurse, an American girl, for the first time in perhaps a year, is stronger than the best medicine that medical science can offer.

That's why we say: "Send us nurses. American nurses! And send us more nurses!!"

Red Cross Home Service

MRS. ALLEYNE R. ELDER, LINCOLN

As our men serve all over the world in these war times, the paramount thought in their minds is of home and country. "How good is life there!" How glad I'll be to get back!"

Our country is made up of states and a state is made up of counties. In every county of every state you will find a Home Service representative of the American Red Cross, and it is my privilege to direct that work for Lancaster County. We think and plan in terms of the man in service. Whether his problem is personal or involves his family, it is considered according to the specific individual need. And this service is classified along four lines:

1. Communication and Information. Here we keep the service man in touch with his family, and *vice versa*. We also assist with information, regulations and legislation of interest to both. Requirements for obtaining benefits of the Servicemen's Dependents' Allowance Act, and the State Program for Maternal-Child Care, account for the bulk of our inquiries this last year.

2. Reports to military and naval authorities on home conditions enable them to make just decisions on questions of discharge, clemency, and furlough. In these reports we try to do what is best for the men and for the authorities without prejudice in either direction. One day, for example, we were asked to verify the statement that Johnny's grandmother had died and his mother was very anxious that he attend the funeral. Investigation disclosed that the death had occurred three years before. To the mother we gave a simple explanation for our call; to the camp we wired: "Funeral over — Johnny not needed now."

3. Assistance in presenting claims for insurance, compensation, and other benefits.

4. Family Service. When these young men leave home the income stops, and often the savings are not sufficient to carry the family through until receipt of the government allowance. To meet that emergency, Home Service furnishes money for a

month's rent, food, coal, or any other immediate need. Sometimes this is a loan, sometimes a grant, according to the circumstances. In like manner we do all that can be done to solve other domestic problems. A man in Africa who is worried about his family does not make a good soldier.

That is our job in wartime — to see that the families of our men who are serving their country in far-away lands are not in need. Then, when the dreams of reunion become realities, each family is ready to welcome its soldier home. We want our Nebraska boys to sing from the heart that well known song: "This is Worth Fighting For."

The Spanish - American War

COLONEL F. D. EAGER

In its objects and purposes the Spanish-American war was different from any other war recorded in history. It stands as one of the most altruistic of all great national undertakings. There was not the slightest selfish interest of the people of the United States to be served as a result of the war. There was no need for the war as a matter of national defense. There was no desire for territorial conquest, or expansion of any kind. In other words, there were none of the usual causes for war.

For many years the American people had been shocked and angered at the cruelties being practiced by the Spanish kingdom against the people of Cuba. The inhuman and brutal practices of the Spanish governor-general, Weyler the butcher, in his treatment of the Cuban people so enraged the people of the United States that they almost unanimously demanded that something be done to stop the ruthless murder of the natives of that island. The State Department of our government had protested to the government of Spain to no avail. The brutal practices continued.

The public became insistent that the government take the steps necessary to stop the barbarous cruelties — war if necessary. President McKinley was opposed to war because our country was not prepared. But his opposition had little weight. The people demanded action — action immediately.

In response to that demand, Congress in April, 1898, declared war against the Kingdom of Spain and called for volunteers. The popularity of the decision is shown by the fact that five times as many men volunteered as were called for or needed.

Thus began the war that was destined to place the United States among the great and powerful nations of the world. The short time and decisive manner in which the war was won was a revelation. It demonstrated the tremendous latent power and resources of this country. It convinced all rulers that this coun-

try must be reckoned with in the future in any and all international affairs, both commercial and military. We had grown to manhood, and henceforth would take our place in the councils of the great nations of the earth. That we have done.

Thus, through a war to make men free—to liberate a people, many of whom were of a different race and color, different in language, and with no interests in common except the right to live in peace, this country demonstrated its loyalty and fidelity to the principles set forth by the founding fathers in the Declaration of Independence.

They sought no profit or financial gain, and did not receive any. They took heavy losses in lives and money, paid it all, and charged it to the betterment of mankind and to the propagation of the doctrine that "all men are created equal," with an inherent right to life, liberty, and the pursuit of happiness. It was an epoch-making war. It taught all ruling classes that the doctrine of human liberty had become a part of the unwritten law of the civilized world. It demonstrated that that law would be enforced by seventy million people, with almost unlimited resources at their command. It marks one of the most advanced steps forward in the evolution of civilization that is recorded in history.

But what of the war itself? In a military way we were wholly unprepared for such a struggle. President McKinley was right in his protestations that we did not have the equipment necessary. Our men were armed with old Springfield rifles twenty-five years out of date. The equipment was practically the same that had been used in the Civil War thirty-five years before. Very little improvement had been made in military equipment during that thirty-five year period. In the Civil War the artillery was all muzzle-loading; the rifles were mostly of the same type. In the navy, the one great advance in construction that was developed in Civil War days was the *Monitor*—nicknamed "the Yankee Cheese Box"—that won the battle with the *Merrimac*.

In the thirty-five years that had passed the size and number of battleships had increased. Among them were the *Iowa* and the *Oregon*. The construction of floating forts of the *Monitor* type had been carried on slowly. Among these were the *Monte-*

rey and *Monadnock* that, like the battleship *Oregon*, made the long and hazardous trip to the Philippines—a record-breaking trip at that time. But, on the whole, little progress had been made in the construction of military machinery during the thirty-five years from the close of the Civil War to the opening of the Spanish-American war.

The isolationists and pacificists had been in control. They believed that the broad expanse of oceans on both sides made us safe. Many soldiers of the Spanish-American War paid with their suffering and with their lives for the folly of that doctrine.

Since the close of that war, all Spanish-American war veterans have been advocates of better preparedness. But their pleas went unheeded, and World War I and World War II found us woefully unprepared. The result, in both cases, has been a much greater cost in dollars and in lives.

But the present war has brought new problems—problems that were unknown and unthinkable in the days of the Civil War and the Spanish-American War. The idea of so-called “total war” was unknown then. Our soldiers were required to recognize the rights of the person, life, and property of the non-combatant population. Such things as arson, robbery, and similar offenses against the civilian population by the army or its officers or soldiers, except as required for military purposes, were strictly prohibited and were punishable by courts martial as severely as by civil courts at home.

Surely, in war, civilization has slid downward. It has gone back to the days of the Indian and his scalping-knife, used indiscriminately on men, women, and children. Yet the Indians, in their long war for freedom and justice against the encroachment of the whites, were not without justification.

Formerly, war was waged between armies fighting each other. There were rules of war, and the generals were men of character who followed them and enforced them. Today there are no rules, and of course there is no such thing as “humane warfare.”

When the airplane became a reality there was talk that its use in war should be prohibited. But how could it be? Nothing came of the suggestion. Nothing could come of it. Instead, all

parties bent every energy to its military development, and the end is not yet.

One dastardly weapon remains unused. The chances are that in desperation the madmen will resort to it before the final surrender. That cowardly and devilish weapon is Poison Gas.

And now, let me digress briefly from the exact text assigned to me. I ask this to help prevent a repetition of the mistakes that were made at the close of World War I, at the peace table. The people of Germany for centuries have waged wars of aggression and conquest, without mercy, without any consideration for right or justice. Like their Kaiser, to them the most sacred of contracts—a treaty—has been “only a scrap of paper.” Continuously, since the days of Attila the Hun fifteen hundred years ago, the German people have sought to confiscate the lands and property of their neighbors by the most savage and unprincipled methods of warfare that their genius could develop. *Make no mistake on this point*: The hundreds of wars waged by Germany have not been the work of their leaders alone. They have had the whole-hearted support and approval of the masses of the people. You cannot do business by treaty or contract with such a people. They have been tried and found wanting. They cannot be trusted. They know only the rule of force. Their motto is “Rule or Ruin.”

Unless checked, this kind of civilization will deteriorate until the race degenerates to a serfdom lower than that of the Dark Ages in history. That is why some of us place first and foremost the establishment of some method of compelling peace at the close of this war. The control of that power must be kept in the hands of those who believe in right and justice. It must be kept in the hands and under the control of the United States and England, the most powerful champions of democracy, justice, and human liberty. After unconditional surrender is obtained, we should take the first step immediately (and that without the advice or consent of any other nation on earth) by taking over all military equipment, military supplies and military factories of all the defeated and subjugated nations. Then, with those resources added to the military strength of the United

States and England, proclaim to all the world that there shall be no more war, and no more preparation for war. It is the only method by which we can achieve "peace on earth, good will toward men."

NEBRASKA AND NEBRASKANS IN WAR:

Manuscript of "World War I," the second address in this symposium which was delivered by Robert B. Waring, is in the hands of the author and therefore not available for this issue. It will be published in the next.
— *Editor.*

Nebraska and Nebraskans In World War II

HON. ROBERT M. ARMSTRONG, LINCOLN

A little more than one hundred years ago a few steamboats plied the Missouri River between St. Louis and the land that is now Nebraska. They bore as passengers fur trappers, traders, Christian missionaries and teachers who were laboring among Nebraska Indians. The overland trails from the Missouri River westward to the mountains and Pacific Coast were traveled by emigrants and freighting wagons each summer.

During those early years there came out onto the broad plains and prairies of Nebraska intrepid pioneers and emigrants who sought to escape the crowded and more restrictive communities of the east. They were men and women of courage who sought not alone adventure but also the opportunity to develop communities and states in accordance with their principles of freedom and justice.

There came many other pioneer men and women from the countries of the Old World who sought to escape tyranny and oppression and to participate in the development of this land of freedom and opportunity — freedom from oppression and fear; opportunity for work and achievement; the right to worship God each according to his own conception and in accordance with the dictates of his own conscience; men who sought to establish their own local government and their own political, economic and social standards; to establish a sound educational system. They were men and women who came from different sections of Europe with varying backgrounds of custom and tradition, but they met on a common ground for a common purpose. They and their descendants have worked and striven to maintain these things. They have fought to defend them. Many have given their lives. Many others have sacrificed their personal fortunes for them.

Out of all this the State of Nebraska and its people have developed. They have passed through periods of adversity and war, drouth and depression. The participation and experiences of

Nebraska and Nebraskans in other periods of our history and in other wars have been presented to you. Today it is my assignment to present a very brief review of the contributions of the state and its people in this present conflict, so tremendous in its proportions and so vital to our people and the future generations of Nebraska that my feeble words cannot describe the importance of this era in our lives.

This is a universal war, and Nebraskans have met its challenge with a universal participation in practically every phase of the effort of this nation and its allies to win the war and destroy forever the forces of barbarism which threaten the world. Never in our history have Nebraska people participated so universally in any conflict as they have in this one.

The Nebraska Advisory Defense Committee was established in February, 1941, ten months before Pearl Harbor, by recommendation of Governor Griswold. You are familiar with the organization: Thirteen districts with committees in each one which were completed by county and local organization. This agency has a volunteer enrollment of nearly 100,000 members. In 1942 the Co-ordinator conducted 133 meetings and conferences in sixty counties of the state. The main purpose and function of the Advisory Defense Committee was to cooperate with national and regional civilian defense officers and with all military services in the state and region. The program of principal activities adopted by the committee was:

1. Agricultural resources and production
2. Civilian protection
3. Health, welfare and consumer interest
4. Housing, power, and transportation
5. Labor relations, supply, and training
6. Industrial resources and production

The program has been well organized and perfected. Now the committee is turning its attention and efforts toward the matter of post-war conditions and post-war development within the state.

THE PRODUCTION OF FOOD. Nebraska farmers, ranchers and housewives have produced food for our nation, its armed forces, and its allies in enormous quantities. Nebraska is one of the leading agricultural states. There are approximately

128,000 farms and ranches in the state. During 1942 this state ranked twelfth in cash farm income with a total of 496 million dollars, the highest in over twenty years. Livestock production is the state's leading industry, accounting for seventy-three per cent of the cash farm income in 1942, excluding government payments.

Nebraska ranked sixth in the number of cattle on farms January 1, 1943, seventh in number of hogs, and first in number of sheep on feed. During 1942, one and one-quarter million cattle, two and one-half million hogs, and one and one-third million sheep were marketed from Nebraska farms. The 1942 pig crop totaled more than four and one-half million pigs, ranking seventh among the States.

Nebraska also ranks high in crop production. We ranked fourth in 1942 in harvested-crop acreage with a total of more than nineteen million acres. The farmers of this state produced sixty-nine million bushels of winter wheat, second only to Kansas; two hundred forty-three million bushels of corn, exceeded only by Iowa and Illinois; harvested nearly six million bushels of rye to rank third, and placed first in wild hay production by harvesting two and one-half million tons.

Nebraska is not usually considered as a dairy state, yet during 1942 nearly three million pounds of milk were produced, which placed the state fourteenth in milk production. A large quantity of milk is separated and sold as cream. In 1941, nearly sixty-seven million pounds of butterfat were marketed in this manner, placing the state fourth in quantity of butterfat marketed as cream. The state ranked fourth in creamery butter production with a total of ninety-one million pounds during 1941. Over eight million pounds of butter were churned on Nebraska farms during 1941.

Last year the farm women of the state raised thirty-five million chickens, ranking sixth, and placed seventh in number of turkeys raised. The hens of Nebraska produced over one and one-half billion eggs.

All of this was done by Nebraska farmers under most severe shortages of farm labor and with limited farm equipment.

The federal government has taken 129,000 acres of Nebraska farm land, valued at nearly five million dollars, for war plants and military establishments.

SALVAGE. Since Pearl Harbor, Nebraskans have shipped out of the state approximately 350,000 tons of iron and steel scrap and over one million pounds of tin. Nebraska housewives in twelve months have supplied a half-million pounds of waste fats, ten per cent of which is converted to explosives and the remainder of which is used in the manufacture of synthetic rubber.

WAR PLANTS AND MILITARY ESTABLISHMENTS IN NEBRASKA. In connection with the war program there have been twenty-three army and navy installations in the state, consisting of ordnance plants, airplane manufacturing plants, technical training schools, army air fields, navy shipyards and war prisoner camps.

As a result of these installations, the Department of Roads and Irrigation of the state, since the beginning of the war, has constructed a total of one hundred twenty-nine miles of roads at the request of the war and navy departments, at a cost of more than three and one-half million dollars. Of this, sixty-five miles are access roads to military and naval establishments; twenty miles of new roads because of the closure of existing highways by military and naval establishments; and forty-four miles of roads to complete the strategic network of highways established by the war department as essential to the war effort.

WAR BONDS. Since Pearl Harbor the state government has adopted the policy of investing all possible available funds in United States War Bonds. Your state government has invested, as of October 1, 1943, a total of \$15, 623,200 in war bonds. Of this amount \$9, 623,200 represents investments by the Board of Educational Lands and Funds for the permanent school fund and other trust funds. The State Treasurer has invested \$6,000,-000 of the general funds of the state in war bonds.

Since Pearl Harbor, the people of Nebraska have loaned their government, by the purchase of war bonds, approximately \$240,000,000. This does not include the Third War Loan, which will amount to \$100,000,000 more. In addition, the banks of Nebraska have purchased a comparable amount in bonds, although the exact figures are not now available.

WAR RELIEF AGENCIES. The approximate amount of funds raised by all war relief agencies since Pearl Harbor is more than \$1,500,000. The Red Cross alone in the spring of 1943 raised

over \$1,000,000. In five city communities, including Lincoln and Omaha, \$200,000 were contributed. In 1942 the U. S. O. raised \$152,000. Various committees for Chinese, Greek, Russian, and British relief raised approximately \$8,000. The United War Funds of Nebraska have a goal of \$950,000 for the campaign beginning October 15.

OUR SCHOOLS AND UNIVERSITIES. The University of Nebraska is devoting most of its facilities and personnel to the training of more than two thousand five hundred men in the armed forces.

1. One hundred thirty-eight members of the staff of the University are serving in the armed forces or in federal war agencies for the duration of the war.

2. University laboratories and technicians are engaged in war research and scientific investigation.

3. The University R. O. T. C. has in the past supplied several thousand trained men who are now serving as officers in the armed forces. It now has one hundred forty R. O. T. C. men under instruction to complete requirements before being sent to Officers' Candidate School. Most of them are former Nebraska students.

More than two thousand army men are now housed and trained on the City campus and the Agricultural College campus. These men are members of the Army Air Force or are being trained through the Stars, which is the specialized training and reassignment school at the Agricultural College campus.

The University College of Medicine in Omaha has two hundred twenty army and sixty-two navy trainees, also fifty student nurses in training for the armed forces. The College of Dentistry has seventy-seven army and twenty-four navy trainees. There are two hundred twenty-five advanced engineers and one hundred sixty trainees in foreign area and foreign language training.

All of this program is being handled in addition to maintaining the regular courses for civilian schooling. The Teachers College at Peru has a large group of navy trainees, as does that at Chadron. Wayne State Teachers College has army trainees. Both Doane College and Hastings College have naval trainees.

All of these colleges are devoting their facilities and staff to the training of men for the armed forces.

The most vital and important force that Nebraska has thrown into this war is the manpower of the state. From the farms, the factories, the offices and stores, the schools and colleges, 96,245 men have entered the armed forces of this nation. Over seventy-three thousand of these men are in the Army. Nearly nineteen thousand of them are serving in the Navy. There are twenty-five hundred Marines who call Nebraska their home, and 1,648 Nebraska men are serving in the Coast Guard. All of them are giving everything they have for their state and their country, and they are serving in every part of the world where the enemy is to be found and giving a good account of themselves. Scarcely a day passes that we do not read in the newspapers of the citation of some Nebraska boy for gallantry in action over, above, and beyond the call of duty. The casualty lists also appear in the papers from day to day, and there is scarcely a community in this state that has not sorrowed over news of the death of one or more of our Nebraska men. Although the release of casualties is several weeks behind the actual fact, the last report discloses that more than six hundred fifty Nebraska men have given their lives to protect and preserve the principles of freedom and justice which the pioneer men and women established when they came from the countries of the Old World. I fear that many more will be sacrificed before our victory is complete. The end of the war is not in sight. There must be no let-up or let-down until final and complete victory is won.

This is our war — a war of individual responsibility. We must and we will continue and increase our efforts in every line of endeavor to back and support our fighting forces until the enemy is destroyed.

War is an ugly and horrible thing, especially this one. *Life* Magazine recently published an editorial accompanied by a picture of three American boys who had fallen with their faces in the sands of the beach at Buna. I feel that the closing lines of that editorial forcefully express the thoughts that are in our minds of the ideals for which those boys died and for which all our boys are fighting. I quote:

"America is the symbol of freedom.

"It is the symbol, not only here at Buna, and not only at Guadalcanal, where the crosses crowd the shore; and not only in half-starved Sicily, and not only in trembling Rome:

"It is the symbol of freedom all over the earth, wherever men dream of freedom, or desire it:

"In the bright green hills of China, and under the old roofs of Prague, and in the teeming alleys of Cairo, and along the jagged Scandinavian shore.

"And all over the world, now, there are living fragments of this symbol, and all over the world they are being shot down, like these fragments.

"And it is not an easy thing to understand why they are there; and why, if freedom is to live, they must be willing to die.

"But this is because freedom is something more than a set of rules, or a set of principles. Freedom is a free man. It is a package. But it is God's package.

"So when these living units of freedom are extinguished we cannot bring them back to life. All we can do is to give meaning to their death.

"And this is to say that when freedom falls, as it has here on the beach at Buna, it is our task to cause it to rise again: not in living units, which we cannot make and to which we cannot give life, but in the mighty symbol, America, the beacon for all men, which is ours to have, to hold, and to increase."