

The
PALIMPSEST

SEPTEMBER 1948

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THE PURPOSE OF THIS MAGAZINE

THE PALIMPSEST, issued monthly by the State Historical Society of Iowa, is devoted to the dissemination of Iowa History. Supplementing the other publications of this Society, it aims to present the materials of Iowa History in a form that is attractive and a style that is popular in the best sense—to the end that the story of our Commonwealth may be more widely read and cherished.

BENJ. F. SHAMBAUGH

THE MEANING OF PALIMPSEST

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the records of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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THE PALIMPSEST

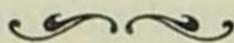
EDITED BY WILLIAM J. PETERSEN

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America's Freedom Train

Attorney-General Tom C. Clark was deeply disturbed. A wave of "lawlessness and cynicism" was abroad in the land and subversive forces were carrying on "their disruptive game of setting one group of Americans against another." Something had to be done to rebuff disloyalty at home. Some symbol, some slogan, some device had to be found to rededicate the faith of Americans in their free institutions.

Suddenly Mr. Clark had an idea. Why not build a train to carry through the United States the two sets of "contrasting elements" that were at work in the land? On one side of the corridor would be some of the monumental documents of American history; on the other, certain sordid relics of Hitler's wretched Reich would be displayed. The result, it was argued, would shock Americans into a deeper sense of the glory of their inheritance.

Meanwhile, unknown to the Attorney-General,

similar thoughts had been germinating in the minds of a group of advertising men under the leadership of Thomas D'Arcy Brophy. The basic idea involved a plan of activity under some such heading as "Selling America back to the Americans." After many preliminary meetings, a large number of "top executives of the communications industries" met in the Attorney-General's office in December, 1946, and clarified the ideas that had been evolving within the two groups. The joint body approved the suggestion of a train display, and considered many of the proposed details for its actual integration. As time went on the proposal for a "contrast" exhibit was given up in favor of a wholly affirmative approach. At other meetings, basic plans and purposes were advanced and refined, and on February 14, 1947, a group known as the American Heritage Foundation was officially incorporated, with Thomas Brophy as president, and Winthrop W. Aldrich as chairman of the Board of Trustees. The three vice-presidents were William Green of the American Federation of Labor, Philip Murray of the Congress of Industrial Organizations, and Robert G. Sproul, president of the University of California. The large body of Trustees is composed of leaders from the nation's chief political, business, professional, labor, educational, and religious groups.

All thought and energy were now concentrated on giving final form to the great idea on which many top-flight citizens had been so arduously working. On May 22, 1947, a conference was held in the White House "for the purpose of organizing the American Heritage Foundation program and inaugurating the Freedom Train." The gathering was under the sponsorship of the Attorney-General, and President Truman sent a message to express his gratitude for the launching of the "highly important" project. "There is need today," he declared, "for a dramatic reminder to our people of the American heritage which they enjoy."

The Conference addressed itself to the definition of the objective sought, and the formulation of the plan whereby it would be achieved. "We propose," it was agreed in regard to the first, "to utilize all media of communication, education, and community action in a national program that will emphasize and dramatize the common heritage of every American — our system of democratic government based on individual freedom. Through a national program of rededication to its ideals and institutions, we seek to give meaning to the American heritage, vitality to its spirit, and validity to its historic mission. Thus may the American body politic be immunized against subversive

propaganda and strengthened for the constructive tasks ahead."

The course of action, it was agreed, should involve the dispatch of the Freedom Train bearing a precious freight of documents, and speeding through the land like a modern Paul Revere to arouse the people to a sense of danger while stirring their pride in the glory of the national heritage. The communities visited, and those contiguous to them, would be urged to plan a Rededication Week preceding the arrival of the Train. City governments and civic organizations were to be urged to appoint a series of special days such as a Veterans' Day, Inter-faith Day, Labor Day, Commerce and Industry Day, School Day, Bench and Bar Day, etc. On these occasions it was hoped that the groups concerned would prepare appropriate exercises to demonstrate their loyalty and devotion to the benefits and blessings bequeathed from the past to Americans of today. Committees were to be set up in the communities to prepare publicity, organize speakers, raise the necessary expenses, and do all that was locally necessary to receive the Freedom Train with dignity and joy, and draw from it understanding and inspiration. Great stress was laid on the enduring impulse that the unique experience could impart. The Attorney-General wrote to the Conference to

say that "community rededication" should be a "major phase" of the program.

The appropriate decision was reached to start the Freedom Train's epochal journey from Philadelphia on September 17, 1947, the 160th anniversary of the adoption of the Federal Constitution. Several railroads combined to provide the locomotive, coaches, Pullman and baggage cars. Designing and reconstruction were carried out in the Wilmington, Delaware, shops of the Pennsylvania Railroad under the supervision of Edward H. Burdick who had built displays for the government at the Chicago Century of Progress and the New York World's Fair.

In August, 1947, the Train was sent to the War Department's yards at Cameron, Virginia, for the installation of the display cases and documents. The interiors of the coaches were fitted with steel bulkheads to form a series of bays. The windows were replaced by steel panels. The exhibits were set between two half-inch sheets of special plastic. This is an ideal substance because it is clearer than glass and absorbs less ultraviolet light which deteriorates ink and paper. The cars were specially lighted and air-conditioned, and virtually fire, water, dust, burglar, and shock proof. By September 17, the Freedom Train, a sleek and lovely composition of red, white, and blue coaches, cars, and

Pullmans, under the care of Walter H. S. O'Brien, twenty-seven United States Marines, a document specialist, and an operating and maintenance crew, rolled north from Virginia into Philadelphia.

The cost of producing this assemblage was, of course, impressive. The reconstruction of the train alone involved \$175,000. Carrying charges of personnel, and hauling costs (required by Interstate Commerce Commission regulations), were calculated at \$80,000 for the projected journey. It was early agreed that the costs involved should not be paid by the government, but by private citizens, in glad and grateful patriotism. At the outset, large business firms and labor unions made substantial donations, but it was later decided to broaden the base by suggesting a system of community quotas, though agreement on this was not a requirement of gaining a place on the Train schedule. The minimum quota was set at \$1,000, graded upward according to population.

For a while, this request for community contributions occasioned some misunderstanding and even resentment, but these difficulties soon subsided in the face of the reflection that a cost so nominal was followed by a privilege so great when the treasures of the Freedom Train were displayed. By this arrangement, the American Heritage Foundation, now under the direction of J.

Edward Shugrue, was assured of operating with financial success. It was estimated that \$1,350,000 would be required to cover the operations of the Train and the Foundation during the nation-wide pilgrimage. Of this amount over \$800,000 had been raised and spent by the end of the first seven months.

After appropriate ceremonies at Philadelphia and a hearty send-off, the Freedom Train proceeded to New York. The adopted schedule provided for an itinerary extending through thirteen months, and embracing all the States of the Union. It was so planned that the fall and summer would be spent in the North and the winter devoted to the South. The total journey was designed to cover 33,000 miles, in the course of which more than 300 cities were to be visited. To arrange the route and timetable, the railroads of the United States worked as a unit. Fifty-two companies were involved, integration being promoted by the American Association of Railroads. As finally decided, the historic Train was to be open to the public at each layover from 10:00 a. m. to 10:00 p. m. The run between exhibit points was to be accomplished between 1:00 a. m. and 10:00 a. m., the average daily distance being 110 miles.

Apart from the inevitable difficulties arising from an undertaking so immense and detailed,

problems of a social sort have not been absent. In addition to the problem of finance, a measure of discontent developed when it was realized that visitors could not climb aboard the Freedom Train without delay or inconvenience. Double lines of citizens several blocks in length slowly advancing upon the famous vehicle became a familiar sight in the stop-over communities. Complaints at the consequent delay were heard at least occasionally. But these diminished as reflection made it clear that such a situation was unavoidable in cities of large population, at least in terms of the schedule on which the Train was operating. Then, too, the thought gradually settled in the public mind that in order to make possible the appearance of *one* of the great documents in the collection — the Declaration of Independence — heroic men of long ago had pledged their lives, their fortunes, and their sacred honor; had toiled and fought and waited for years following 1776; and for its sake had endured that bitter winter at Valley Forge.

One problem of a distressing nature arose out of the insistence on race segregation in certain southern cities. The officials of the American Heritage Foundation firmly refused to recognize this tradition in connection with the Freedom Train. In overwhelming measure the people of the South saw its incongruity in the presence of a shrine con-

secrated to human freedom and American liberty. Only two southern communities remained unyielding, and in these instances, the projected visit was canceled.

As the multitudes of patient and devoted citizens have mounted the Freedom Train and passed through its corridors, they have looked upon a spectacle more inspiring to the American eye than the dazzling display of royal jewels in the Tower of London. Among the immortal parchments are the Magna Carta through which Englishmen seven centuries ago asserted their rights and reduced the powers of a despotic king; Americans have always loved this towering monument along the path of freedom, for it is part of their own inheritance also. Here, too, is the Mayflower Compact with its ringing opening sentence: "In the name of God, Amen." Also present are writings from the pens of Washington, Jefferson, Franklin, Adams, Hamilton, and Lincoln. Among the literary treasures are the Federal Constitution, the Bill of Rights, and the Northwest Ordinance of 1787 which declared that "schools and the means of education shall forever be encouraged."

There are, in addition, tangible symbols of perilous fights in which freedom was defended or advanced: the Log Book of "Old Ironsides," affectionate name for the frigate *Constitution*; the

pennant of Commodore Perry when he sailed his ship into Japanese waters in 1854; the flag that was raised over Mount Suribachi on Iwo Jima; General Eisenhower's personal five-star general's flag, and the banner that flew at the masthead of the battleship *Missouri* when the Japanese surrendered in Tokyo Bay.

On his passage through the Freedom Train, it soon becomes obvious to the citizen that he cannot hope to read all the documents in this unexampled collection. Not only is it impracticable to take the time to attempt this in the course of his visit, but the variety and length of the hundred-odd items, and the presence of so many other persons, makes it quite impossible. Realization of these facts diminished the measure of early criticism of a too-rapid scrutiny of the great exhibit. It is enough, in the short time that can logically be apportioned, to gaze with silent admiration at the matchless scene; to experience a mood of reverence; to spend an unforgettable moment among these documents of our liberties.

Leaving the Train, the visitor is invited to sign a pledge of rededication to the privilege and responsibility of America's splendid heritage. The thoughtful citizen will then resolve to do what his relatively brief visit could not accomplish — seek out the great documents in public or college libra-

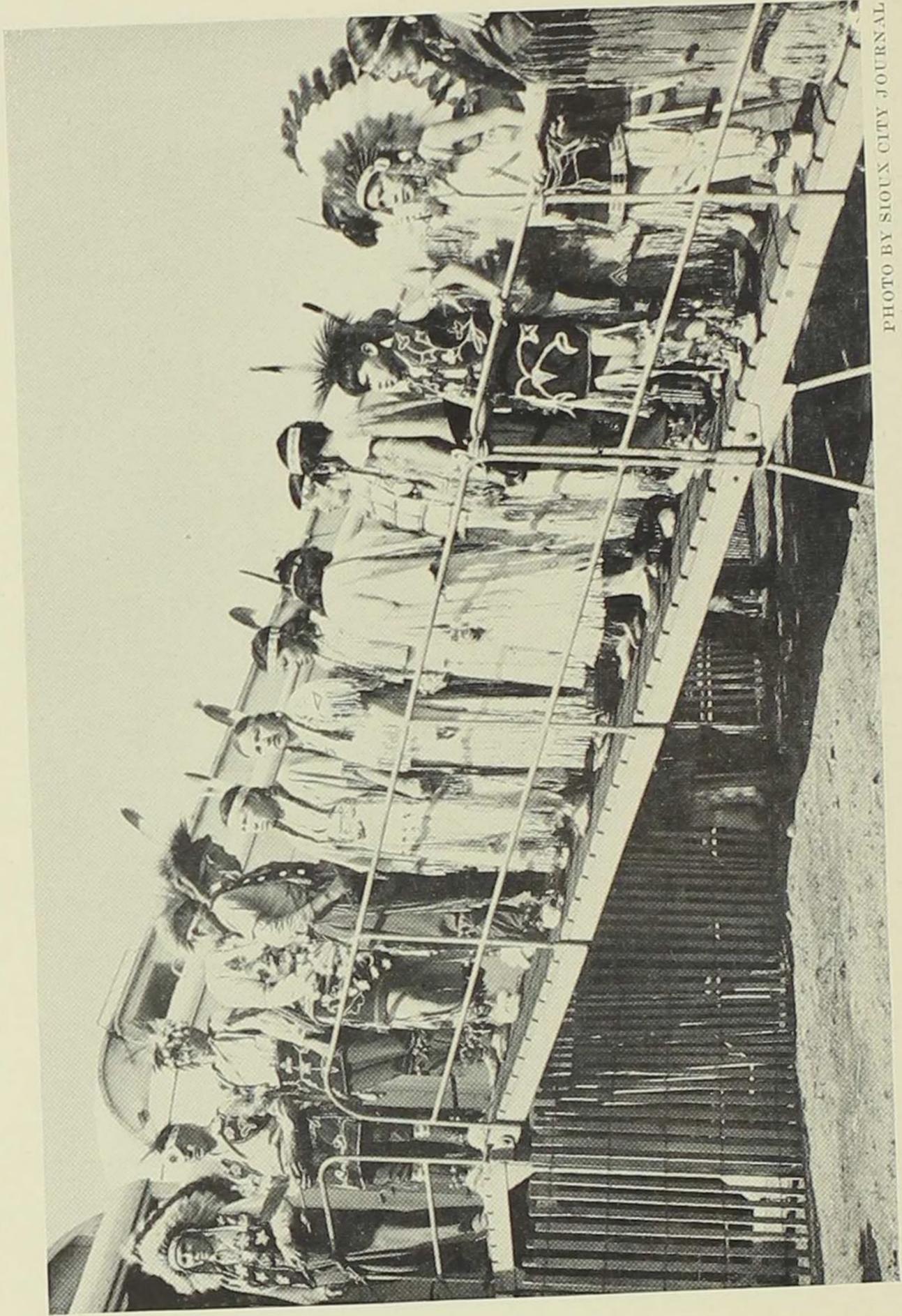


PHOTO BY SIOUX CITY JOURNAL

WINNEBAGO INDIANS BOARD FREEDOM TRAIN AT SIOUX CITY

ries, and read and ponder them carefully in the days and years ahead. At this point the American Heritage Foundation will assist him materially through its abundant literature. Among its publications is an official book, edited by Dr. Frank Monaghan, Director of the National Society of Archivists, and containing facsimiles of all the documents in the Freedom Train collection accompanied by clear explanatory matter.

Another basic publication of the Foundation is *Good Citizen*, a seventy-two page brochure prepared by Leo Burnett of Chicago, with assistance from the American Bar Association and other sources. As the preface declares, the booklet is "for everybody who really wants to be a 'Good American.' It describes the 'working tools' of good citizenship and tells you how to use them." In simple yet striking language it discusses the rights, privileges, and obligations of citizenship. In the closing section is an inspiring page sketching for Americans the legal points of contact between religion and government. Here, also, are the first ten amendments to the Federal Constitution which comprise the Bill of Rights, some famous patriotic pieces, both prose and poetry, and instructions for using and displaying Old Glory.

In the course of its epic journey through the length and breadth of the land, it is estimated that

3,500,000 persons will pass through the corridors of the Freedom Train and stand before its precious symbols and documents; that 45,000,000 persons will be touched by it indirectly through participation in the weeks set apart by the communities visited for rededication plans and exercises. From millions of citizens in the hundreds of cities not included in the present schedule has gone forth an urgent call for later consideration, and the American Heritage Foundation is seriously considering continuance of the historic tour through an additional year.

The passing of the Freedom Train is an important event in American history, and a permanent residue of patriotism will be left in all the regions affected by its visit and display. Its abiding consequence will be to clarify the people's perceptions of the grandeur of the nation's past, the majesty of its present, and the glory of its future, and to lead Americans to resolve again with their beloved Lincoln that so far as they are concerned, "government of the people, by the people, for the people, shall not perish from the earth."

HARRISON JOHN THORNTON

The Freedom Train in Iowa

News of the coming of the Freedom Train was received with delight by Iowans. Since towns in forty-eight states were to be visited it was generally recognized that only a few Iowa communities could hope to see the train in 1948. Months before a decision had been made the American Heritage Foundation received invitations from various Iowa towns. The final selection naturally depended on the tracks over which the Freedom Train was routed. When the news was flashed that Des Moines, Sioux City, Davenport, Cedar Rapids, Burlington, and Iowa City had been chosen, there was general rejoicing in those communities over their good fortune.

Sioux City was the first town to welcome the Freedom Train. For days preceding Rededication Week citizens of the metropolis of northwestern Iowa read articles and editorials on the American heritage and were fairly bombarded with slogans, pictures, and cartoons emphasizing the Freedom Train in local advertising in the *Sioux City Journal*. For example, the editor of the *Hour Glass*, after pointing out that Wendell Willkie had defined freedom as an "indivisible" word that must

be extended to all, if it was to be properly enjoyed, wisely concluded: "Let us rededicate ourselves, this week, to the practical application of freedom so that it may in truth guarantee the unbounded benefits which our forefathers meant it to. And may each and everyone of us be pledged to champion liberty for all peoples."

The five-day Rededication Week began on Sunday, May 9th, with churches holding services emphasizing American freedom. President Earl A. Roadman of Morningside College was the principal speaker at a special union service which featured a concert by Monahan Post Legion Band and selections by the Central High School Choir.

The women's organizations of Sioux City staged a dramatic program on Monday evening at Central High auditorium featuring talks, music, a pageant stressing the American heritage, and the presentation of the Monahan Post awards to the winner of the essay and poster contests on "Freedom is Everybody's Job." A total of 458 had entered the essay contest while 75 young artists competed for the best poster award. But the "most impressive" item on the program, according to one reporter, was the appearance of the Sons of the Legion musical corps.

"This group of youngsters, sons of the men who actually fought on the battlefields to maintain

the freedom which the train and its documents represent, ranging in size from husky 6-footers to lads barely 4 feet tall, filled the large auditorium with a roll of drums and a blare of brass instruments which left few members of the audience dry-eyed.

"They didn't play sensational numbers — just Stars and Stripes Forever, A Long Long Trail, America and a few other homely, old fashioned favorites, but when they had finished they had added something to the meaning of the program and the visit of the Freedom Train."

The third day of Rededication Week in Sioux City featured a patriotic parade staged by labor, service men, and veterans and viewed by out-of-town dignitaries from all branches of the armed services. A reporter on the *Sioux City Journal* said it looked like the whole town had turned out to see the "electric parade" which featured two giant searchlights playing over the line of march from opposite ends of Fourth Street and catching the two C-47 transport planes flying back and forth overhead. Floats depicting the various American freedoms proved, the *Journal* concluded, that America "has freedom, appreciates that freedom and is ready, if necessary, to defend that freedom."

The fourth day of Rededication Week stressed

the youth of Sioux City. Students had decorated their school floats to represent a "Parade of the Documents" emphasizing such historic events as "Columbus Discovers America," "The Mayflower Compact," "The Declaration of Independence," "The Bill of Rights," "The Gettysburg Address," and "The United Nations." Since schools were closed in other Iowa cities when the Freedom Train visited them, this important feature was lost to parents and children alike.

On Thursday, May 18th, at 4:40 a. m., the Freedom Train glided into Sioux City "like a graceful swan" over the Great Northern tracks from Sioux Falls. Two Le Mars boys, Edgar and Bruce Bedell, were on hand to greet the "shining white train," having taken their place at the head of the line at 3:30 a. m. Mayor Dan J. Conley welcomed the Freedom Train to Sioux City and Walter H. S. O'Brien, civilian director of the Train, replied in behalf of the American Heritage Foundation. Governor Robert D. Blue declared that "human liberty has come to us only because of the struggle of men through countless centuries." The Freedom Train, he said, contains the evidence of much of that struggle.

These ceremonies over, Governor Blue, as the first citizen of Iowa, together with members of the local committee, was escorted through the Train



PHOTO BY SIOUX CITY JOURNAL

LE MARS BOYS WERE FIRST AT SIOUX CITY



PHOTO BY BURLINGTON HAWKEYE-GAZETTE

TWO MILLIONTH VISITOR HONORED AT BURLINGTON

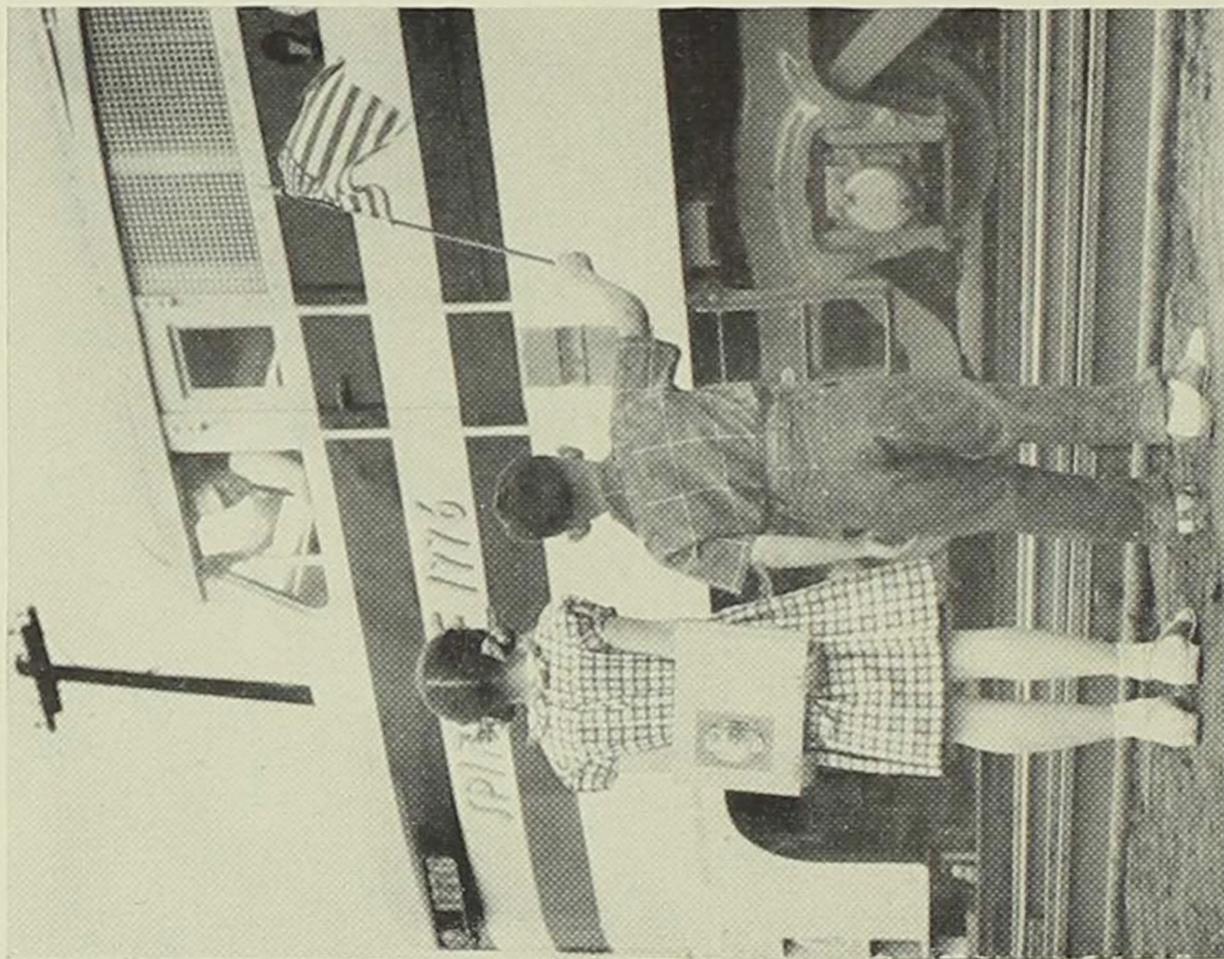


PHOTO BY CEDAR RAPIDS GAZETTE
 CEDAR RAPIDS GREET'S FREEDOM TRAIN



PHOTO BY BURLINGTON HAWKEYE-GAZETTE
 SCOUTS POST COLORS AT BURLINGTON

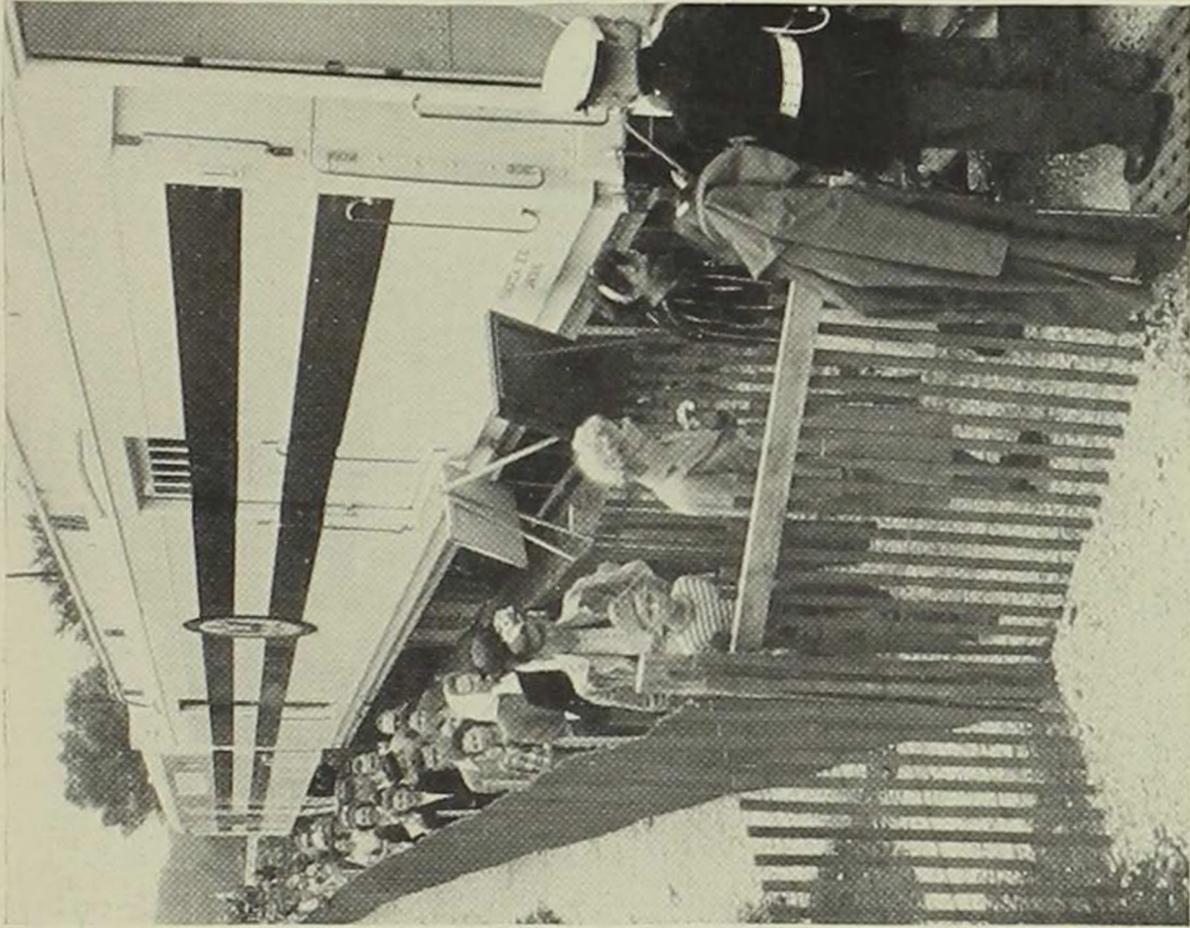


PHOTO BY DAILY IOWAN
BOARDING THE TRAIN AT IOWA CITY

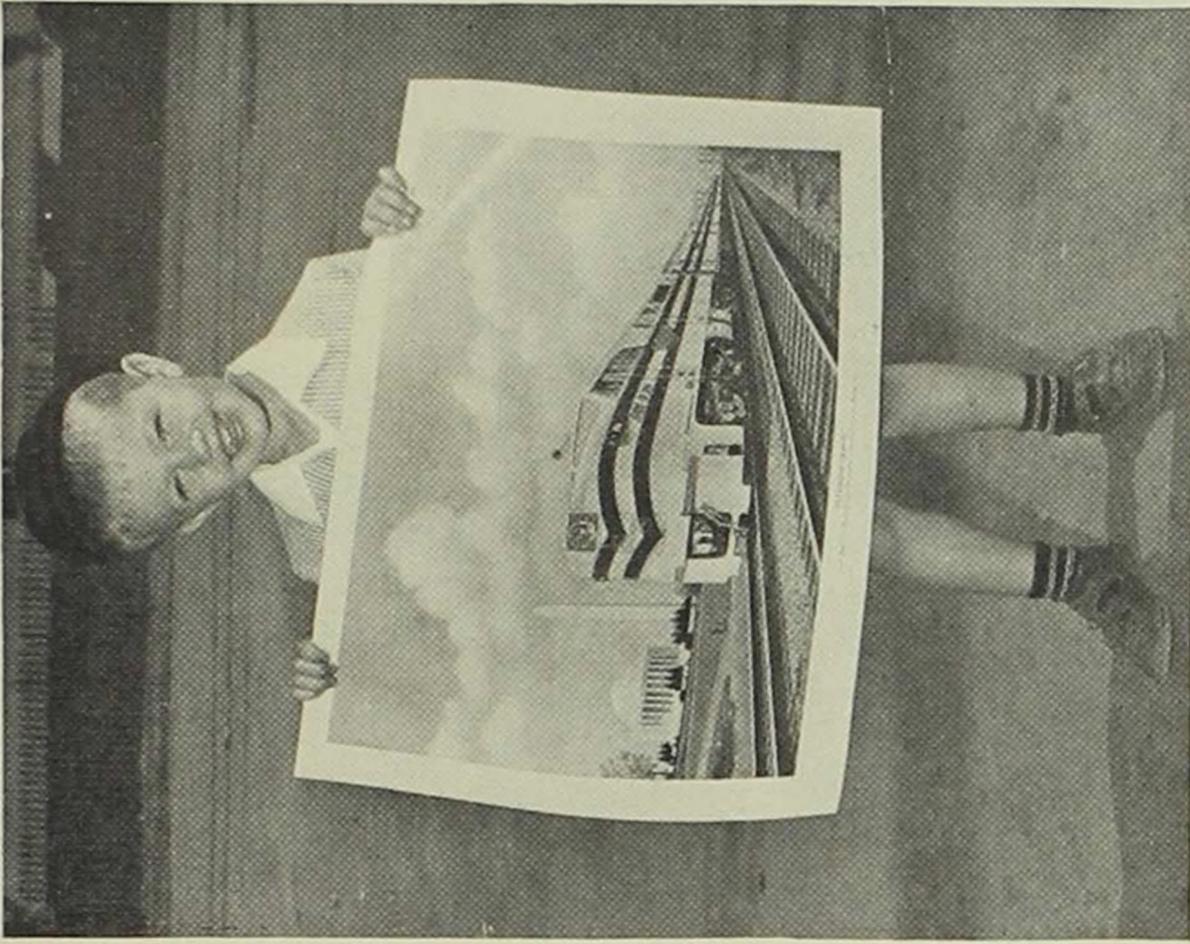


PHOTO BY IOWA CITY PRESS-CITIZEN
SOUVENIRS OF THE FREEDOM TRAIN

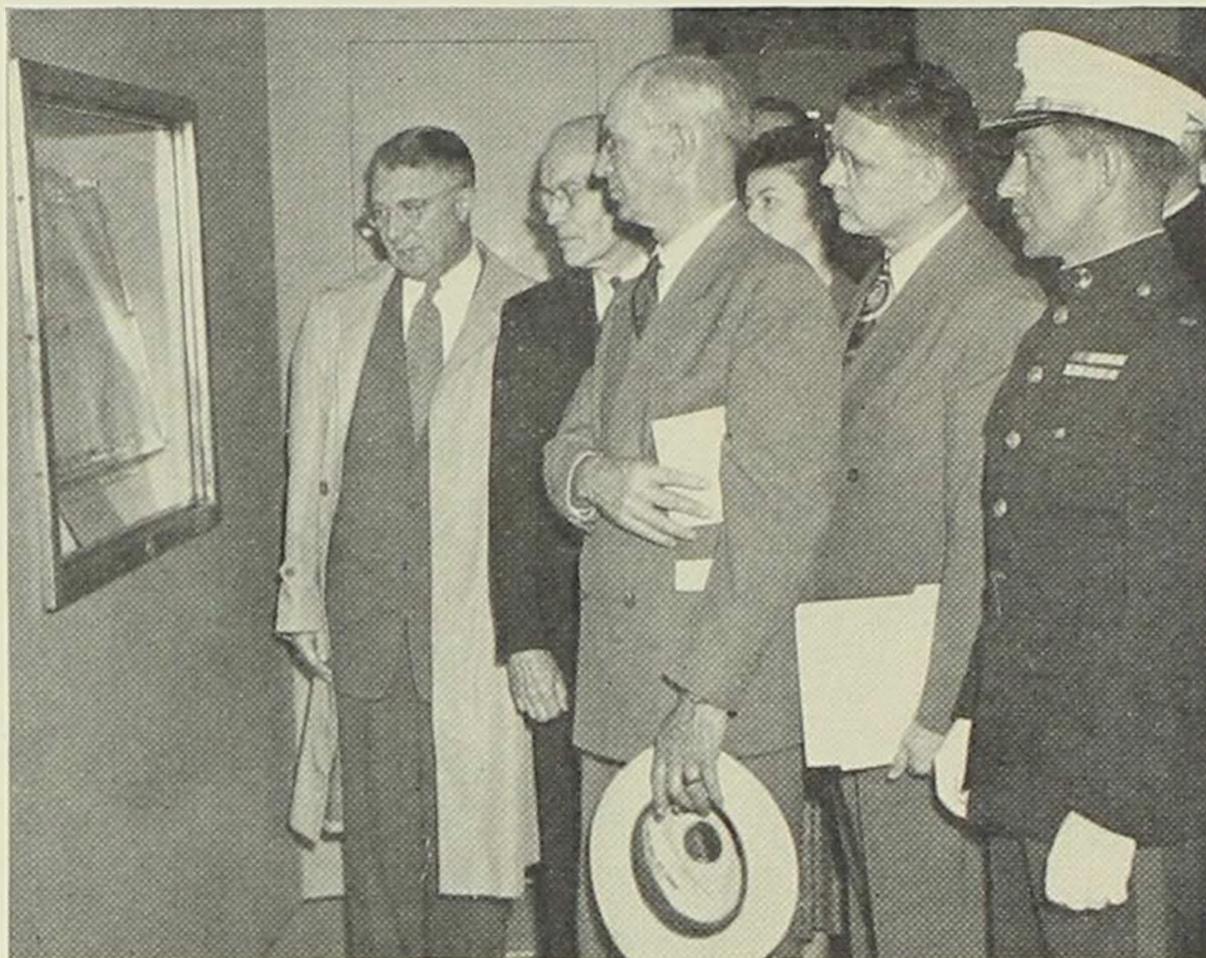


PHOTO BY IOWA CITY PRESS-CITIZEN

STUDYING AN IMMORTAL DOCUMENT

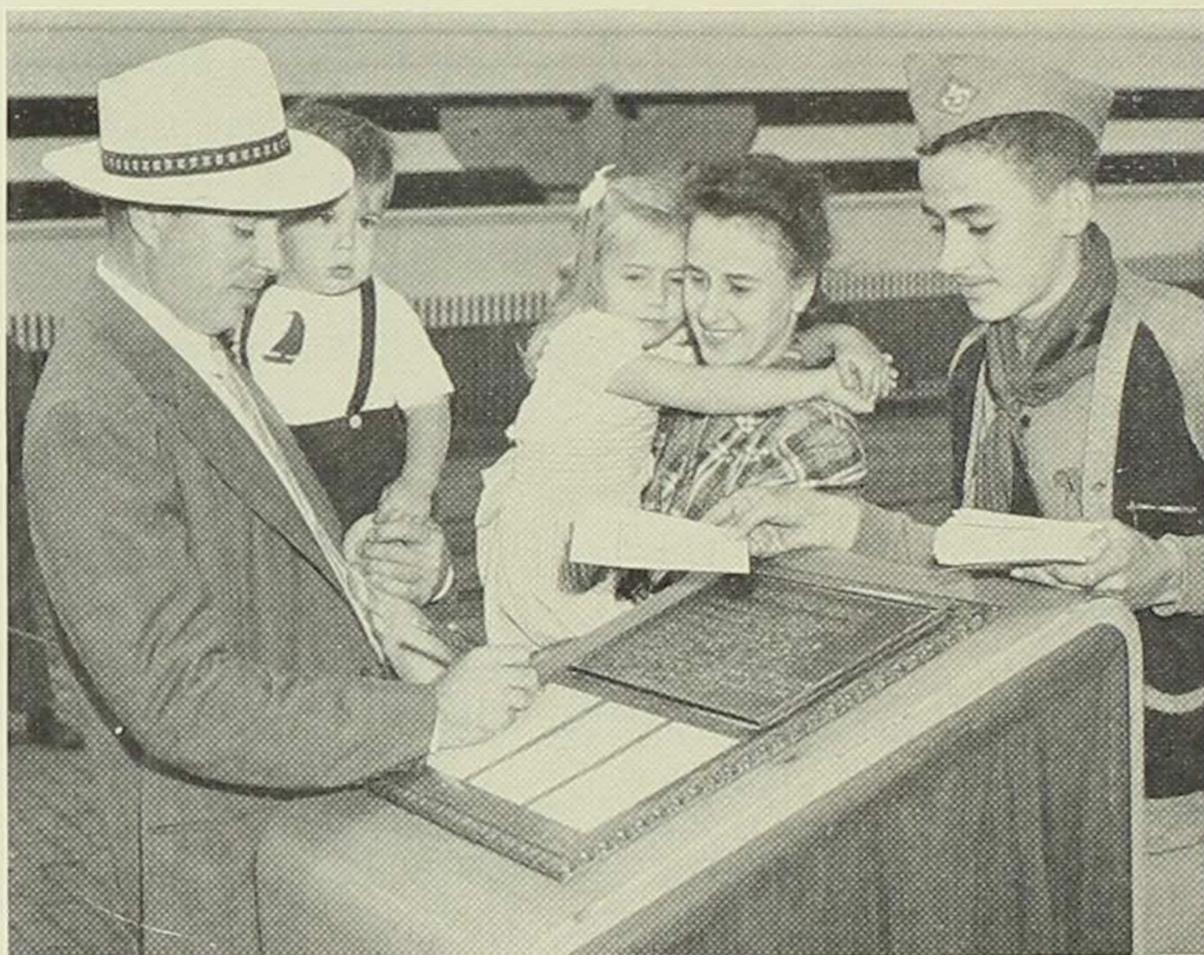


PHOTO BY IOWA CITY PRESS-CITIZEN

SIGNING THE FREEDOM TRAIN SCROLL

by Mr. O'Brien, who pointed out salient facts about the 127 documents and six historic flags. Emerging from the Train, Governor Blue declared: "It's wonderful. It's a great privilege for me and for the people of America to see the priceless documents of the United States." Mayor Conley was equally enthusiastic. "As you leave the train, you can't help hoping that everyone in American can see it, too."

A selected group of 350 representative school children from Woodbury and surrounding counties followed close on the heels of Governor Blue. At ten o'clock, with nearly four thousand persons on hand, the Train was officially opened. Throughout the day a steady stream filed through the Train. Among the interested visitors was a group of Winnebago Indians who had come from their reservation at Winnebago, Nebraska. When the last sightseer had stepped off the rear ramp a total of 9,501 had caught a fleeting glimpse of the most inspiring and priceless documents ever brought to the Hawkeye State.

Prior to its arrival in Sioux City the Freedom Train had been seen by more than 1,750,000 people in 184 cities located in 38 states. It left Sioux City almost at once, heading for Omaha, Nebraska, whence it swung westward to Lincoln, Grand Island and Alliance in Nebraska, Cheyenne, Den-

ver and other Rocky Mountain points, returning to Iowa by way of Hannibal and Quincy, making Burlington its second Iowa stop — on June 17th.

Burlington was the 211th stop of the Freedom Train. All social, economic, civic, religious, and patriotic resources had been pooled in Burlington in a co-operative movement to emphasize the stop of the Freedom Train. On Wednesday, for example, William Riley, vice-president of the Iowa Bar Association and a former Burlingtonian, spoke to the Des Moines County Bar Association, stressing the duty of lawyers to make all citizens understand that the court stood alone as the citizen's last bulwark of independence. "The powers of an independent judiciary," Riley pointed out, "are the common citizen's defense against the concentration camp."

Although less elaborate, the ceremonies at Burlington followed the Sioux City pattern. Four Boy Scouts — a Catholic, a Protestant, a Negro, and a Jew — posted the colors at the welcoming ceremony. The stop at Burlington was noteworthy in that Mrs. Edythe Blanchard of Fort Madison became the 2,000,000th person to view the precious documents aboard the Freedom Train.

Iowa City was the third stop of the Freedom Train in Iowa. At the welcoming ceremony, Train Director Walter H. S. O'Brien declared: "Many

countries that have had freedom have lost it through negligence. We must not be negligent. We must be very vigilant. Participate in voting, in P. T. A. groups, church and civic groups, union groups, chambers of commerce and other little jobs that might appear insignificant among themselves. If all people in the United States would participate in all we have to offer," Mr. O'Brien concluded, "we would have no need to fear any of the 'isms'."

Virgil M. Hancher, president of the State University of Iowa, was equally concerned over the apathy of many Americans. "We have had freedom for so long that it requires a train to remind us of that freedom. We want a free society where every individual is free to develop himself without barriers of race, color, religion and class. We want a society without ignorance, superstition and fear. What we crave in this country is a FREE society. No society can be free until every man has an honorable place in it."

A total of 7,763 persons passed through the Freedom Train at Iowa City. Each underwent the soul-satisfying experience of communing with the great men and women who had helped discover, develop and shape the great nation Americans live in today — Columbus, Roger Williams, Thomas Jefferson and Thomas Paine, James Madison and James Monroe, Franklin, Washington, Lincoln,

Wilson, the Roosevelts, and a score of others. Upon emerging from the Train, Mayor Preston Koser exclaimed: "Only once in a lifetime do you get to see something like this." Leslie G. Moeller, Director of the School of Journalism at the University, was impressed by the "continuing pattern that shows up among these documents to stress the importance of the individual human being."

Leaving Iowa City, the Freedom Train proceeded to Cedar Rapids, where ten-year-old Eddie Burgess, bent on seeing the Declaration of Independence with his own eyes, had taken up his vigil at 6:30 a. m. At the welcoming ceremony, President Virgil M. Hancher declared that the "risk of indifference is a greater danger than our invasion by a foreign country."

The afternoon crowd in Cedar Rapids learned a lesson on the blessings of liberty from a man who had once lost his freedom. "Freedom is like help," Professor Eric Kollman of Cornell College explained. "You appreciate it most after you've lost it. You know what freedom means once you have been in prison." Having endured the brutality of Hitler's storm troopers in his native Austria, Professor Kollman could well describe his feelings and those of his refugee companions when they caught their first glimpse of America. "We knelt down, we prayed, we cried, the tears came from

our eyes. Freedom — that's what those of us who come to these shores from oppressed countries appreciate most." In conclusion, Professor Kollman declared: "Freedom is liberty plus groceries . . . when the stomach gets hungry our sense of liberty and freedom sometimes gets lost." Kollman urged his Cedar Rapids audience to see that hungry nations get enough to eat "so they won't sell their freedom for food and so that liberty everywhere won't be endangered."

One Cedar Rapids resident was destined to appreciate the blessings of liberty and the memory of Freedom Train Day — Saturday, June 19th! He was Preben Hysing, a young Norwegian, who had come to America on a student visa to study art in New York. Later Hysing came to Iowa to visit friends in Decorah. Learning that the Ambro Advertising Agency in Cedar Rapids needed a commercial artist, he secured the position and had been working for Ambro about a year on extended visas when word came that no further extensions would be granted. Despite the best efforts of Senator Bourke B. Hickenlooper and Representative Henry O. Talle, Hysing was ordered out of the country. His tickets were purchased, the Ambro company had planned a farewell party for him on Sunday, June 20th, and poor Preben Hysing was prepared to leave for Norway on Tuesday.

Shortly after noon on Saturday, word came that an amendment to the displaced persons bill had been passed, granting 15,000 aliens then in the United States the right to remain as prospective citizens. The employers of Hysing started looking for the unhappy Norwegian to tell him of the good news. They could not find him anywhere. Finally, Preben Hysing, alien, was discovered standing in line, waiting to see the Freedom Train!

The "irresistible lure" of the documents of liberty had impelled 1,771 persons to pass through the Train by noon. "Still people came — Negro and white, a blind woman, young mothers pushing go-carts, a party of eighty that left Guttenberg at dawn, two legless veterans of World War I in wheel chairs." When the doors swung shut at 10 o'clock in Cedar Rapids, 7,332 had shuffled through the Freedom Train.

The Cedar Rapids *Gazette* caught the spirit of the Freedom Train in an editorial entitled "Tribute to a Government of Laws Rather than Men." Contrasting the huge masses that cheered Hitler and Mussolini to the tremendous crowds in Greene Square to see America's immortal documents, the editor concluded:

"Here are thousands of free people paying homage not to the personal prowess of men but to a hard-won structure of abstract laws and prin-

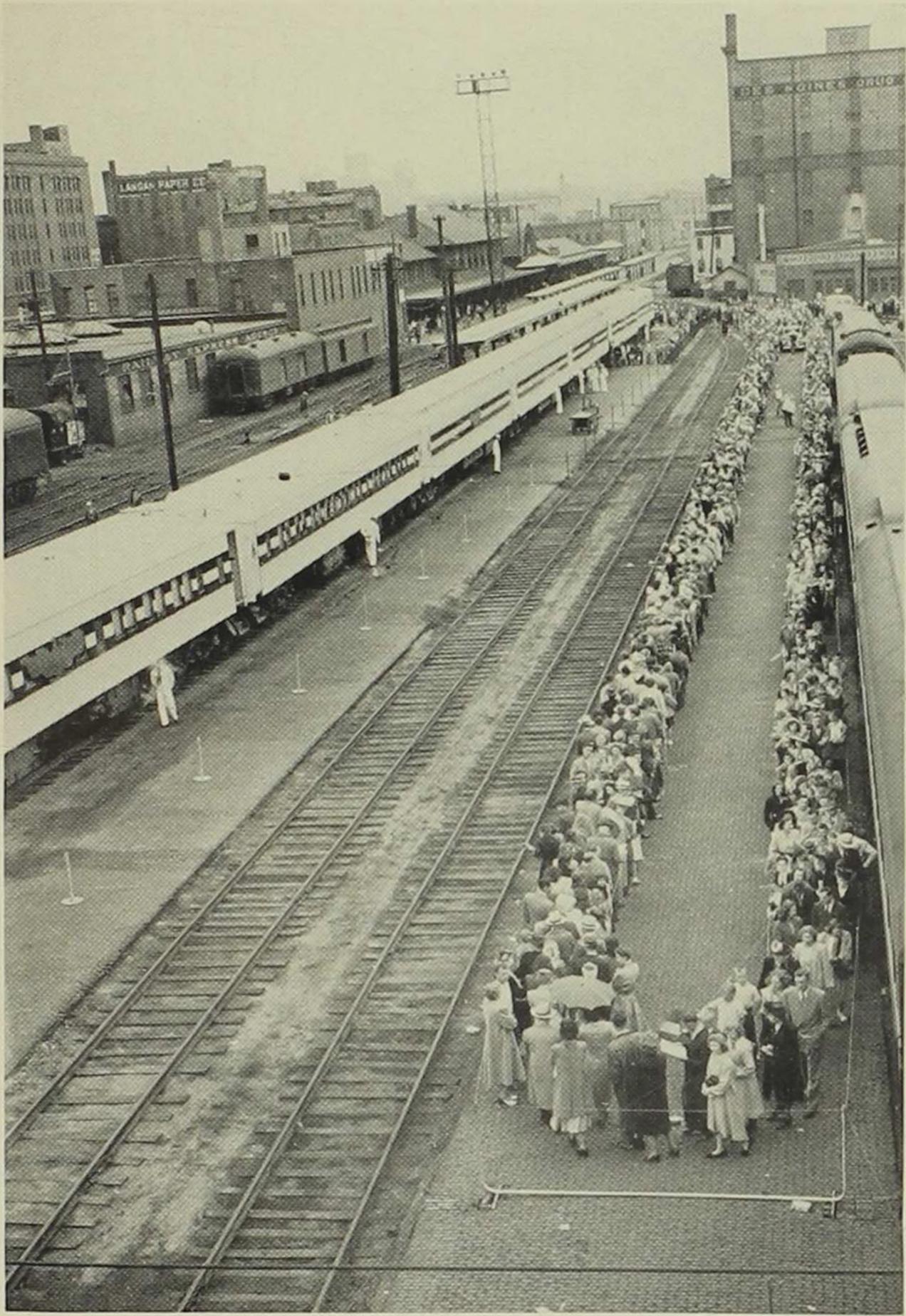


PHOTO BY DES MOINES REGISTER

FREEDOM TRAIN AT DES MOINES

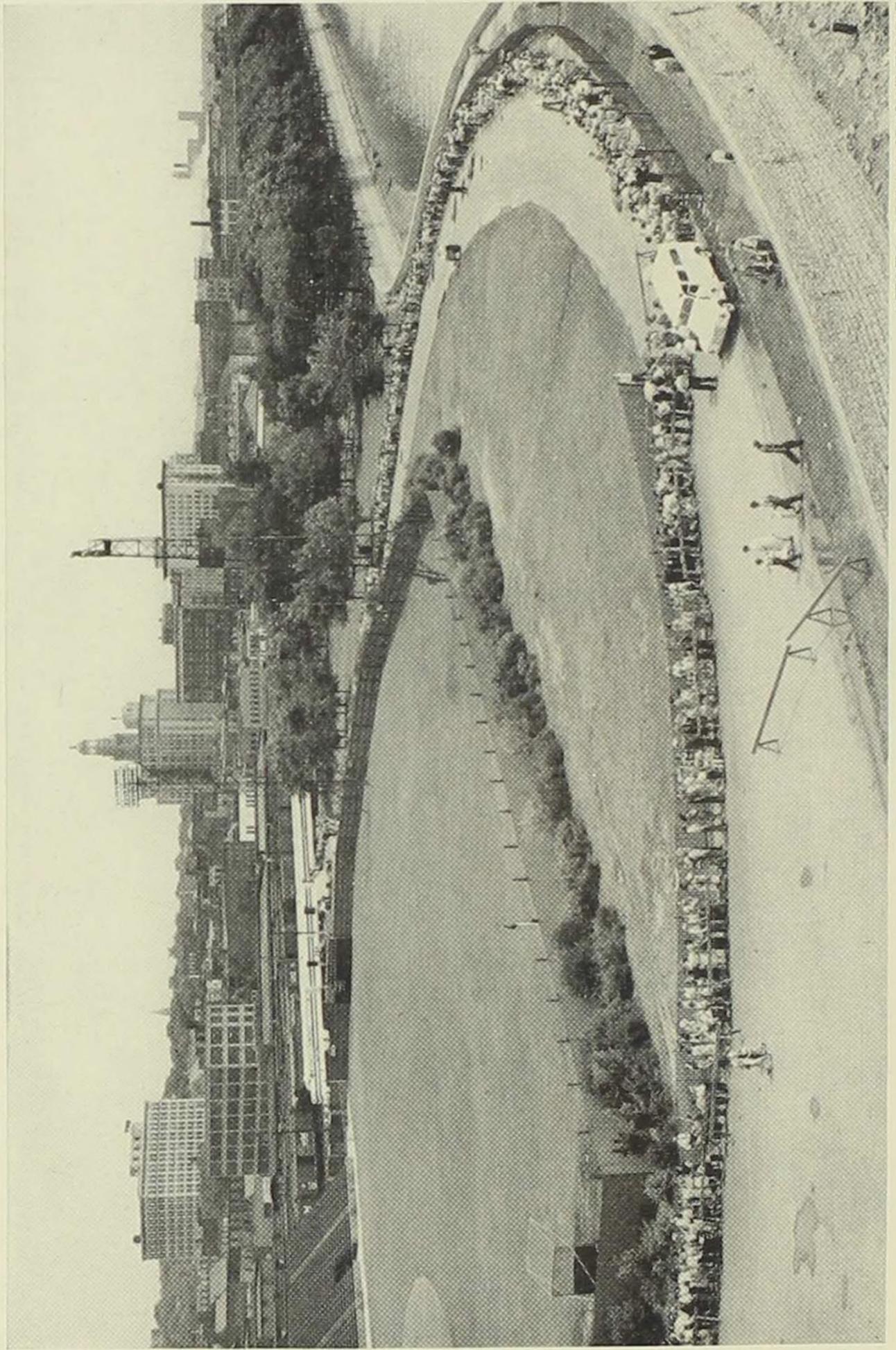


PHOTO BY DAVENPORT TIMES

FREEDOM TRAIN AT DAVENPORT

ciples that offer them opportunity and justice on which they can count. That is the prime essence of our American heritage, and obviously the people sense its importance."

The fifth stop of the Freedom Train in Iowa was Des Moines. It was cold and rainy on June 20th, but that did not deter four young boys from rising at 5 o'clock to lead the thousands prepared to enter the Train at ten o'clock. For the Freedom Train had been widely heralded in the local press; the first three pages of the rotogravure section of the *Sunday Register* for June 13th contained fifteen pictures and documents (three in color) ranging from the Mayflower Compact to some of the most priceless documents of World War II. Little wonder that people came to Des Moines from Promise City and Humboldt, from Fort Dodge and Scranton, from Oskaloosa and distant Clarksville, and from many other Iowa towns to see the documents which "define a way of life for all free peoples."

The general reactions in Des Moines were similar to other Iowa towns. In an article entitled "Symbols of Freedom," the *Des Moines Register* said:

"Documents are symbols . . . Just as the train itself is a symbol of American courage, American history, American Freedom . . . Just as Wash-

ington, Lincoln and the boys who crashed the beaches at Normandy and Saipan are symbols of freedom.

"And when you board the Freedom Train you'll believe again in all the great men who set us free. You'll believe in the reality of your American freedom. You'll realize all over again the need to live and work and think, courageously and valiantly, to perpetuate the American legend for which we've struggled through so many years, through so many famous men."

This enthusiasm was echoed by others. Emmett W. James, a retired navy chief radioman who arrived at 6:55 a. m. from Oskaloosa, declared: "I waited in line 22½ years in the navy, so I guess it didn't hurt me again. I wanted to see those treasures in there." A 77-year-old Scranton visitor, Lea Bolton, declared: "It was certainly worth waiting 2½ hours to see. People ought to see it many times."

Leaving Des Moines the Freedom Train sped eastward to Davenport for its sixth and last showing in Iowa. The crew rested on Monday, June 21st — a fortunate thing since it rained that day. Early Tuesday morning photographers found thousands forming a long line around the Davenport stadium. According to the Davenport *Democrat* "there were rich men, poor men, beggarmen

and probably even a thief or two. There were bankers, laborers, clerks and educators. Men, women and children came from all walks of life." Some stood in line three hours before they entered the Train. But it was worth it — all agreed, including 79-year-old James Wason, who moved slowly through the three coaches, peering carefully at all documents, only to collapse as he was preparing to leave the Train. After being revived by city police, Wason was rushed home in a city ambulance. He apparently suffered no ill effects and expressed warm appreciation for the chance to see the precious cargo of American liberties.

Before the Freedom Train left Davenport for Rockford, Illinois, a total of 8,142 had passed in "thrilled silence" the documents "penned by men who were ready and willing to stake their lives, their fortunes and their sacred honor to give them validity." These Davenporters, together with the forty thousand Iowans who had seen the inspiring parade of documents, charters and flags in five other Iowa cities, could agree with editor Hugh Harrison that every Iowan should have an opportunity to "visit the Freedom Train, stand humbly in the presence of documents charged with personalities of great and heroic men, and thank God for America!"

WILLIAM J. PETERSEN

Documents of Iowa Freedom

Iowans could gain much knowledge and inspiration from a Freedom Train containing the outstanding documents of Iowa history. Just as the Columbus manuscript was the first seen on the American Freedom Train, so the discovery of Iowa by Joliet and Marquette could be the starting point on an Iowa Freedom Train. Manuscripts or original books relating to Hennepin, Lahontan, and Perrot in the French period, and to Carver, Dubuque, Tesson, and Giard in the Spanish period, would drive home the impact of these colorful eras on Iowa history.

In the American period a number of Indian treaties, coupled with a page from Black Hawk's *Autobiography*, would serve to remind us of the tragic fate of a minority group that battled against insuperable odds. Equally inspiring would be some fragment from the Lewis and Clark expedition, some item gleaned from the journal of Zebulon M. Pike, a page from the diary of Father De Smet, some fugitive manuscript of the fur trader's frontier, and some soldier's log-book, such as formed the basis of Lieutenant Lea's *Notes on Wisconsin Territory*.

SECTION 4TH. OF THE GREAT RIVER CALLED MISSISSIPI; ITS MOST NOTABLE FEATURES; OF VARIOUS ANIMALS, AND ESPECIALLY THE PISIKIOUS OR WILD CATTLE, THEIR SHAPE AND NATURE; OF THE FIRST VILLAGES OF THE ILINOIS, WHERE THE FRENCH ARRIVED.

HERE we are, then, on this so renowned River, all of whose peculiar features I have endeavored to note carefully. The Missisipi River takes its rise in various lakes in the country of the Northern nations. It is narrow at the place where Miskous empties; its Current, which flows southward, is slow and gentle. To the right is a large Chain of very high Mountains, and to the left are beautiful lands; in various Places, the stream is Divided by Islands. On sounding, we found ten brasses of Water. Its Width is very unequal; sometimes it is three-quarters of a league, and sometimes it narrows to three arpents. We gently followed its Course, which runs toward the south and southeast, as far as the 42nd degree of Latitude. Here we plainly saw that its aspect was completely changed. There are hardly any woods or mountains; The Islands are more beautiful, and are Covered with finer trees. We saw only deer and cattle, bustards, and Swans without wings, because they drop Their plumage in This country. From time to time, we came upon monstrous fish, one of which struck our Canoe with such violence that I Thought that it was a great tree, about to break the Canoe to pieces.²¹ On another occasion, we saw on The water a monster with the head of a tiger, a sharp nose Like That of a wildcat, with whiskers and straight, Erect ears; The head was gray and The Neck quite black; but We saw no

DISCOVERY OF IOWA BY JOLIET AND MARQUETTE

FROM R. G. THWAITES' THE JESUIT RELATIONS

LIFE
OF
MA·KA·TAI·ME·SHE·KIA·KIAK
OR
BLACK HAWK,

EMBRACING THE
TRADITION OF HIS NATION—INDIAN WARS IN WHICH HE HAS
BEEN ENGAGED—CAUSE OF JOINING THE BRITISH IN THEIR
LATE WAR WITH AMERICA, AND ITS HISTORY—DE-
SCRIPTION OF THE ROCK-RIVER VILLAGE—MAN-
NERS AND CUSTOMS—ENCROACHMENTS BY
THE WHITES, CONTRARY TO TREA-
TY—REMOVAL FROM HIS
VILLAGE IN 1831.

WITH AN
ACCOUNT OF THE CAUSE AND GENERAL HISTORY
OF THE
LATE WAR,

HIS
SURRENDER AND CONFINEMENT AT JEFFERSON BARRACKS,
AND
TRAVELS THROUGH THE UNITED STATES.

DICTATED BY HIMSELF.

J. B. Patterson, of Rock Island, Ill. Editor and Proprietor.

BOSTON

1834

TITLE PAGE OF BLACK HAWK'S AUTOBIOGRAPHY

NOTES
ON
THE WISCONSIN TERRITORY:
PARTICULARLY WITH REFERENCE TO
THE IOWA DISTRICT,
OR
Black Hawk Purchase.

BY
LIEUTENANT ALBERT M. LEA,
UNITED STATES DRAGOONS.

WITH THE ACT FOR ESTABLISHING THE TERRITORIAL
GOVERNMENT OF WISCONSIN,
AND AN ACCURATE MAP OF THE DISTRICT.

PHILADELPHIA:
H. S. TANNER—SHAKSPEARE BUILDINGS.
1836.

THE BOOK THAT GAVE IOWA ITS NAME

TITLE PAGE OF LEA'S NOTES

A number of interesting parallels can be drawn between American and Iowa history. The Miner's Compact, signed by a group of sturdy Dubuque lead miners on June 17, 1830, has been called the Mayflower Compact of Iowa history. The numerous Claim Clubs, that were formed in Iowa and reached the peak of perfection in the Hawkeye State, have many counterparts in American history. The organic acts of Wisconsin and Iowa territories, the Constitutions of 1844, 1846, and 1857, are great documents of Iowa freedom.

The Abolitionist Crusade was in full swing between 1830 and 1860. The constitution of the American Anti-Slavery Society was drawn up in 1833, the year permanent settlement began in Iowa. A Negro who signed his name "Uncle Tom" joined with Protestants, Catholics, Jews, and agnostics in building the first church in Iowa at Dubuque in 1834. In the Case of Ralph, Chief Justice Mason handed down a decision contrary to that of Roger Taney in his Dred Scott decision.

Among the most prized symbols and documents relating to Iowa history are those dealing with education, for our public schools, free to all citizens, form the very backbone of our democratic way of life. In 1834 Stevens T. Mason, Governor of Michigan Territory, called for the creation of townships in the Black Hawk Purchase in order to

CASES
ARGUED AND DETERMINED
IN THE
SUPREME COURT OF IOWA.

JULY TERM 1839.

HON. CHARLES MASON, CHIEF JUSTICE.
" JOSEPH WILLIAMS, } ASSOCIATE JUDGES.
" THOMAS S. WILSON, }

In the matter of Ralph (a colored man,) on Habeas
Corpus.

Where a slave goes with the consent of his master to become a permanent resident of a free State, he cannot be regarded as a fugitive slave.

The act of 1820, for the admission of Missouri into the Union, which prohibits slavery north of 36 deg., 30 min., was not intended merely as a naked declaration, requiring further legislative action to carry it into effect, but must be regarded as an entire and final prohibition.

The master, who subsequently to this act, permits his slave to become a permanent resident here, cannot afterwards exercise any acts of ownership over him within this Territory.

Ralph being within this Territory was claimed by Montgomery, a resident of Missouri, as his slave, and by virtue of a precept from a Justice of the Peace, and certain proceedings pursuant to statute, being had before him, the sheriff of Du Buque county delivered the negro into the custody of the claimant, for the purpose of being transported to Missouri.

Ralph was afterward brought before the Judge of the 3d district by a

IOWA'S "DRED SCOTT" DECISION

FROM MORRIS' IOWA REPORTS

facilitate the establishment of schools. On January 1, 1839, Governor Robert Lucas approved a law providing for the establishment of common schools. The groundwork for these Iowa documents had been laid in the Land Ordinance of 1785 and the Northwest Ordinance of 1787.

The Constitution of 1846 empowered the General Assembly of the State of Iowa to provide for the disposition of the school fund, foster a system of common schools, and establish a state university. The State Agricultural College was established in 1858, eleven years after the organization of the State University of Iowa. Lincoln approved the Morrill Land Grant Act in 1862 — the first important Federal measure to aid higher education. On March 29, 1864, the General Assembly granted Iowa State Agricultural College the lands carried under the Act. These documents are historic landmarks in the progress of Iowa education.

“Posterity!” declared John Adams in 1777, “you will never know how much it cost the present generation to preserve your freedom! I hope you will make a good use of it. If you do not, I shall repent it in heaven that I ever took half the pains to preserve it.”

Most Iowans know and appreciate the freedoms handed down by Adams and his contemporaries.

WILLIAM J. PETERSEN

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OF IOWA

Established by the Pioneers in 1857
Located at Iowa City Iowa

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