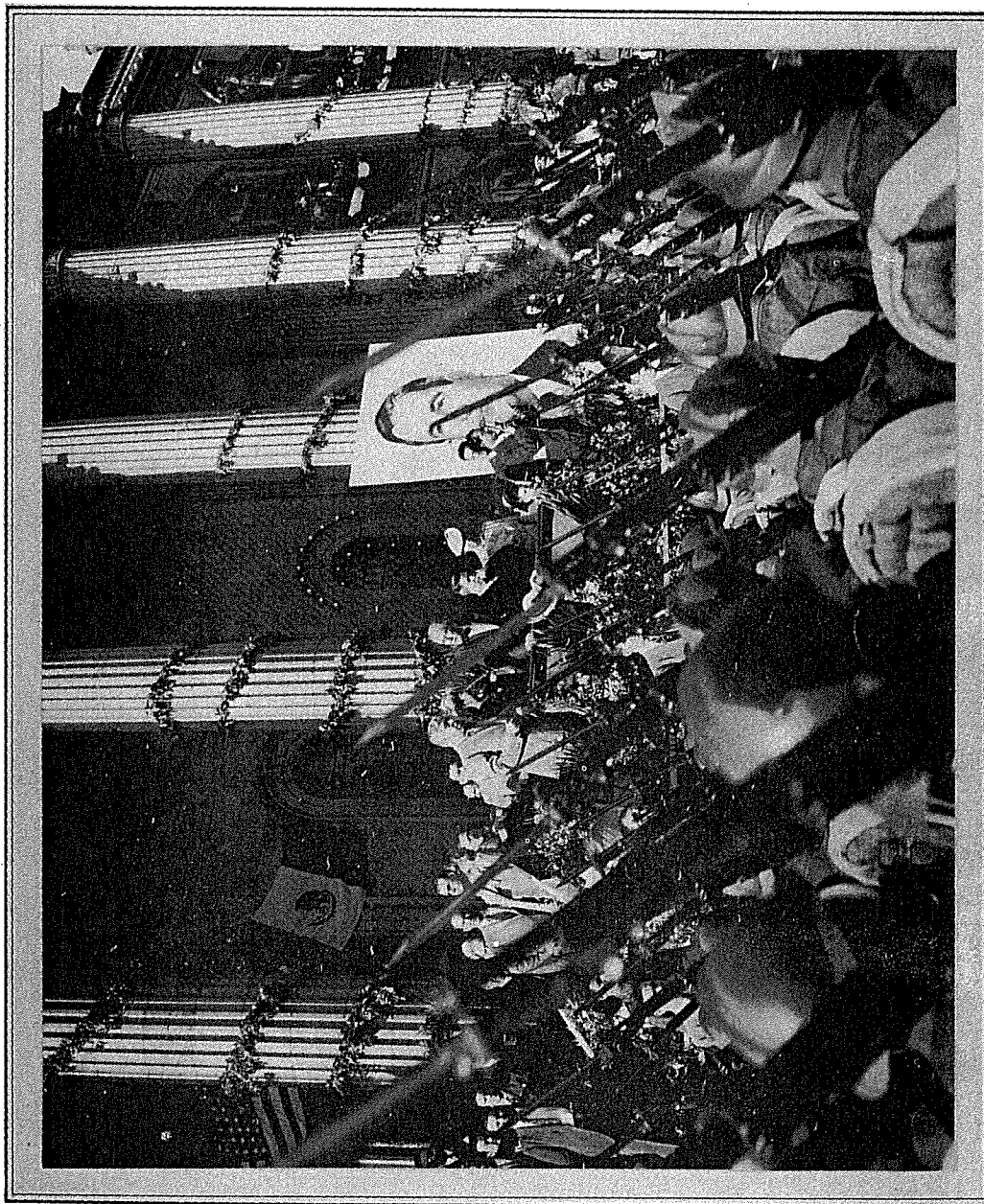
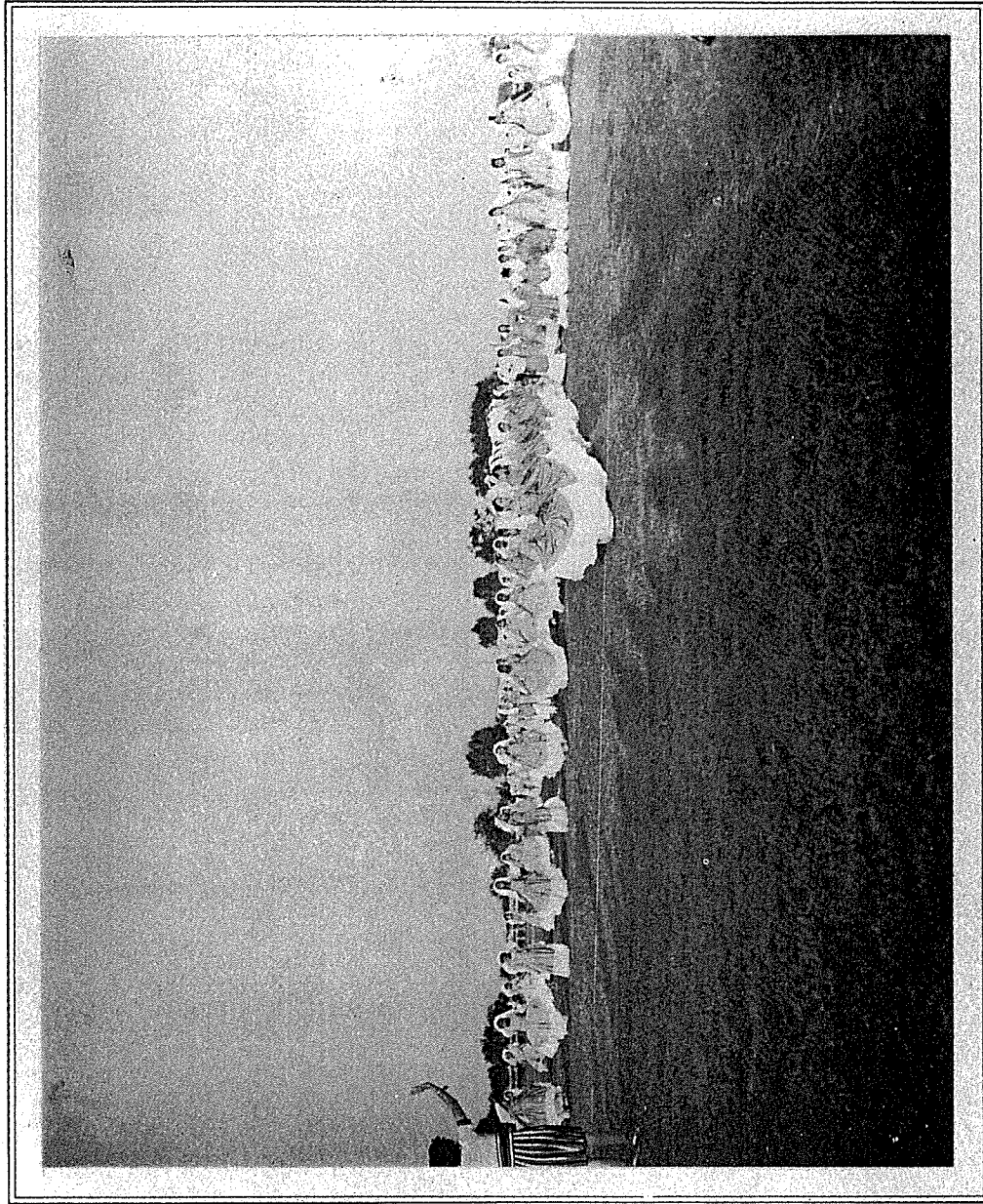


had been assigned double capacity (a load of Americans and also a load of Mexicans) - and proceeded on the long ride from Military City - where the two special trains had been parked - to the Governor's Palace in Monterrey proper. Riding with the President were President Camacho and Under Secretary of State Welles. The route from Military City to the Governor's Palace was along flower- and flag-bedecked streets, lined on both sides with thousands of soldiers (regulars and reserves) and, behind them, jammed with humanity - men, women and children galore. The traffic along the line of our procession was indescribable. Private cars were continually blocking us, attempting to muscle in on the official cars (and some did with considerable success), or civilians were darting in and out of the line of cars or breaking ranks as the Presidents passed and attempting to follow closely behind their car. However, we reached the Palace safely. Here the party disembarked and went to a patio of the Palace overlooking a nearby public square, from where the two Presidents took a review of a division of Mexican motorized troops. Governor Bonifacio Salinas, of Nuevo Leon, joined the official party for the review. The Mexican troops observed appeared to be seasoned old-timers and, although there was a considerable time gap between the various units as they passed the reviewing stand, generally, they presented a very good appearance. Their uniforms and helmets looked very much as if they had been adopted from the French, and the salute they rendered as they passed in review had a distinct Nazi touch. Instead of a hand salute by those in charge, the entire group made two successive stomps (with the left foot) as they passed, with eyes right or left, as the case may be, on the person taking the review. It was



MONTERREY - THE TWO PRESIDENTS TAKE A REVIEW.



MONTERREY - A FOLK DANCE BY SCHOOLCHILDREN OF MONTERREY.

noted that practically all of their motorized equipment displayed was made in the United States.

On arrival at the Palace, the Mexican national anthem was played by a stringed orchestra of some 60 pieces (the Tipica Policia Torreon orchestra), wearing colorful tight grey trousers, yellow blouses, red neckerchiefs and huge sombreros. This same orchestra played during the dinner at the Casino later in the evening. The two Presidents and their parties were greeted by a tremendous ovation from the crowd gathered in the public square facing the Palace. Witnessing the review with the two Presidents were Mexican Sub-Minister of Defense General Francisco Urquiza, Mexican Minister of Government Miguel Aleman, Governor Bonifacio Salinas, Mexican Minister of Foreign Affairs Padilla, Mexican Ambassador Najara, United States Ambassador Messersmith, Under Secretary of State Welles, and Mexican Minister of Communications Maximino Camacho (brother of President Camacho). It was interesting to note that two of the several military bands in the review parade struck up typical American songs as they passed the reviewing stand - one, "Maryland, My Maryland," and the other, "Dixie."

After the review, the presidential parties loaded into the "official" cars again (those cars that could be found, as many had disappeared) and we returned to Military City to witness a mass demonstration by thousands of school children from Monterrey and vicinity. The children sang songs and performed folk dances, mass calisthenics and silent order drills for the two Presidents. While the program did not move along any too smoothly, each act was very well presented and showed clearly the great eagerness on the part of the children to be in the day's "picture." The announcer here, who spoke both Mexican and English, said before the show:

"Mr. Roosevelt, these children want to show you their devotion for liberty and their great faith in the victory of the democracies of the world that are engraved in their hearts. And as these new pages of history are being written for the United States and Mexico, we sincerely hope, Mr. Roosevelt, that you will take this with you and that you will keep their devotion and admiration for you; keep it in your heart; and we hope some day it will recall for you in the future that great love that the people of Mexico have for you."

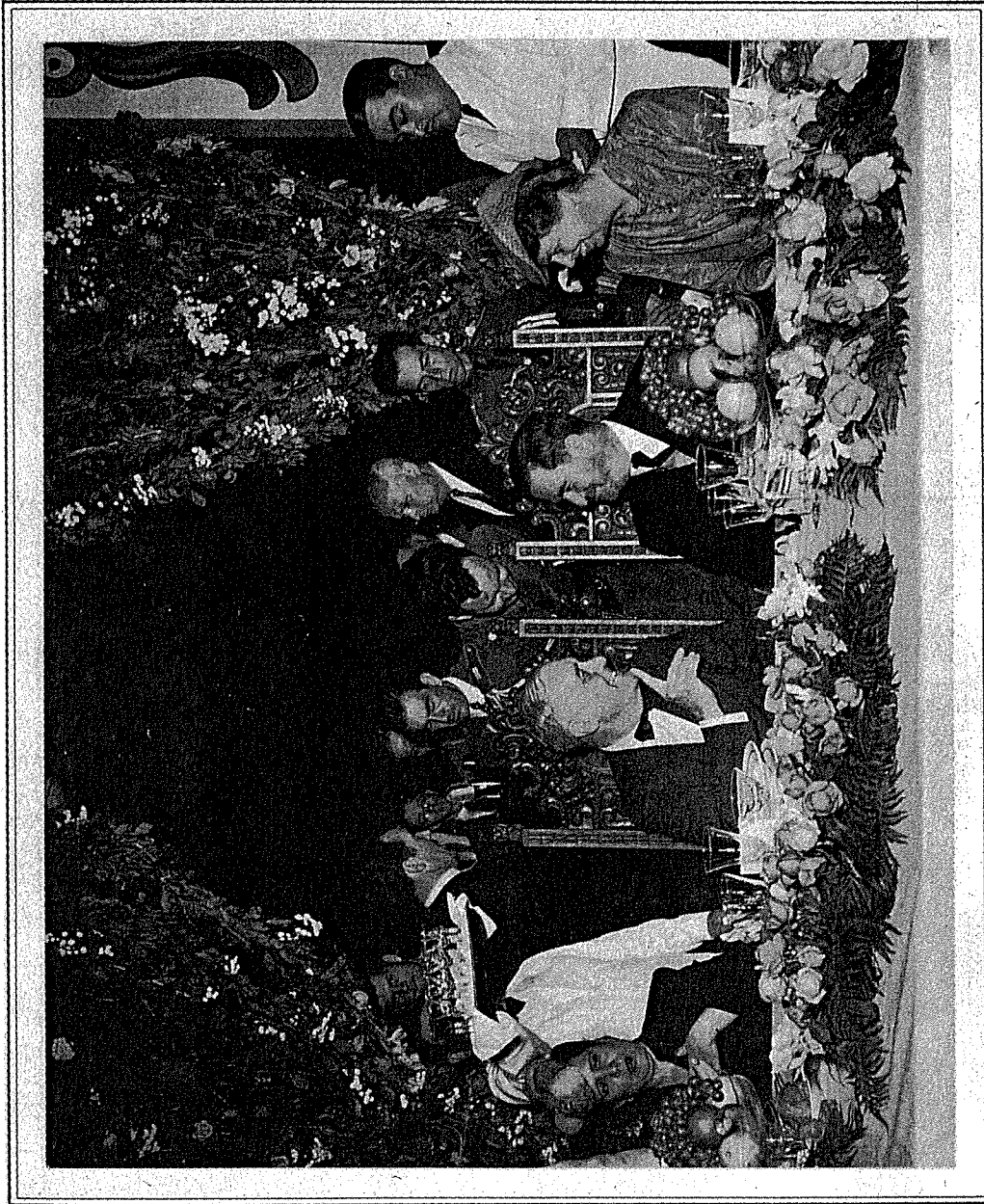
From this demonstration the party dispersed until time for the dinner at the Casino, and the President and President Camacho went to the home of General Ortiz (Commander of the Military Post of Monterrey) for cocktails and a quiet chat.

At 8:15 P.M., Presidents Roosevelt and Camacho moved on to the Casino Club, nearby in Military City, to attend a dinner given in their honor, and from where they delivered their radio speeches. The dinner was an elaborate seven-course affair, with brandy, two kinds of wine and a fermented cider, greatly resembling champagne, also being served.

President Camacho, interrupting his dinner, went on the air promptly at 9:00 P.M.; President Roosevelt followed immediately afterwards at 9:10 P.M. Each spoke for a period of approximately ten minutes. After the speeches the dinner party continued for about another 30 minutes. Dinner over, members of the American press stationed in Mexico, who were in Monterrey on the occasion, were presented to President Roosevelt. The two Presidents and their parties then returned to their trains. The private car of President Camacho and one other car of his train had been switched to our train (just forward of car #2) for the trip from Monterrey to Corpus Christi to give the two Presidents more time together. Our train departed Monterrey at 10:30 P.M. (Mexican time) for the return trip



ORIGINAL RETIRED FOR PRESERVATION



MONTERREY - GOOD NEIGHBORS DINE TOGETHER.

to Laredo. The Mexican special followed us by a few minutes. We crossed the International Border into the United States, south of Laredo, at 4:00 A.M., Wednesday, Mexican time (5:00 A.M., CWT). The President was back on United States soil, after a history-making and precedent-breaking day in Mexico.

Wednesday    21 April

Our train arrived at the great and expansive Naval Air Training Center at Corpus Christi, Texas, at 12:30 P.M. The Mexican special train arrived a few minutes later.

The two Presidents were met here by Rear Admiral A. E. Montgomery, Commandant of the Naval Air Training Center; Captain G. T. Owen, Commanding Officer, Naval Air Station, Corpus Christi; Captain R. R. Gasser, (MC), Commanding Officer, Naval Hospital, Corpus Christi; and Commander E. C. Gould, Executive Officer of the Naval Air Station, Corpus Christi.

The Presidents left the train at 12:45 P.M. for an inspection of the Naval Air Station. Riding with President Roosevelt were President Camacho, Under Secretary of State Welles and Rear Admiral Montgomery. The second car in the procession contained Mrs. Roosevelt, Mrs. Camacho and Mrs. Montgomery. The party first proceeded to the Administration Building where honors were rendered the two Presidents (President Camacho first, reversing the procedure followed by the Mexicans at Monterrey the previous day. This was contrary to U.S. Navy Regulations, but was done to conform to the precedent set by the Mexicans the day before). The honor regiment here was composed of units of aviation cadets, Navy enlisted men, WAVES, and Marines. As the national anthems were being played, the respective

presidential flags were hoisted and flown during the visit of the two Presidents.

After honors we proceeded directly to mess hall #183, where Presidents Roosevelt and Camacho and the party had lunch with a group of approximately 400 cadets. Included in the party were Under Secretary Welles, Admirals Brown, McIntire and Montgomery, General Watson, Captain Owen, Secretary Early, Secretary McIntyre, Minister Padilla, Minister Urquiza, Ambassador Najara, Mrs. Roosevelt and Mrs. Camacho. The menu consisted of steamed smoked sausages (the press called them frankfurters) with Spanish sauce, string beans, mashed potatoes, mixed green salad, celery and olives, bread, rolls, butter, limeade and pie (two kinds - lemon meringue and blueberry).

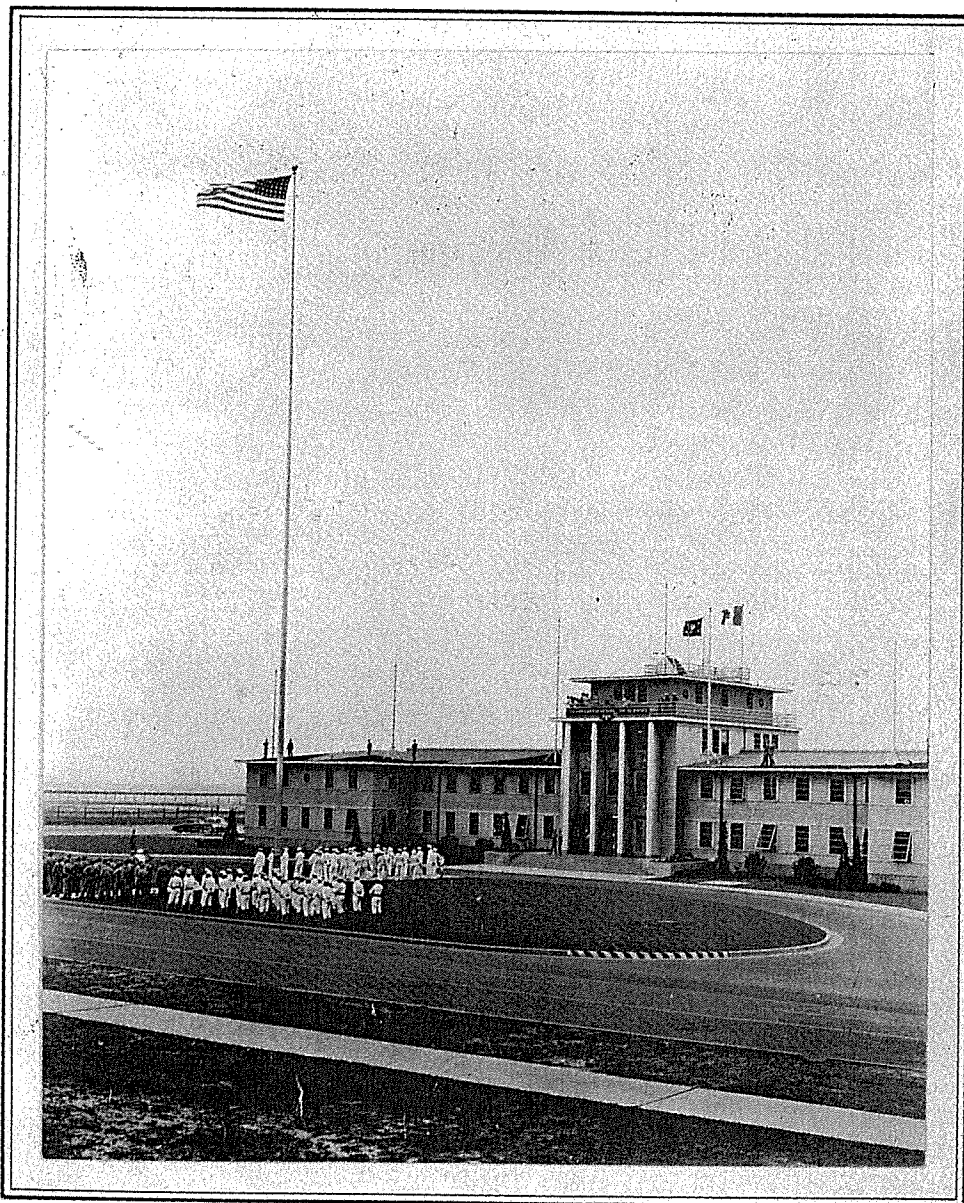
At the finish of the lunch, President Roosevelt addressed the cadets over a public address system that carried to the entire station. He told them:

"I am glad that all cadets of the naval training station are hearing what I have to say, because what I have to tell you concerns them as well as those here in this mess hall.

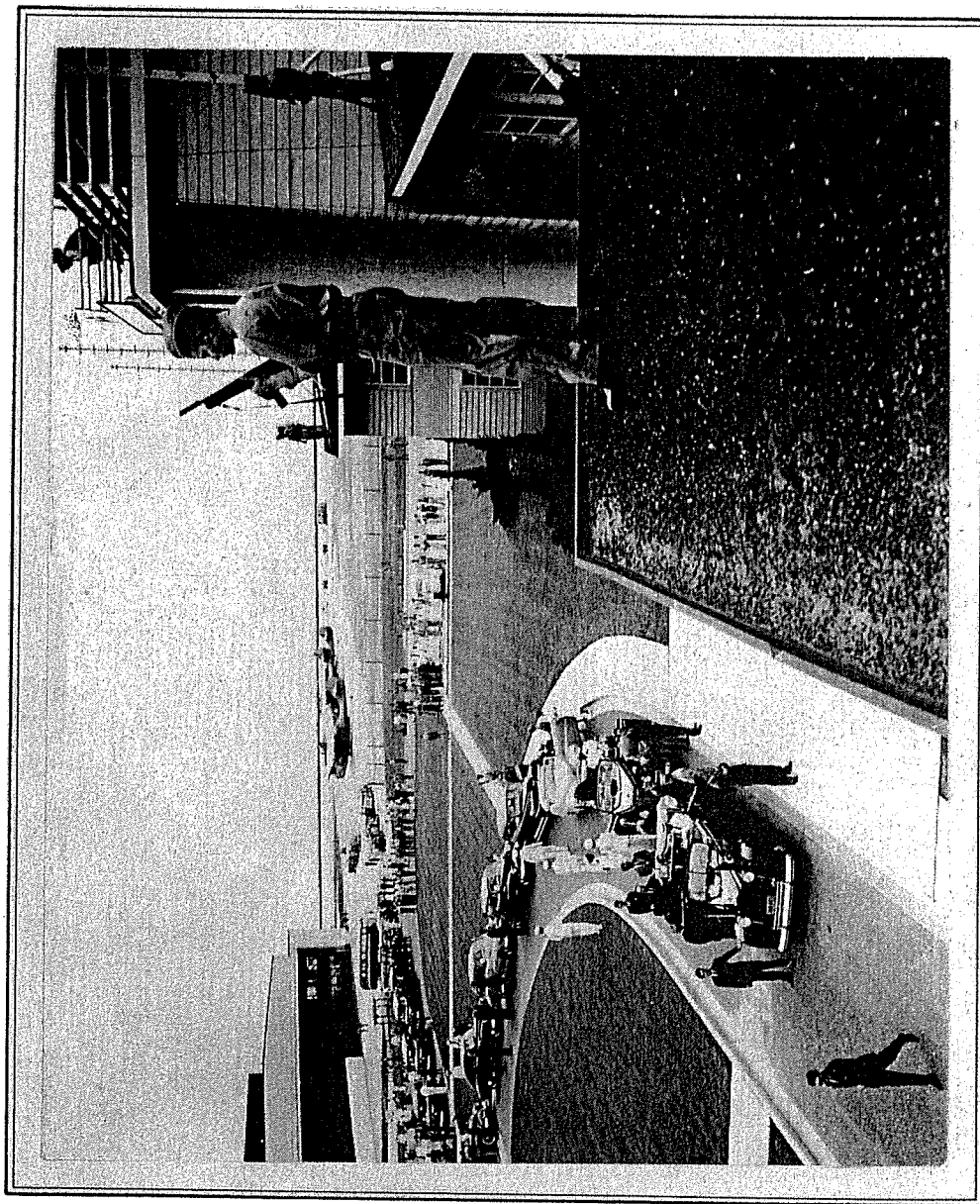
"I regard this as one of the great American historic meetings. I think you will remember this just as long as you live, for we have just received a President on American soil, the President of our sister republic. I want to tell you that yesterday was one of the high points of my life. We had a perfectly magnificent reception in Monterrey, and today we are very happy to greet the President of Mexico and especially because here amongst us are a large number of Mexican cadets, as well as many other cadets from sister American republics.

"The President of Mexico would very much like, when we go out of here, to shake hands with his own cadets.





CORPUS CHRISTI, TEXAS AVIATION CADETS FLYING  
IN REVIEW FOR THE TWO PRESIDENTS



THE INSPECTION COMPLETED, THE PRESIDENTS PREPARE TO LEAVE CORPUS CHRISTI

"We feel, I do, that, from the point of view of continental defense and unity of purpose, that the kind of mutual training that we are doing, both in the Army and the Navy with cadets from sister republics, means a wide and long step forward in the relations of this hemisphere. Let the good work go on!"

After this short talk, the party reentered motor cars and then made a tour of the station, witnessing normal training activities. President Roosevelt showed a particular interest in a group of cadets going over the obstacle (or commando) course. He saw a group of WAVES executing an intricate drill that resembled the Virginia Reel, he visited the huge Assembly and Repair shop, drove past the station hospital, the auditorium, several swimming pools, and then to the waterfront, where an aerial show was presented for the two Presidents. Ninety planes, led by 18 giant PBX patrol bombers, first passed overhead in perfect formation. Then came 18 dive bombers, zooming out of nowhere, in dives that brought them almost down to the President's car. And as a climax to this already thrilling show, a squadron of seaplanes came darting down out of the sky, singly, in dives to release practice bombs at a target that was moored out in the bay directly in front of the reviewing party. Several scored "close misses."

We then returned to the Administration Building for departure honors, and afterwards returned to the trainside. President Camacho's car and the other Mexican car had been shifted back to the Mexican special train. President Roosevelt entrained. President Camacho also came on board our train to continue his talks with President Roosevelt.

Under Secretary Welles and Mr. Philip Bonsal said goodbye to the President here and left our party, to return to Washington by air.

At 4:00 P.M. (CWT), one hour late, our train pulled out of the

Naval Air Station, Corpus Christi, to continue on the President's inspection tour. The Mexican special preceded us out by about ten minutes. The two trains stopped about a half hour later, alongside each other at a railroad "Y" about 19 miles from Corpus Christi; President Camacho left our train, joined his own, and, amid a most dramatic setting, farewells were said as the two parties went their separate ways - President Camacho back to Mexico (via Brownsville) and our train heading for San Antonio and Fort Worth.

Admiral Brown and Secretary Steve Early left the train at the "Y," entering a waiting automobile which was to take them back to the Naval Air Station to enplane for Washington.

We had our first look at the WAVEs here. The Naval Air Station has a detachment of approximately 250. The girls say they like it very well down here. All cars of the official party, except that of the Presidents, were driven by WAVEs. One driver was Radioman Third Class Kirk, the daughter of Rear Admiral A. G. Kirk.

The Naval Air Station is located at Flour Bluff Point, 12 miles southeast of the city of Corpus Christi. It was commissioned on 12 March 1941, nine months after construction began, and nearly a year ahead of schedule. Continual expansion has highlighted its history since its commissioning. On 4 July 1942, the fourth and largest auxiliary station was placed in commission at Kingsville, Texas, 40 miles south of Corpus Christi. The fifth station, Waldron Field, named for Lieutenant Commander John Charles Waldron, skipper of the ill-fated Torpedo Squadron Eight, was placed in commission on 1 April 1943. Construction is in progress on the sixth station at Beeville, 59 miles north of Corpus Christi, and present

plans call for its commissioning this summer.

In November 1942, the Naval Air Station became a Naval Air Training Center, with the function of giving basic training and advanced training leading to commissioning and the award of wings under the cadet training programs. In addition to cadets, the N.A.T.C. trains a large number of student officers to fly.

The Naval Air Training Center here is a military city in itself. It has ship's service stores, a ship's store ashore (equivalent to a civilian grocery store and market), small stores (where government issue wearing apparel is sold to service men), a large theatre and gymnasium, bowling alleys, swimming pools, tennis and baseball courts, and various other recreational facilities. The site of the main station covers 2,050 acres.

Thursday 22 April

We arrived at Ben Brook Siding at 9:45 A.M. The President and his immediate party left the train here at 10:00 A.M., to spend the day at Dutch Branch Ranch.

Cars were on hand at Ben Brook Siding to transport the other members of the party to Fort Worth, where we spent the day cleaning up, souvenir buying, and resting from the effects of our ten days' confinement to the train. The train, meanwhile, was sent to the railroad shops for servicing and for repairs to flat wheels on the President's car.

The train returned to the Ben Brook Siding at 6:30 P.M. The President returned to the train at 9:25 P.M. Mrs. Roosevelt, Mrs. Elliott Roosevelt and her two children, and Miss Malvina Thompson left our party here and did not return aboard with the President.

At 9:30 P.M. we left Ben Brook Siding for Denver, Colorado, stopping at the Fort Worth station for approximately one-half hour for servicing the train again.

Friday 23 April

Enroute Fort Worth to Denver, we passed through the Texas Panhandle country and began the long ascent to the Rocky Mountains. Our train was guarded along this section of the route by motorized units, which followed the train from station to station along highways that generally paralleled the railroad. This section, once the worst part of the "dust bowl," was quite green today and looked like anything but a dust bowl.

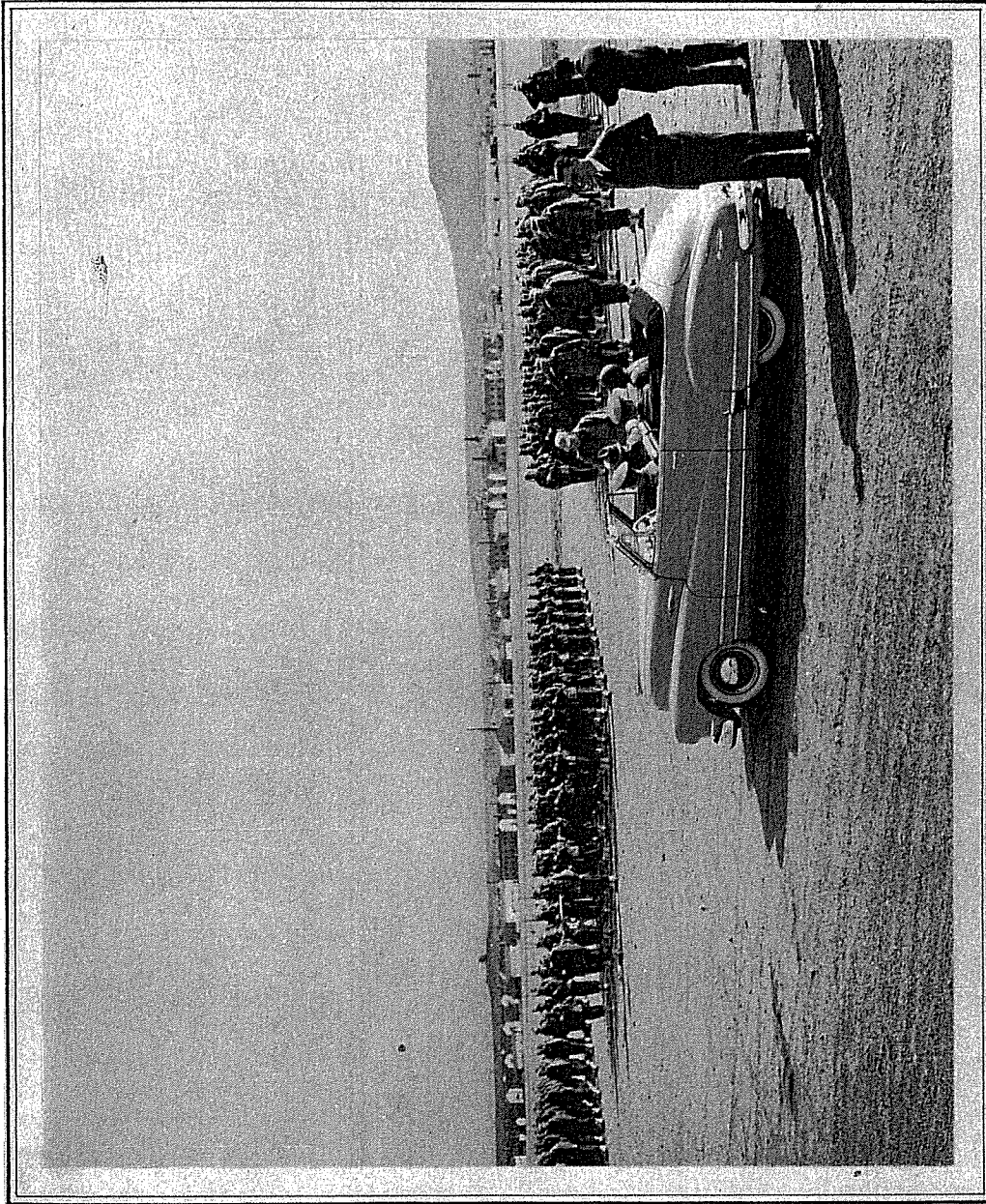
Colonel A. W. Roffe (attached to the Headquarters Eighth Service Command), who had been with us since Memphis, left the train at Trinidad, Colorado, as we passed out of his service area.

Saturday 24 April

Four separate activities were visited and inspected this date. This, following a 32-hour lazy train ride, while effecting the steady climb from Fort Worth to "Mile High" Camp Carson, was perhaps the most crowded day of our tour. However, all arrangements worked smoothly and the inspections were completed on scheduled time. It was beautiful up here in the Rockies in the springtime and also a bit cool to those of us who only so recently had been in more southerly climes. For the day, everyone was observed to have donned his heavy clothes.

We arrived at Camp Carson, located six miles east of Colorado Springs, Colorado, and in the shadow of nearby lofty Pikes Peak, at 5:00 A.M.





CAMP CARSON - THE 99TH SEPARATE INFANTRY BATTALION - (SKI-TROOPERS).  
ALL ARE OF NORWEGIAN DESCENT.

and enjoyed several hours of solid comfort before preparing to detrain.

The President left the train at 10:00 A.M. (CWT) and was met by Major General Thomas D. Finley, Commanding General, 89th Division; Brigadier General James F. Brittingham, 89th Division Artillery Commander; and Colonel W. M. Blount, the Post Commander. Riding in the President's car were General Finley and Colonel Blount.

The honor battalion was drawn up abreast the train and honors were rendered as soon as the President drove from the ramp. After honors, the party proceeded on a tour of the post, along streets lined with soldiers. First, the President reviewed an infantry battalion of Norwegian descent (99th Separate Infantry Battalion - ski troops - under the command of Major Harold D. Hansen) and another infantry battalion of Greek descent (122nd Separate Infantry Battalion under command of Major P. D. Clainos). A number of most interesting training operations were demonstrated here for the President, including a water-crossing operation (using amphibious jeeps, litre boats, and pontoon bridges), a massed artillery firing, a driving demonstration of M-10 tank destroyers, an infantry platoon dug-in (in fox holes) and its action when attacked by tanks, and an infantry unit advancing by crawling against close-range machine gun fire and simulated mortar fire (mortar fire was simulated by planted dynamite charges). This was a demonstration of the psychological preparation of troops for combat by subjecting them during training to conditions which approach as nearly as possible those of actual combat. Every man who passes through Camp Carson must undergo this particular training. Then we saw men at "Judo" exercised, at gas mask drill, at known-distance firing on a rifle range, and a demonstration of the new secret weapon, the "Bazooka." This weapon,

which resembles nothing more than a plain piece of iron pipe, fires a rocket-like missile and is capable of piercing a two-inch armor plate at a maximum effective range of 75 yards. An actual demonstration was made at 60 yards. The "Bazooka" is being perfected for tank defense by infantrymen. Captain Anthony, of the Camp Hale Tank Destroyer Center, brought one of the "Bazookas" to the President's car and explained its workings to him.

Next we had a look at the mountain pack artillery battalion. One battery of the 75mm mountain howitzers was shown in a defiladed position, and columns of pack mules, packed for marching, were milling about the field. Also shown here was the strenuous physical training course used to toughen men for this type of duty.

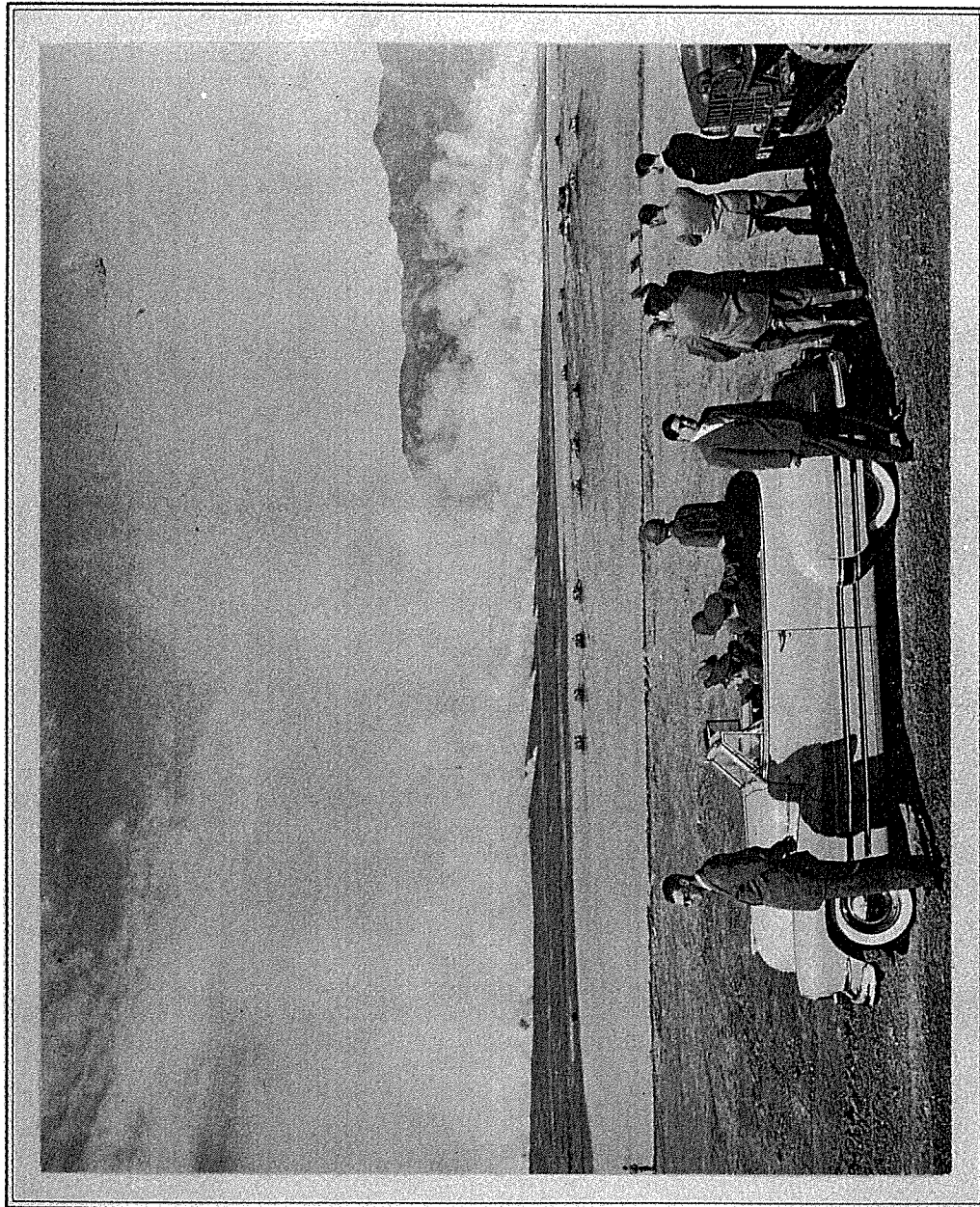
Lastly here, was the Field Hospital, a complete general field hospital of 1,000 bed capacity, set up for operation in the field. The President stopped at the Field Hospital Headquarters briefly to chat with Colonel R. P. Bourbon, the Field Hospital Commander.

From the Field Hospital the party returned to the train, received departure honors, and then entrained. At 11:30 A.M. we departed Camp Carson for our next stop at Denver.

Camp Carson is an infantry and artillery advanced training base. Its buildings are of temporary structure. Its fine climate and natural terrain aid considerably in the rapid training of our troops sent here.

From Camp Carson our train proceeded to the Fitzsimons General Hospital, on the eastern edge of Denver, coming by way of Colorado Springs and the city of Denver. We arrived at the hospital siding at 2:15 P.M. and immediately disembarked. The President was met here by Major General Frederick E. Uhle, Commanding General Seventh Service Command; Brigadier

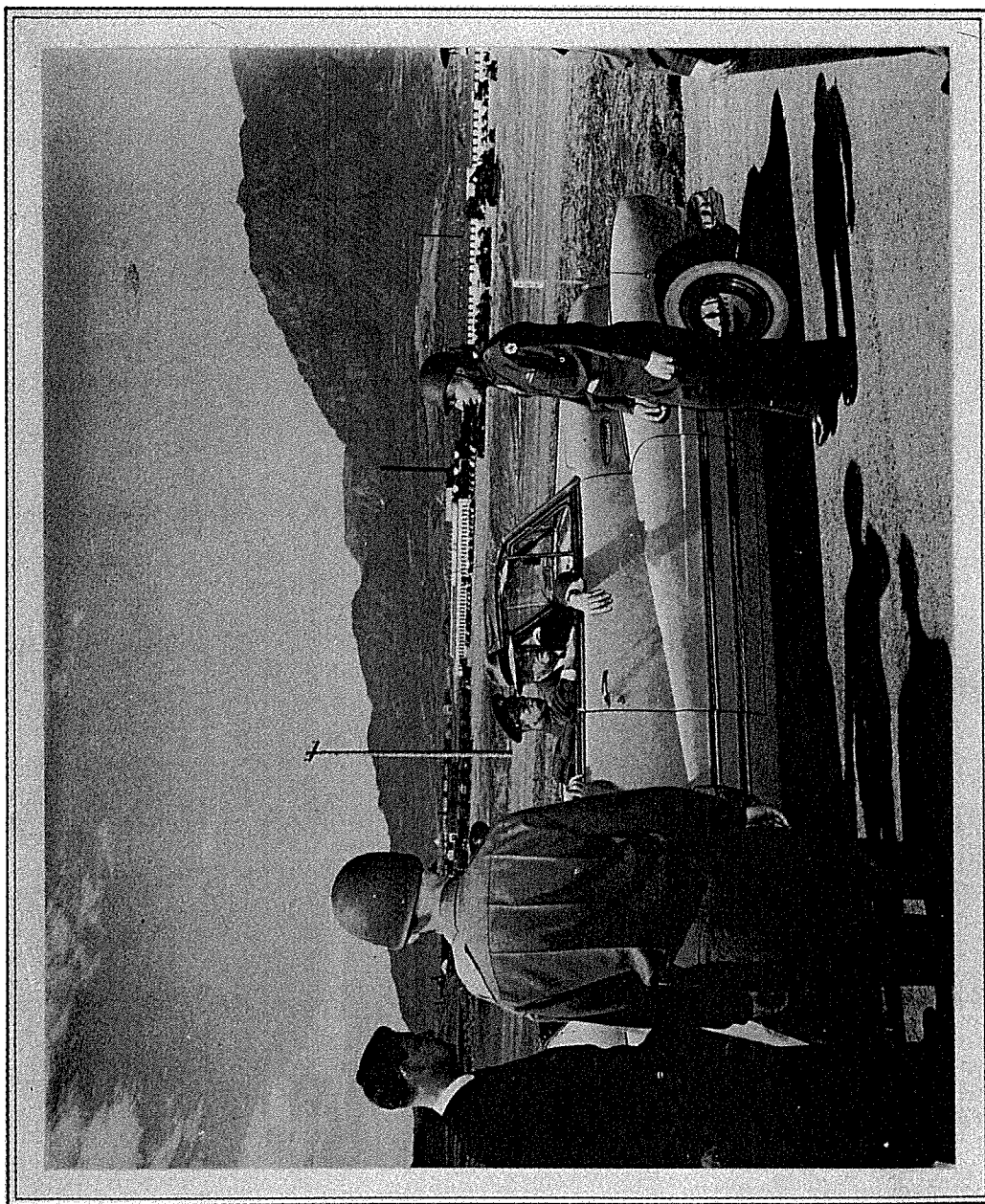
ORIGINAL RETIRED FOR PRESERVATION



CAMP CARSON, - AMPHIBIOUS JEEPS AND LITRE BOATS EFFECT A WATER CROSSING.



ORIGINAL RETIRED FOR PRESERVATION



CAMP CARSON, - THE PRESIDENT CHATS WITH COL. R. P. BOURBON,  
THE FIELD HOSPITAL COMMANDER.

General Omar H. Quade, Commanding General, Fitzsimons General Hospital; Colonel H. P. Marvin, Executive Officer, Fitzsimons General Hospital; Colonel Jesse E. Marshall, Provost Marshal for the District of Colorado; and Governor John C. Vivian of Colorado. Governor Vivian and Major General Uhle were riding in the President's car as we left for our next inspection.

The party proceeded through the hospital grounds and along the outskirts of East Denver to the Remington Arms Company, Inc., Denver Ordnance Plant, a 30-minute auto journey from the Fitzsimons General Hospital. The large number of soldiers stationed along the route of our drive - at street corners and other strategic points - had attracted a goodly number of folks, particularly women and children, from their homes and they were both surprised and delighted when they recognized the President's friendly smile and waving arms as he passed by. Some of the remarks overheard as we passed were, "It's the President! Did you see him?"; "Looks just like him!"; and, "Well, I guessed right. It IS the President!"

As we arrived at the entrance to the Remington Plant, the President was met by Mr. Al Twing, the plant manager, and Brigadier General James Kirk, Chief of Staff of the Small Arms Branch of the Office of Ordnance, War Department. Mr. Twing and Brigadier General Kirk joined the President in his car; Major General Uhle transferred temporarily to another car in the party.

The party then drove to building #1-B of the plant, where the President's car entered the building. The remaining cars of the caravan did not enter the building. A drive through this plant afforded the President an opportunity to observe the manufacture of .30 caliber ammunition (ball, tracer and armor piercing). The Denver Ordnance Plant has four



such units as the one visited, which manufacture .30 caliber ammunition in the total amount of approximately 8,000,000 rounds per day. Here the President was presented with a clip of cartridges, showing the cartridges in their various stages of progress of manufacture.

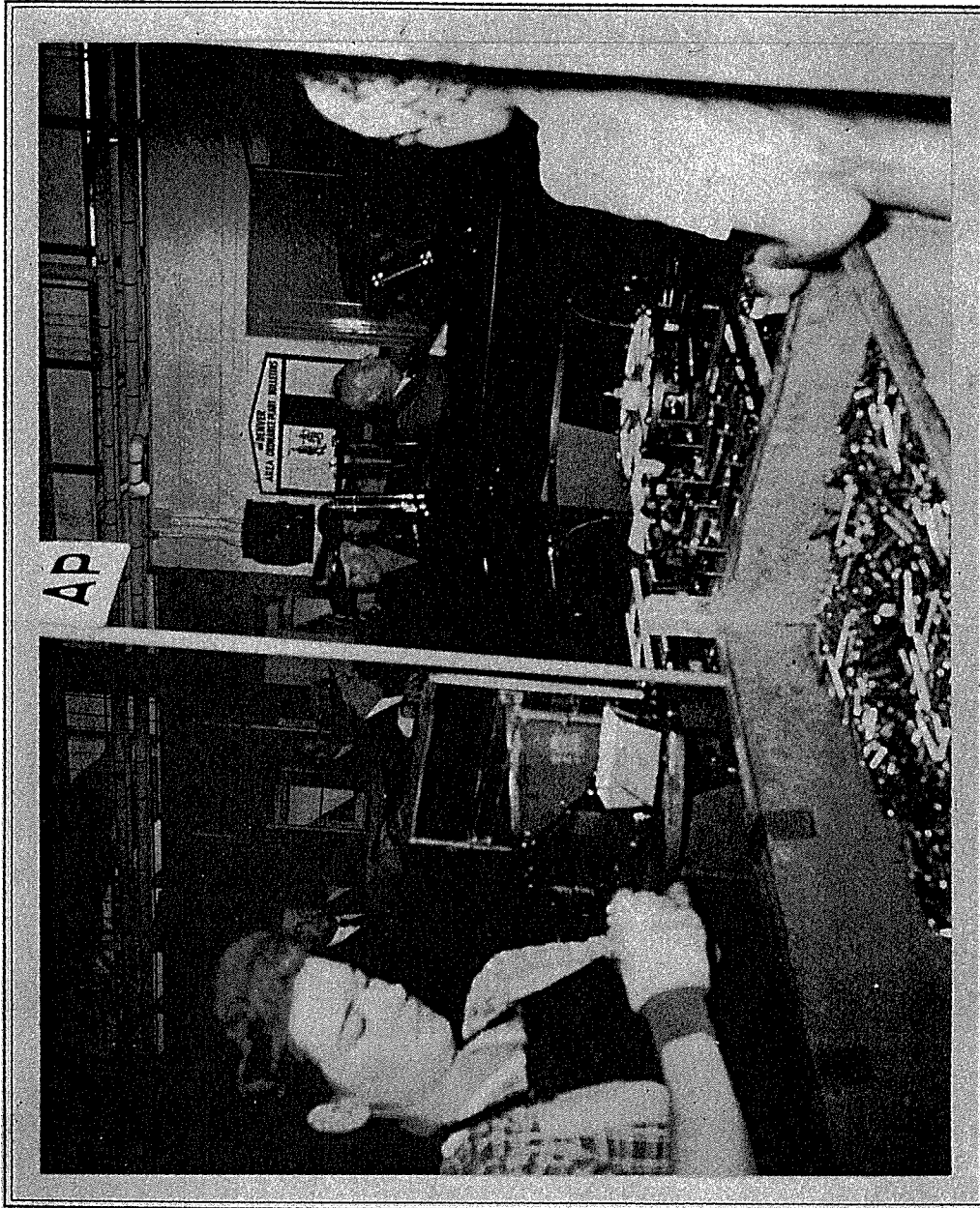
Leaving building #1-B, a tour was then made around the grounds, passing by the four other main buildings of the plant. This ordnance plant began production in October 1941. It now has approximately 20,000 employees, 55 per cent of whom are women. There were 8,000 employees at work on the shift present when we visited the plant. In building #1-B there was little, if any, interruption of work as the President looked things over, but after we left this building a large number of employees gathered along our route to see the President and greet him as he passed. The Denver Ordnance Plant represents a \$50,000,000 investment. It is government owned and contractor operated.

We finished here and left the ordnance plant grounds at 3:35 P.M. At the main gate, Manager Twing and Brigadier General Kirk left the President's car and Major General Uhle rejoined. While stopped here momentarily, the President had presented to him the Chief of the Plant Police, whose force had done such a splendid job in controlling traffic about the plant.

From the ordnance plant we back-tracked as far as Lowry Field, arriving here at 4:05 P.M. Here the President was met by Brigadier General A. L. Sneed, who entered the President's car to accompany him on the inspection of this post.

The party then drove through Lowry Two streets - lined with thousands of Air Corps troops, standing shoulder to shoulder. There were 23,000 men, in a seemingly never-ending line, out along the Field's streets

ORIGINAL RETIRED FOR PRESERVATION



REMYNTO ARMS CO. DENVER ORDINANCE - A CARTRIDGE WORKER CARRIES ON,  
UNMINDFUL OF THE PRESIDENT'S VISIT.

for a glimpse of and to greet their Commander-in-Chief. And the WAACs, approximately 100 strong, were also in evidence. All the WAACs stationed here are students in the Photography School.

The party went first to the ramp in front of the hangar, where honors were rendered the President by a battalion of officers and troops and the post band. Lined up behind the honor battalion were a number of huge Liberator bombers.

After a drive through the very beautiful post, the inspection party left Lowry Field at 4:20 P.M., for Fitzsimons General Hospital. There were no exercises or demonstrations for the President here. On reaching the exit gate of Lowry Field, Brigadier General Sneed disembarked from the President's car.

Lowry Field was established in 1937. The post proper comprises an area of 1,763 acres. It has a most favorable year-round climate. Here are located the Aircraft Armament School, Aircraft Photography School and the Air Force's Cooks and Bakers School.

Easily the most outstanding buildings at Lowry Field are the two large hangars, where planes are housed, repaired, and serviced. The huge structures also contain many offices, store rooms and other facilities in addition to space for a large number of ships. One of the largest and most beautiful Army barracks in the nation is the four-storied yellow brick building near the hangar area which houses more than 2,000 men and contains a mess hall, the post library, and numerous recreation rooms and offices in addition to sleeping bays. Virtually all soldiers permanently assigned to the field live here. The twin modernistic buildings facing each other near the hangars are the Photography School and the School

Headquarters and Armament School buildings. The two huge areas of wooden buildings composing the remainder of the post consist largely of regulation Army barracks, but also include the station hospital, the service clubs, post exchanges, and various squadron and group headquarters buildings. Here, also, is located the huge 6,000-man mess hall.

The lights literally never go out at Lowry Field. In all the technical schools, classes are held in three shifts every day of the week, and at almost any hour of the day or night one may see marching columns of men on their way to or from schools or the mess halls. In the various schools the day consists of six straight hours of classes and two hours of physical conditioning. Students have one day off each week, but these days are staggered among the various classes to prevent week-end congestion in downtown Denver, as well as to assure maximum use of all equipment and classrooms. The Photography School trains men as laboratory technicians and prepares them for training as aerial photographers. The new photography course, which is attended by both officers and enlisted men, is an advanced school involving learning to compile maps and charts from aerial photographs. Maintenance of the bombsight is taught in the Armament School. Training men to maintain the bomber turrets is the job of one of the technical schools here.

The inspection party arrived at the main gate of the Fitzsimons General Hospital at 4:30 P.M., after an auto drive from Lowry Field. The inspection of Fitzsimons General Hospital was limited to a drive around the hospital grounds. The President did not enter the main building and visit the patients there as originally planned. On entering the grounds, honors to the President were rendered by a battalion of troops and the

hospital band. While stopped for honors, Brigadier General Omar H. Quade, Commanding General of the Hospital, joined the President in his car to accompany him on his inspection tour of the hospital grounds. The party drove past the great main building, around the grounds, through streets lined with patients and nurses, past the smaller buildings of the hospital group. The President paused for a few moments in front of the new main building to chat with Generals Uhle and Quade and with some of the patients.

Fitzsimons General Hospital is a 3,400 bed general hospital, operated by the Army, with personnel including 250 commissioned doctors, 300 nurses, 1,300 permanent enlisted attendants, 1,400 civilian employees, 2,600 patients, and 4,000 enlisted students in technical medical schools. Ensign James L. Learson, who formerly served as chief yeoman in the Naval Aide's office and whose face was familiar to the President, is a patient at Fitzsimons and was among those out to greet the President.

Our party all aboard, the train departed Fitzsimons General Hospital at 5:05 P.M., for our next stop at Fort Riley, Kansas.

Easter Sunday    25<sup>th</sup> April

During the night of the 24th-25th we passed through heavy rainstorms while enroute from Denver, Colorado, to Fort Riley, Kansas, and it was still raining as our train was placed at the Fort Riley siding about eight o'clock this morning. However, it soon stopped raining, so that by the time the President was to leave the train, at 10:30 A.M., the weather was clear and promising.

The President was met at the trainside by Governor Andrew Schoeppel of Kansas and Brigadier General Rufus R. Ramey, Commandant of

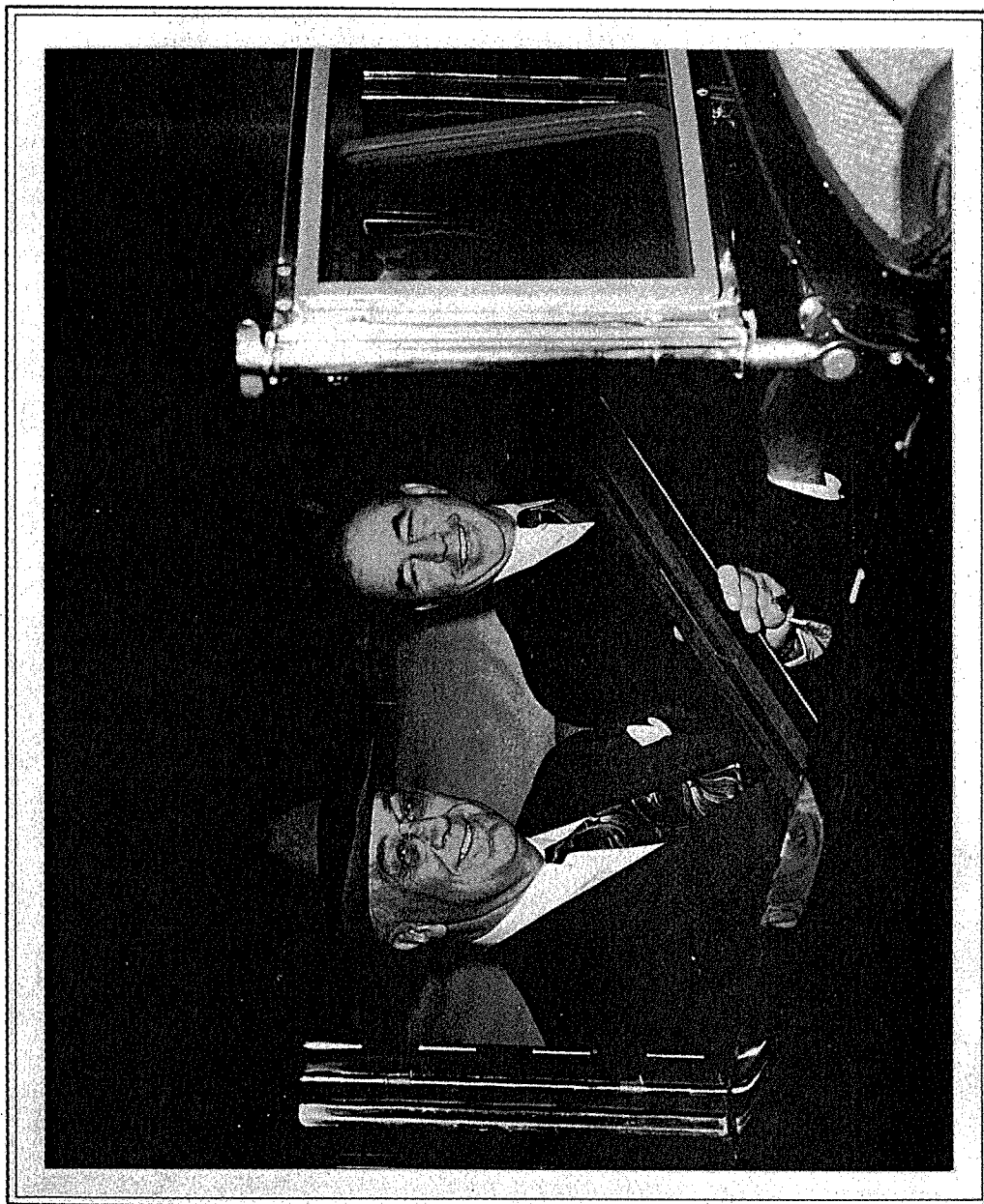
the Cavalry School, and Colonel W. R. Irvin, Post Commander. Riding with the President were Governor Schoeppel and Brigadier General Ramey.

The inspection party proceeded out of the compound in which our train was parked, and just outside this compound was met by an honor escort of mounted cavalry. Honors were rendered by this troop and the post band; then the troop took station ahead of the lead car to escort us to the amphitheatre, where the Easter Service was to be held. We proceeded through the post, past the main hospital building, the officers' quarters and the administration building (all these buildings were of sturdy grey stone) to the huge natural amphitheatre, where the President and his party joined some 15,000 officers, enlisted men and WAACs (including several officers of the Chinese Army - students here at Fort Riley) for observance of Easter Services. The services were conducted by Chaplain D. E. Earnhardt, U.S.A., assisted by Chaplains M. F. Arnold and J. L. Holcomb, U.S.A. The musical program featured songs by a choir composed of officer candidates from the Military Police Replacement Training Center and a vocal solo by Private Carl Anderson (colored), which was the outstanding number on the program. The prelude and postlude were by the Ninth Armored Band, under the direction of Warrant Officer J. E. Davis.

After the services, the President and his party motored to nearby Camp Forsyth to visit, first, the Cavalry Replacement Training Center (Brigadier General R. W. Strong, Commanding), and then, the Military Police Replacement Training Center (Colonel Ralph Wiltamuth, Commanding). Throughout Camp Forsyth, as well as at Camp Funston visited later, the streets were lined with officers and troops out to welcome their Chief.

From Camp Forsyth our route took us back through Fort Riley





FORT RILEY, KANSAS - THE PRESIDENT SMILES APPRECIATIVELY FOR A SOLDIER'S GIFT.

proper and then to Camp Funston (Major General John R. Leonard, Commanding), the home of the Ninth Armored Division, for a look at their personnel and equipment.

There are approximately 30,000 troops stationed here in the Fort Riley area and it seemed that all were out for the President's inspection. They presented a fine appearance for their Commander-in-Chief. The cavalry officer's uniform is a very natty and attractive garb.

The inspection of Camp Funston completed the scheduled tour of the post and the party next went to the Cavalry School Club, where the President and male members of his party had a very enjoyable lunch with Major General Leonard, Brigadier Generals Ramey and Strong and about 400 other officers and officer candidates from the Cavalry School. The lunch menu consisted of lettuce and tomato salad, cream of tomato soup, Swiss steak, mashed potatoes, green peas, coffee, ice cream and chocolate cake, cigars and cigarettes. During the course of the meal we were favored with music by the very fine post orchestra. Among the numbers played were "Easter Parade" and "Home on the Range." The latter number was repeated (by request) with vocal refrain. (Secretary McIntyre was noted humming this tune both times, so we have a good idea who did the requesting.) After lunch the President was introduced to the officers and men present by Brigadier General Ramey and responded as follows:

"Gentlemen: It seems to me that you have a very happy 'Home on the Range' here. I have been going to a good many camps in different parts of the country and I think it might interest you if I were to tell you of my first impression. I went through the country and to a great many camps last September, a slightly different route from this one. It seems to me that I see in you that intangible thing - a very definite improvement in the past six or seven months.

Improvement that, I think, I can see by looking at people - better morale.

"The Army has gone through its growing pains and today the Army is a grown-up unit. You who are here will go to all kinds of service and I hope you will get into the fight, because we've made a good beginning in many parts of the world. I have been to some of them and I find that among the units that have gone out to the South Pacific and to North Africa, there is the same kind of development that is taking place here back home. When I was in the other branch of the service, the Navy - you know I was in the Navy once - we called it 'happy ship.' A ship that is a happy ship is an efficient ship. Today the Army is a happy army, therefore, an efficient army.

"It has been a great privilege to have been here on Easter Sunday with all of you. I wish I could see each one of our posts because I learn something from each of the camps that I visit. So, I will go away with that impression in general and in particular about Fort Riley, one of the oldest military establishments in the United States. It goes back here to a long line of officers, many of them you know about; many who have made good in the history of our country. I know that you are going to carry on that tradition. I am glad to have been here. Good luck to you all."

The ladies in the President's party had lunch with Mrs. Ramey, wife of the Commanding General of the Cavalry School.

From the lunch the party returned directly to the train, arriving at 2:15 P.M. On the return trip, the President was escorted from the Club to the train by an honor battalion of motorized cavalry.

At the train the President was presented with a beautiful wooden name plate for his desk by Sergeant A. C. Green (of Brownfield, Texas). Sergeant Green told the President that his grandfather had had the pleasure of presenting President Woodrow Wilson with a similar name plate and that he was carrying on a cherished family tradition in presenting his.

The President then entrained and spent the remainder of the

afternoon signing official mail, which had arrived this morning, and resting. For the last half hour here, the President and his immediate party (including Fala) gathered on the rear platform of his car and were entertained by the music of the Fort Riley band and by the massing of colors of the post. Our train pulled out promptly at 6:00 P.M. and just as we were pulling away, the post band broke into the sentimental strains of "Auld Lang Syne." Fort Riley had taken the President right into their hearts and all the men here hated to see their Commander-in-Chief leave their post.

Fort Riley is the home of the Cavalry School, the Cavalry Replacement Training Center, the Military Police Replacement Center, the 29th Cavalry Regiment (mounted and mechanized), and the Ninth Armored Division. It is one of our oldest military posts, dating back to 1852. The buildings of the fort proper are all of fine stone construction. The Ogden Monument, located within its confines, marks the geographical center of the United States. The stone building which housed the first Kansas territorial legislature is still standing near Camp Funston.

The history of Fort Riley reveals that such famous officers as General Custer, General Douglas MacArthur, Lieutenant General George S. Patton, and Lieutenant General J. M. Wainwright were at one time or another on duty, or under instruction, here.

Monday    26 April

Our train arrived at the Glenn L. Martin Company Nebraska Plant, ten miles south of Omaha, at 10:30 A.M., after a six-hour lay-over (1:30 A.M. to 7:30 A.M.) at Valparaiso, Nebraska, this morning. The train was brought into the lower level of the main building (the loading dock) of

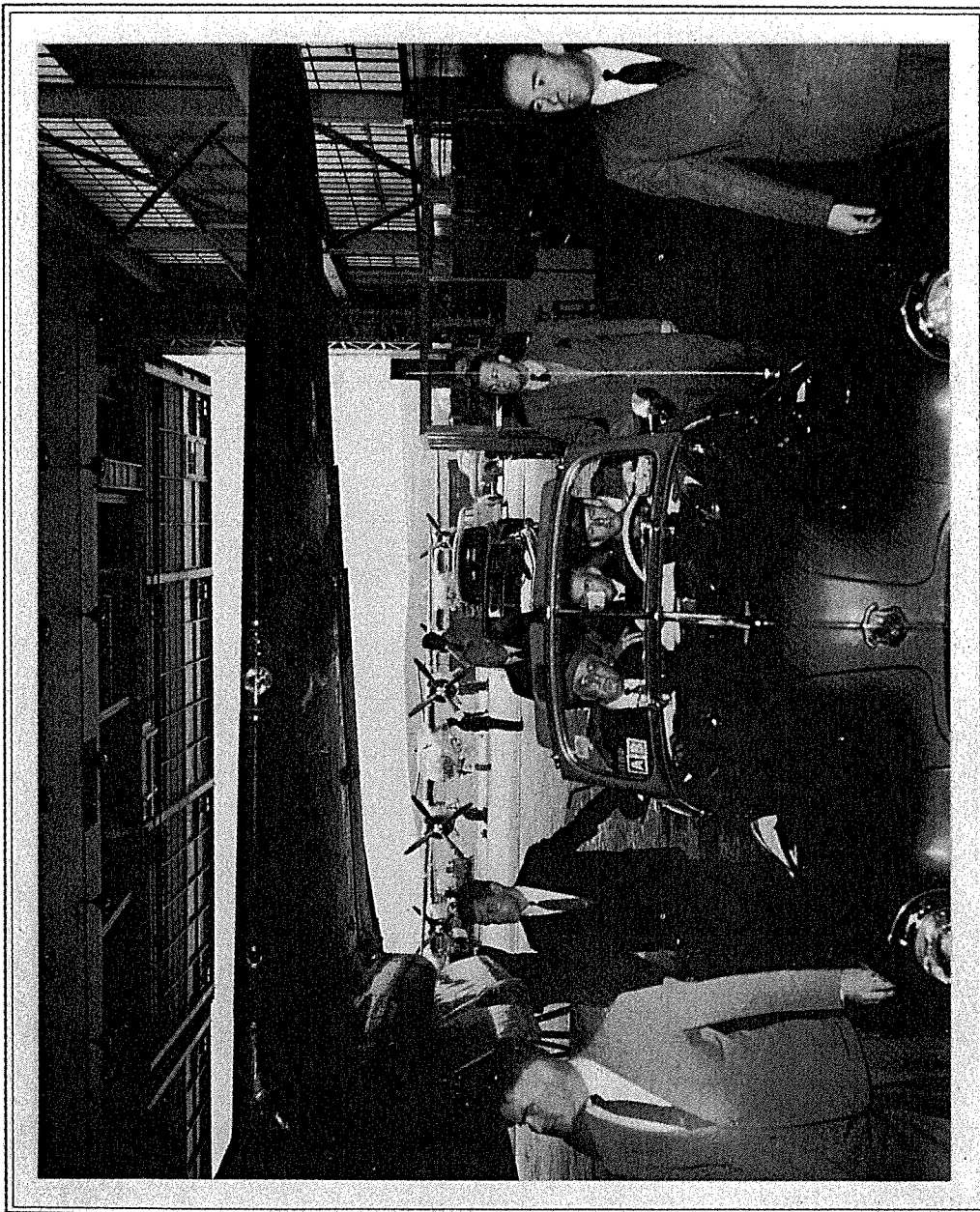
the plant to facilitate disembarkation.

The President and party detrained promptly on arrival and he was met at the trainside by Governor Dwight Griswold of Nebraska; Mr. Glenn L. Martin; Mr. G. T. Willey, Vice President and General Manager; and Major B. H. Warner, Army Air Forces Resident Representative. Governor Griswold, Mr. Martin and Mr. Willey rode with the President during his inspection of the plant.

The party drove through the lower level of the main building to witness the fabrication of small parts and sub-assembly section; then to the upper level of the main building (main assembly section); then to the camouflage shop; past the hangars; and to the modification plant. The President saw the B-26C (Marauder) medium, twin-motor, bomber in various stages of assembly, being camouflaged, ground tested, and undergoing modification to include latest improvements and alterations before delivery to the Army. The B-26 is armed with twelve .50 caliber machine guns. Several B-26's, ready for delivery, were on the field - pilot and crew aboard - waiting to take off for Army fields and actual service.

From the modification plant the party returned to the train-side. The President chatted here for a short while with Governor Griswold and Mr. Martin before entraining. Our train departed at 11:50 A.M. for Jefferson Barracks, Missouri.

The Glenn L. Martin Company Nebraska Plant consists of four main buildings (main assembly plant, camouflage shop, hangar, and modification plant). The plant began operation in January 1942 and is just now reaching capacity production. Its present capacity is approximately 110 planes per month (average assemblies). The plant is government owned and contractor



GLENN L. MARTIN CO., OMAHA - BENEATH THE WING OF A MARAUDER (B-26)



operated. It is an assembly plant primarily. Planes arrive here in large sections (nose, tail, middle section of fuselage, wings and motors) made up by the various automotive plants. They are assembled, tested, and, if necessary, modified here at Omaha. The modification building accommodates 34 planes and the average plane requires five days to pass through this particular section of the plant.

The Glenn L. Martin Nebraska Plant employs approximately 12,000 people, 15 per cent to 18 per cent of whom are women. It operates on three shifts. To provide for expansion and the shift to greater percentage of women employees, personnel are trained by the various training schools in Omaha and by the "in-plant" training system, where training lasts for six weeks and employees are paid while learning the trade.

Fort Crooks (Motor Transport School) is located adjacent to the Glenn L. Martin plant here.

Tuesday 27 April

(Forenoon)

Enroute from Omaha to Jefferson Barracks, Missouri, our train laid over at Washington, Missouri, from 3:00 A.M. until 7:30 A.M. At Jefferson City, Missouri, where we made an operating stop about midnight, we experienced our first and only difficulty with the Army guards who protected our entire route so well. Here, overzealous guards would not permit anyone (including the Secret Service agents guarding the President) to leave or board the train. After some discussion between Mr. Wilson, Chief of the Secret Service, and the Colonel in charge of the guard here, this situation was clarified.

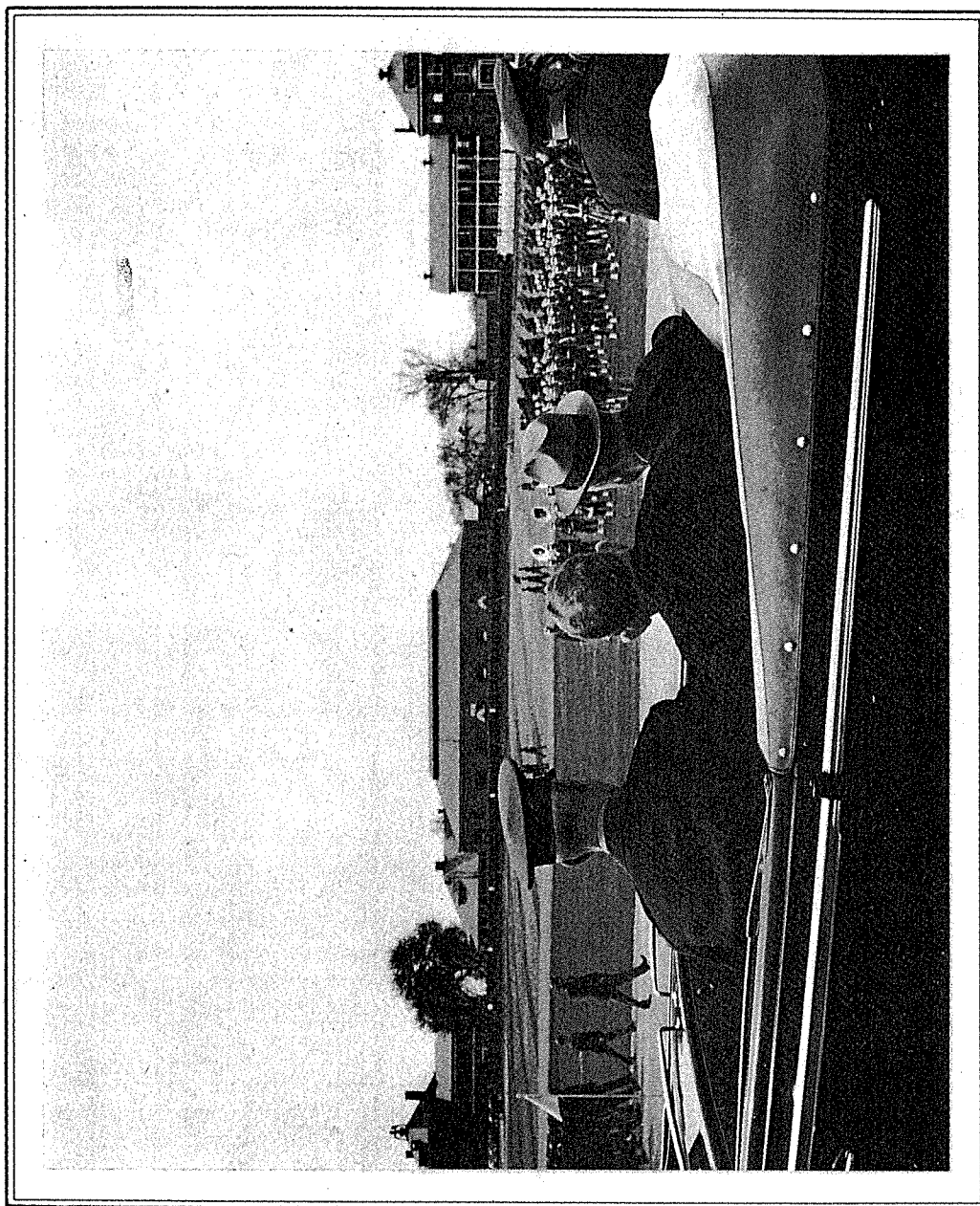
We arrived at beautiful Jefferson Barracks, located on a bluff overlooking the majestic Mississippi, at 10:00 A.M. (CWT). On detraining, the President was greeted by Governor Forrest C. Donnell of Missouri; Major General Frederick L. Martin, Commanding Second District, Army Air Forces Technical Training Command (Ground Forces); and Colonel P. G. Tenney, Commanding Officer, Jefferson Barracks.

Joining the President in his car for the inspection of the post were Governor Donnell, Major General Martin and Colonel Tenney.

Our visit here was rather short and included only a drive through the post to the reviewing stand at the parade ground, a review, and return to the train. The route to and from the parade ground was lined with troops, nurses and WAACs, standing shoulder to shoulder.

At the reviewing stand, after receiving honors, the President reviewed some 15,000 troops of the Air Forces Technical Training Command as they passed, led by Lieutenant Colonel Hopkins. The very snappy post band (consisting of the combined Ninth and Tenth Division bands - 150 strong) was outstanding at this review. The quality of its music was of the highest order and it went from one evolution to another with meticulous precision. Jefferson Barracks can rightfully be proud of its band. After the review, the President returned to the train, where he chatted with Governor Donnell and Major General Martin for a short while before entraining. We departed Jefferson Barracks for Evansville, Indiana, at 11:10 A.M.

A representative of the Public Relations Office at Jefferson Barracks told us that this post was the oldest Army post west of the Mississippi River; that it is now the number one basic training center of



JEFFERSON BARRACKS, MO. - OUR AIR FORCES GROUND FORCE TRAINING CENTER.

the Army Air Forces Technical Forces (Ground Forces); that the strength of the post is approximately 29,000, which includes, in addition to recruits in the basic training center, aviation engineer organizations and the Officers Replacement Pool. Robert E. Lee once commanded Jefferson Barracks, and U. S. Grant was once on duty here. Grant's home at Jefferson Barracks is one of the historical points of interest on the post.

Tuesday 27 April

(Afternoon)

We arrived at Evansville, Indiana, to find a large crowd gathered at the railroad station and along our troop-lined route out to the Republic Plant to see what was coming off. Since leaving Denver the size of the crowds of interested citizens had been steadily increasing, almost to a number that would cause us to suspect that we might have had an advance publicity agent. One little girl in the crowd here was heard to remark of the President, when she was told that she could not see him, "I don't care if he is a military secret, I WANT to see him."

Our train was parked inside the Republic Aviation Corporation Indiana Plant, some ten miles outside Evansville, promptly at 5:00 P.M., and the President detrained, to be met by Governor Harry F. Schricker of Indiana; Major F. A. Dixon, Army Air Forces Resident Representative; and the following members of the Republic Aviation Corporation: Mr. Ralph Damon, President; Mr. George Meyrer, Vice President and General Manager, Indiana Division; and Mr. Mundy Peale, Assistant Vice President, Indiana Division. Governor Schricker, Mr. Damon and Mr. Meyrer entered the President's car to accompany him on the inspection of the plant.

The President first visited the main plant, where he witnessed the fabrication and assembly of the P-47 (Thunderbolt) fighter. From the main building he was taken through the hangar to the edge of the flying field, where his car was parked for him to witness a demonstration firing of the .50 caliber guns mounted in the P-47's. Then he was treated to a spectacular flying demonstration of the speed, maneuverability and quick-climbing ability of three P-47's. It was estimated that these planes zoomed over the field on their third passing at a speed greatly in excess of 500 miles per hour.

During his tour of the plant the President presented, on behalf of the plant management, small models of the P-47 to the following named production suggestion award winners, who were also introduced to the President: Fred Miller, Helen B. Willett, George Goumas and Delia Ewers. Just before leaving the plant to entrain, the President was presented with two souvenirs: a beautiful model of the P-47 by Mrs. Erma Drain (age 46), an employee in the electrical assembly department, and a color photograph of the P-47 by Jim Toft, a mechanic at the plant. Mrs. Drain talked with the President at some length and told him that she has two sons in the Army Air Forces, one of whom (a bombardier in a Flying Fortress) is now a prisoner of war in Germany. She asked the President if he thought her son was going to be all right there. The President told her that he thought he would be all right there, but he wouldn't say the same about Japan. Mrs. Drain then told the President she felt much better about her son's safety now that she had his assurance and that if she wasn't too excited over meeting him today, she might be able to sleep tonight for the first time in a long time.

At the request of Miss Kathleen Frissey, an attractive plant hostess, the President signed the plant guest register before he left the main building for his train.

After returning to the trainside, the President chatted with the Governor and the plant officials for about 15 minutes before boarding the train. At 6:10 P.M. we departed the Republic Aviation Corporation for Fort Knox, Kentucky.

The Evansville Plant of the Republic Aviation Corporation is government owned and contractor operated. This plant operates on two ten-hour shifts. The ground was broken for this plant on 7 April 1942, and it has been in production since October 1942. The construction of the plant is not yet complete and production is not yet in full swing, but every month so far this plant has equalled or exceeded the schedules assigned it by the Army and the War Production Board. Forty per cent of its workers are women, and this ratio is increasing rapidly. Less than three per cent of the workers here have had previous aircraft experience, while the other personnel are products of the company's training school.

The airplanes built here, Republic P-47 Thunderbolts, have been termed by Army Air Forces officials as the fastest and most powerful fighting airplanes today. Some Thunderbolts are now in operation in one of the war theatres. The Thunderbolt is powered by a 2,000 horsepower Pratt and Whitney radial engine, with a turbo-supercharger, which puts the Thunderbolt in the 400 miles-per-hour class. While heavy for a fighter (13,500 pounds) because of its armor, it is highly maneuverable, particularly at high altitudes. It is a one-place airplane and the pilot can, by concentrating his eight .50 caliber guns, literally blow the enemy planes



to pieces. The Thunderbolt, early this year (1943), established a new dive record - 725 miles per hour. The Thunderbolt is assured of protection from the enemy through the heavy armor the plane carries.

While we were enroute from the Republic Plant back to the railroad station at Evansville, this region was visited by a very heavy hailstorm. Pellets as large as one inch in diameter rained for approximately ten minutes, causing considerable damage to glass windows and providing a test for the helmets worn by the soldiers guarding our route.

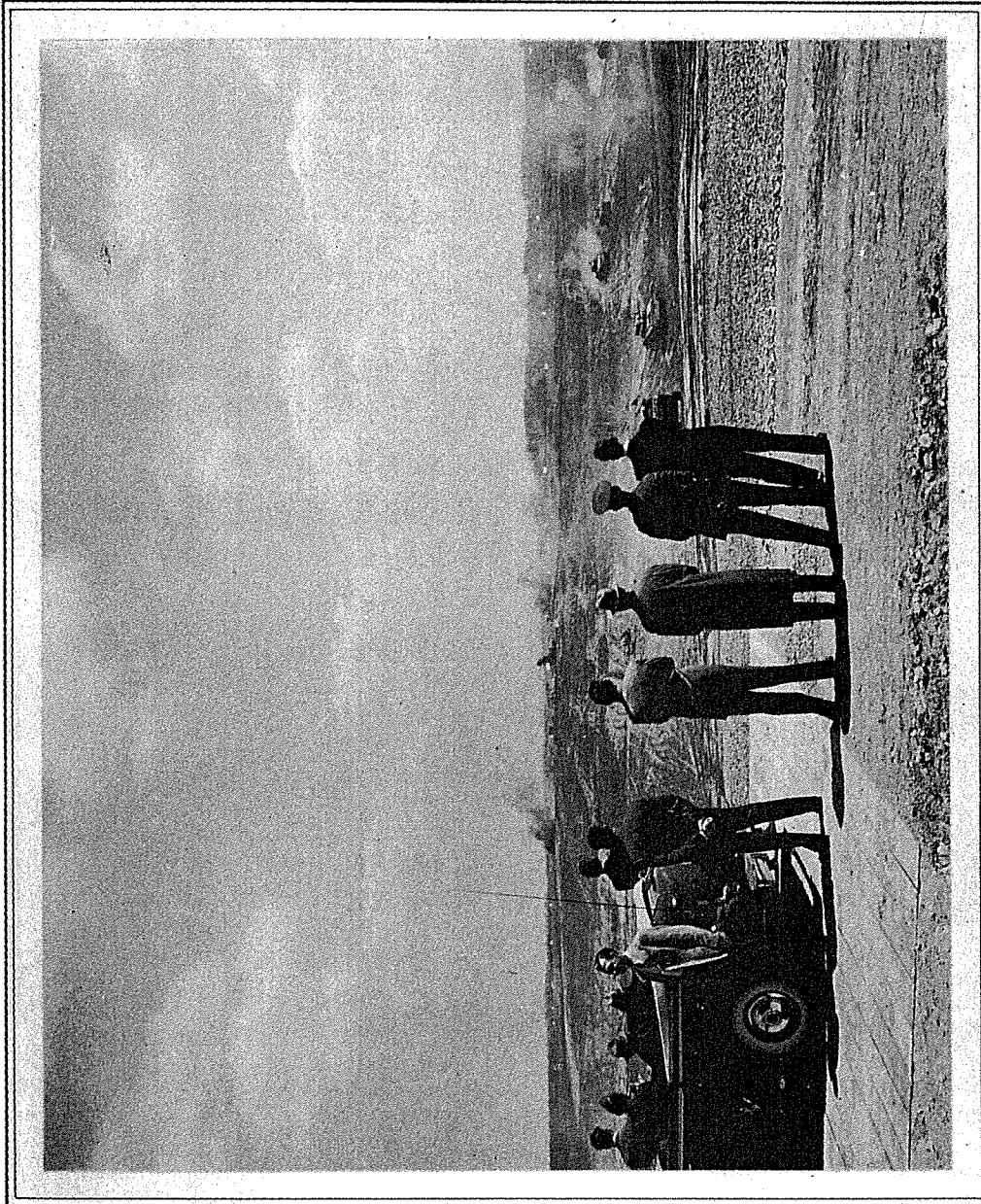
Wednesday 28 April

The visit to Fort Knox was a fitting finale to the President's 16-day inspection trip, for here he was given a demonstration of the most modern type of warfare - an attack by a reinforced armored battalion.

We arrived at Fort Knox at 3:00 A.M., Wednesday, 28 April. The President left the train at 10:05 A.M., the first President ever to visit this armored force station. He was met by Governor Keen Johnson of Kentucky; Lieutenant General Jacob L. Devers, Commanding General, United States Armored Forces; Brigadier General D. G. Barr, Chief of Staff, Armored Forces; Brigadier General C. L. Scott, Commanding General, Armored Force Replacement Training Center; Brigadier General Joseph A. Holly, Commanding General, Armored Force School; and Colonel N. R. Briscoe, Post Commander.

As the inspection began, riding in the car with the President were Governor Johnson and Lieutenant General Devers.

The party proceeded first, through double lines of soldiers and WAACs, to the Civic Center, where honors were rendered by a light tank company from the Armored Force School and the A.F.R.T.C. band. The gun



FORT KNOX, KY. - THE PRESIDENT WATCHES A TANK ATTACK.

salute, presented as the President was leaving his train, was fired by a battery of the 87th Field Artillery (105mm self-propelled howitzers).

The party then continued to tour the Armored Force Replacement Training Center, passing groups of troops engaged in normal training activities. For the inspection of this Center, the President was joined in his car by Brigadier General C. L. Scott. This is the basic training center for the Armored Force, and here the President saw recruits being taught how to fire every weapon - the revolver, .50 caliber machine gun, Thompson sub-machine gun, rifle, 37mm gun and 75mm gun; how to operate and maintain every type of vehicle - the peep, jeep, half-track and light and medium tank; rudimentary military drill; drill by hand signals; first aid and carrying the wounded; infantry tactics; grenade throwing; use of the flame thrower; and obstacle course training. At the end of 13 weeks of intensive training in this Center the recruit will have been developed into a first-rate fighting man. Realism in training that will fit and prepare the soldier for the reality of battle is emphasized here. In the final week here, the soldier goes to the Battle Training Station, where, for six days, he lives in the field just as he would in actual combat. He shoots, drives and takes care of himself.

From the Replacement Training Center we moved on to the Armored Force School. Here, Brigadier General Scott left the President's car and Brigadier General J. A. Holly joined the President.

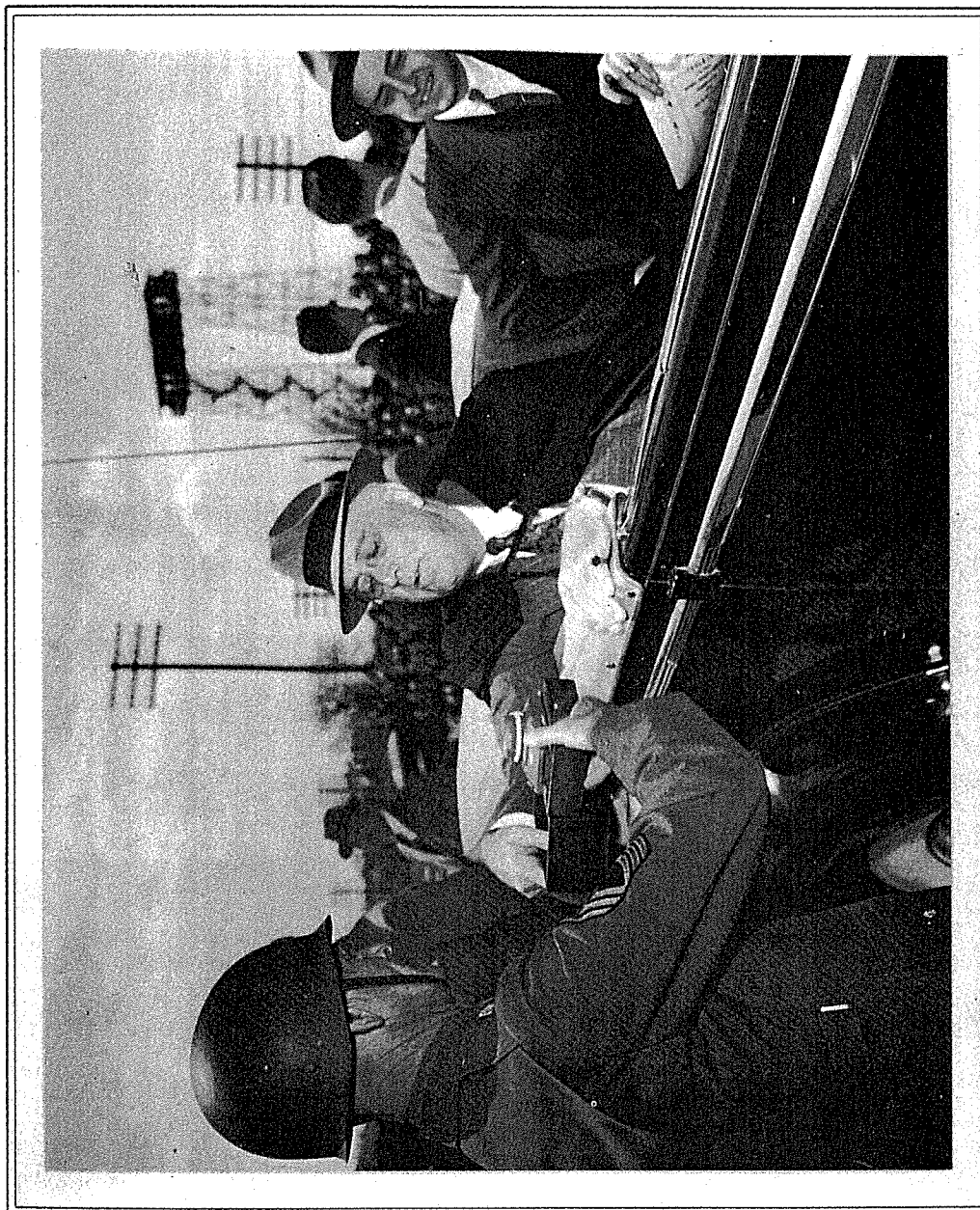
In his tour of the Armored Force School the President drove through tank shops and wheeled-vehicle repair shops; he passed by motor blocks, class rooms and other buildings in which students were at work. The Armored Force School here is one of the largest educational institutions

in the world. It embraces more than 500 buildings. The faculty alone numbers 250 officers and 1,950 enlisted men. Annually, it turns out several times more graduates than do the largest civilian universities. The school's two indoor gunnery ranges are said to be the largest of their kind in the world, its motorcycle department is the largest motorcycle mechanics' school in the United States, its communication department ranks with the Signal Corps school itself, and its clerical department could absorb several civilian business colleges. In addition to these, there are the tank, wheeled-vehicle, gunnery, tactics and teacher training departments and the Officer Candidate School, which makes new second lieutenants out of enlisted men in three months.

Next on the program here for the President was the "Fire Power Exercise." For this demonstration the party was driven some two miles from the Civic Center area to Observation Post #6, situated atop a hill overlooking a vast practice "battleground."

Before the start of the fire power exercise we were treated to an armored force show. Brought before the President's car and described in detail as to fire power, motive power and the duties of members of the crew, was one of each of the following: a new shaft-driven motorcycle, a peep (called a jeep in all other services), a quarter-ton amphibian jeep, an armored scout car, an M-8 armored car, a 37mm anti-tank gun carrier (37mm gun mounted on a peep), an M-4 half-track 81mm gun carrier, an M-5 light tank, an M-4 medium tank, an M-7 105mm self-propelled howitzer, an M-8 75mm self-propelled assault howitzer, and an M-10 tank destroyer (mounting a three-inch gun). These weapons were of the type that participated in the exercise that followed, and of the type now being used.

ORIGINAL RETIRED FOR PRESERVATION



FORT KNOX, KY. - THE "DEAN OF THE TANK CORP" PRESENTS A MODEL TANK  
TO HIS COMMANDER-IN-CHIEF.

by our forces in North Africa. It was indeed a timely and interesting demonstration.

Now came what was perhaps the most interesting show of the President's entire inspection tour - an attack by an armored force composed of all the essential types and services. Service ammunition was used and much of this ammunition, including the big 105mm projectiles, was fired over the heads of the personnel participating in the exercise. This exercise demonstrated the particular use of the several different types of armored equipment, how one type is supported by another, and how their use must be coordinated to obtain the best results. Some 700 men and more than 100 vehicles took part. The exercise was described and narrated as it progressed by First Lieutenant Tharpe, U.S.A. At the conclusion, the President was presented with a model M-4 medium tank by Master Sergeant I. H. Howitz (of Brooklyn, New York). Sergeant Howitz is known as the dean of the Armored Force School tank department. He claims he has ridden the mechanical monsters more miles than any living American - 25,000 miles, if not more. He has been in the tank service since May 1919 - for 23 years.

From Observation Post #6 the party proceeded to the Bullion Depository. The President and some members of his party spent approximately 20 minutes here, being shown the gold and how it is stored and cared for. Part of the gold stored here has been in the depository since January 1937, when the building was first opened. The gold bars stored here are carefully weighed on a huge but extremely accurate scale and are stored within the central vault. The inner vault is closed by a 36-ton door, which, except for a smaller escape door opening only from the

inside is the only break in its walls. No guards are visible to the casual passerby; nevertheless the guards are there, in ample numbers and adequately trained to protect the 80 per cent of the world's gold bullion supply entrusted to their care. These guards, trusted employees of the United States Treasury, must qualify twice yearly with pistol, machine gun and riot gun. The depository building contains one of the best indoor ranges in the nation. Few people have seen the depository building at closer range than 300 yards, it is so well guarded.

From the gold depository the President returned to his train, passing the honor tank company and band enroute and pausing momentarily for departure honors.

The President sat in his car for a short while at the train-side, chatting with Governor Johnson and Lieutenant General Devers before entraining.

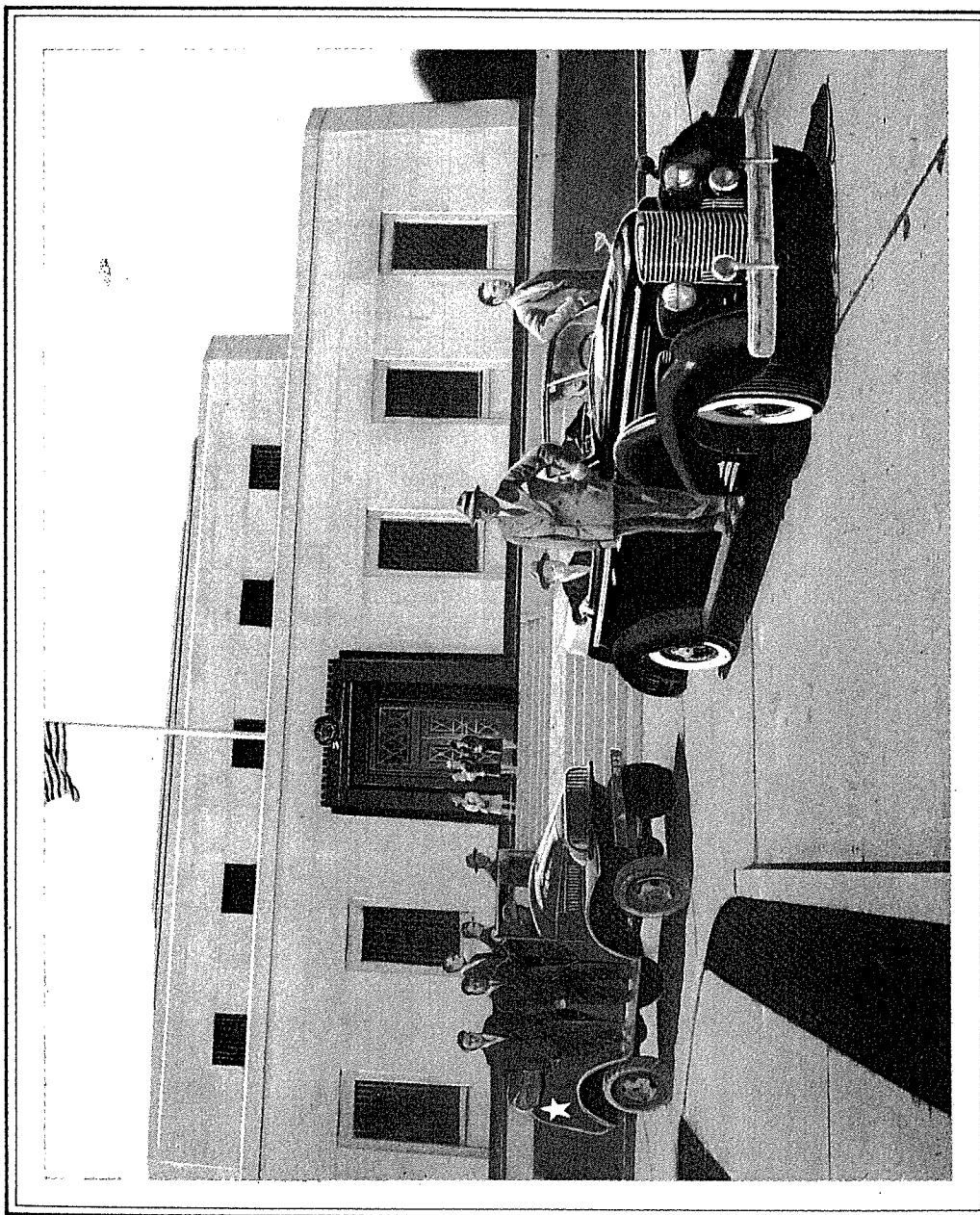
At 12:35 P.M., our train pulled out of Fort Knox for Louisville and the overnight haul to Washington and home.

The weather for our visit here was perfect, but once again the President was thanked for bringing good weather with him, as we were informed that for the several days immediately preceding his inspection the weather at Fort Knox had been quite disagreeable.

The following items of interest concerning Fort Knox were furnished us by the Public Relations Officer there:

Although a mere youngster as compared to some of the historical American Army posts, Fort Knox (named in honor of Major General Henry Knox, Washington's artillery officer and first Secretary of War) graduated into the class of garrisons of major importance when the War Department began to gear up a





THE PRESIDENT VISITS THE GOLD DEPOSITORY AT FORT KNOX

mechanical force, about 1930. Plans for Camp Knox were first considered as far back as 1903. They lay idle until 1914, then to be revived only briefly. The site was selected for an artillery range. However, it developed that funds were not available, and the project was abandoned. Construction was begun in July 1918, however, but the work was only partially completed when the Armistice was signed. Therefore, the post was not occupied by troops during the first World War. Construction continued until 30 June 1919. At that time there were accommodations for 22,700 men.

With the reduction of the Army in 1921 and 1922, it was found necessary to suspend the camp as a permanent post. It was, however, retained as the training center for the Fifth Corps Area. By Executive Order of the President, the camp was designated a national forest in 1925. For two years the post was in the hands of civilian caretakers. The national forest was terminated in 1928 by Executive Order, and two companies of infantry were ordered to the camp as a permanent garrison.

#### THE ARMORED FORCE

The development of mechanized cavalry at Fort Knox got well under way in January 1933, when General (then Colonel) VanVoorhis took a convoy to Marfa, Texas, and there took command of the First Cavalry, which for 100 years had been a horse regiment, and returned it to Fort Knox. This regiment was joined by a detachment of approximately 150 men from Fort Eustis, Virginia, to form the nucleus of the new mechanized cavalry command. By December 1937, there were 137 officers and 2,717 enlisted men stationed at Fort Knox. It was made a permanent garrison in 1932, and its name was changed from Camp Knox to Fort Knox.

When the Armored Force was organized at Fort Knox in 1940 there were 864 buildings on the post. Since the expansion began in November 1940, new buildings have been constructed at the rate of about 160 a month. Fort Knox covers more than 100,000 acres and is one of the largest Army posts in the nation.

In addition to the various Armored Force and Air Forces units stationed here, there is the 1550th Service Unit, which does the "housekeeping" for the post, thereby relieving the tactical organizations of

these duties and allowing them more time for training. Divisions of the Service Unit include Headquarters Company, quartermasters (white and colored), military police (white and colored), ordnance, chemical warfare, and the WAACs. Several hundred civilian employees also aid in running the station.

Armored force divisions are composed of fully mechanized tank units, armored infantry, self-propelled artillery, armored engineers and other essential services, such as signal, medical, ordnance and quartermaster units. Fort Knox is the headquarters of our Armored Force.

Although the manpower of one of these armored force divisions is only approximately equal to that of a triangular division, the fire power is eleven times as great as that of the infantry organization. In an armored division there are more guns than there are officers and enlisted men. These devastating divisions are created for offensive warfare only, and their mission is to penetrate or encircle the enemy's lines, to create chaos and to destroy the enemy's communications.

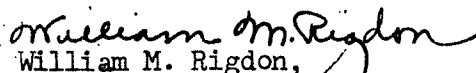
The men of the Armored Force are known as Armoraider. They are among the best trained and best disciplined troops in the American Army. Their "esprit de corps" is unsurpassed and in battle they have proved themselves unequalled in toughness and fighting qualities. Their weapons and vehicles are the best on any battlefield today.

Two years after the first selectees arrived for basic training, the Armored Force Replacement Training Center here had produced over 100,000 qualified tankmen for our armored divisions. Approximately 15,000 men enter and graduate from the Armored Force Replacement Training Center every three months, having completed their basic training. Men displaying exceptional abilities during their basic training period are immediately enrolled in classes at the Armored Force School for additional instruction. The Armored Force School trains the thousands of specialized technicians needed for the hard-hitting, fast-forming divisions and separate battalions of the Armored Force. Armored Force soldiers and their equipment have been thoroughly tested under every type of climatic conditions.


Thursday   29 April

After a very bumpy ride from Cincinnati, our train arrived at Washington, D.C., at 9:50 A.M. today. The President disembarked at 10:00 A.M. His second inspection tour of military posts, naval stations and war plants - embracing 20 different states and the Republic of Mexico - had been made into history.

Respectfully submitted,

  
William M. Rigdon,  
Ship's Clerk, U.S. Navy.

Approved:

  
Wilson Brown,  
Rear Admiral, U.S. Navy,  
Naval Aide to the President.