For a one-year term: Fred W. Brinkerhoff, Pittsburg, president; Ralph R. Price, Manhattan, first vice-president; Jess C. Denious, Dodge City, second vice-president.

Respectfully submitted,

T. M. Lillard, Chairman,
Mrs. Bennett R. Wheeler,
Mrs. A. M. Harvey,
Robert C. Rankin,
Milton R. McLean.

The report was referred to the afternoon meeting of the board. There being no further business the meeting adjourned until the annual meeting of the Society at 2 p. m.

ANNUAL MEETING OF THE SOCIETY

The annual meeting of the Kansas State Historical Society convened at 2 p. m. The members were called to order by the president, W. E. Stanley.

The annual address by Mr. Stanley follows:

Address of the President

THE JAYHAWK FINDS ITS WINGS

W. E. Stanley

I believe I occupy a position unique among presidents in this Society in that what I have to say this afternoon has been “censored.” I imagine that Kirke has often wished he could censor a lot of the things that have been said at these gatherings. I know my wife feels that my remarks frequently need censoring. However, this is the first time it has ever been done successfully.

My paper was submitted to the army air forces, so that I could be sure none of the few references to the present situation would be regarded as objectionable. Several such references were objected to, and I have eliminated them. In all fairness to the army, it doesn’t really “censor”; it merely advises you of the regulations, and asks you to conform to them. No good citizen could do otherwise.

It had always been my understanding, gleaned not only from the ornithologists, but also from the historians, that our Kansas Jayhawk was in about the same unglamorous category as the barnyard rooster in the matter of flying. However, either the authorities are mistaken or times have changed. Now, whether one goes to Kansas City or Coffeyville—Garden City or Hays—Topeka, Wichita or Salina, he will see the cloudless Kansas skies filled with aircraft, and everywhere there is a tremendous amount of activity, all dealing with airplanes.
It is not accidental that Kansas should now have attained a position of such preëminence in the aircraft industry; nor is that position due entirely to governmental fiat in placing factories and air bases within the state. In very large measure the fact that Kansas is today one of the leading states of the union in aircraft manufacture is due to the perseverance and ingenuity of the early pioneers of that industry who struggled on through difficulties of almost every conceivable kind, and who had five years ago firmly established experience, personnel, equipment and facilities. In all fairness the level terrain of Kansas, the temperate weather, and the central location of the state within the United States were contributing factors, but they are not my concern this afternoon.

I want to tell you about some of the early beginnings of the airplane industry in Kansas; not all of the early struggles, but at least some of the historical background of aviation and airplane manufacture in this state. To me—and I have been in a position to have watched from the beginning—it has been a very interesting development.

Just who was the first in Kansas to experiment with airplanes is probably the subject of some argument. However, among the first was Glenn L. Martin, now president of the Glenn L. Martin Company of Baltimore, Md. Martin was born in Iowa in 1886, but in 1888 his parents came to Kansas, going first to Cullison in Pratt county and after a few months to Liberal. While only a boy Martin built rather intricate biplane-type kites, which he sold to other boys. The family moved to Salina about the time Glenn entered high school, and he graduated from high school there and also attended Kansas Wesleyan in Salina. He continued to tinker with kites, and obtained a spare-time job in a garage and bicycle shop in Salina owned by Dave Methven, where he managed to learn a great deal about the principles of the internal combustion engine. Also, he continued to build and fly kites. However, in the fall of 1905 the family moved to Santa Ana, Cal., where the first actual plane was built in 1907. Martin returned to Kansas in 1911 for a series of exhibition flights, and still regards Kansas as the place where his life's work began.

Also, in Salina another of the industry's leaders began his experiments with planes. Max Short, now executive vice-president of the Vega Aircraft Company, an affiliate of Lockheed, and formerly chief engineer for the Stearman Aircraft Company, built a glider in 1912. He was only a freshman in Salina High School at the time,
but the craft was sufficiently well built that Short was able to make short flights with it from the top of a building.

The Socialist lecturer, Henry Laurens Call, made the first attempt to manufacture an airplane in Kansas. Early in 1908 he formed a company at Girard. His first model was powered with two gasoline engines, of twenty horsepower each, operating four propellers. There were four adjustable planes grouped about a large central plane. The craft, however, proved too heavy to fly. This plane caused the state’s first airplane fatality. On November 2, 1908, one of the propellers struck and killed H. W. Struble, a mechanic.

The first Kansan to build an airplane within the state which really flew appears to have been A. K. Longren of Topeka. Longren built a plane during the summer of 1911 and made his first flights early in September. He built several planes during the prewar era. One of his first exhibition flights occurred at Marion. He had a guarantee of $5,000 if the plane left the ground. A crowd of several thousand people waited on the field all day for the plane to fly. However, Longren did not wish to make the flight in a wind. He would hold up a handkerchief, and if it moved there was too much wind. Soon members of the crowd were holding up their handkerchiefs. Finally about sundown the wind died down entirely. Longren took off, got the plane a few feet above the ground, but it crashed into a river bank. Longren, however, was uninjured. About 1915 he built a barrel-shaped biplane which was extremely popular with the exhibition fliers.

It has been in Wichita, however, that the greater part of the development has occurred, and it has indeed been a fascinating story. So far as can be gleaned from the records, Wichita’s introduction to aircraft occurred on October 12, 1908. On that day and the four following, the Commercial club, which was the forerunner of the Chamber of Commerce, staged a celebration to which it assigned the somewhat lugubrious title of “Peerless Prophets’ Jubilee.” It was merely a street carnival. To enliven it Roy Knabenshue’s airship was secured. The ship was a 150-foot dirigible with a catwalk hanging beneath it at the front of which was a forty horsepower motor and a propeller. The ship, which was to be piloted by Frank Goodale, was moored on Ackerman island immediately north of the Douglas avenue bridge and from there it was to make flights over the city. The contract with the Knabenshue company contained a rather unique feature. Goodale was to make four flights with the
ship during the period of the jubilee, but he was not required to attempt to fly the ship unless the wind velocity was less than eight miles per hour. No flights were made during the jubilee. In answer to a charge of fraud the company voluntarily waited for more favorable weather. After several false starts an attempt to fly over the city October 20 ended abruptly when a gust of wind blew the gas bag into the propeller. Although Goodale was then flying over the island at a height of fifty feet, he escaped with bruises.

The next year, in 1909, a true airplane was brought to the city. It was to make flights from Hellar's grove near the city, but the event attracted little public attention.

Wichita's next experience with aircraft was of a similar nature, but somewhat more satisfactory from the standpoint of the spectators. On May 4 to 6, 1911, Wichita held its first air show. The meet was sponsored by O. A. Boyle and was held at Walnut Grove, on the Arkansas river northwest of the city. Four famous "death-defying aeronauts," Jimmy Ward, C. C. Witmer, Eugene Ely, and R. C. St. Henry, were brought to the city for the event. The Wichita Eagle published an "Aviation Number" on May 4, claiming, and I believe justifiably, to be the first newspaper in the Middlewest to give such recognition to the new industry. Special trains and cars were provided on the railroads and the Interurban to convey the anticipated crowds. The planes when on the ground were kept within a canvas inclosure to which the admission price was $1.25, and which was advertised as being sufficiently large to accommodate "1,000 autos and 2,000 carriages and buggies." The planes used were all Curtiss pusher biplanes and seem to have performed credibly. Ely attempted (at least so the newspapers of the time record) to break the then existing altitude record of 9,714 feet set by Ralph Johnstone at Belmont Park, L. I., on October 31, 1910. Ely ascended to almost a mile when he ran out of gasoline (an occurrence for which he was apparently wholly unprepared) and was forced down. Ward tried to break the speed record of 67.86 miles per hour set October 30, 1910, by Alfred Le Blanc, but failed, probably for similar reasons.

On November 3 and 4, 1911, Hugh A. Robinson was brought to Wichita in connection with the Wheat show, but an accident wrecked his airplane and put Robinson in a Wichita hospital.

However, interest in aviation had been aroused and in 1912 the Wichita Aero Club was formed, which club at its peak had 200
members. The club purchased a balloon and succeeded in securing the national balloon races for Wichita in 1913.

Wichita also succeeded in obtaining Ruth Law and her famous aerial circus for several of the Wheat shows before the first World War. Ruth Law's aerial shows were "big time," and their exhibitions were generally held in the larger cities. However, Wichita produced the crowds and the money and thus secured her. She indulged in night flying, did loops, barrel rolls and other aerial feats which were then almost unheard of.

The actual manufacture of airplanes did not commence until long after the first invasions of the barnstorming tribe. To Clyde V. Cessna goes the distinction of having built the first airplane to be constructed in Wichita. Cessna was born in Iowa in 1879, but was brought to Kansas the following year by his parents who settled in Kingman county near Rago. He was reared and educated in the Kingman community, but later moved to Enid, Okla. He became interested in aviation shortly after the Wright brothers made their first flights, and in 1910 he built his first plane. This was a high-wing monoplane, the rear half of the fuselage being bare and having the horizontal stabilizer and elevator below the fuselage. This plane crashed in one of its first flights, but was rebuilt and was followed by others at the rate of about one a year. In 1916 Cessna moved from Enid to Wichita, rented building "H" of the old Jones Automobile & Truck Works (the present location of the Culver Airplane Company) and commenced the manufacture of the plane later known as the "Comet." The plane was a monoplane, as have been nearly all the planes designed by Cessna, and had a shield over the forward part of the cockpit to shield the pilot. This was the first step in the evolution of the cabin monoplane. The plane had no ailerons, the entire wing being movable.

Cessna continued to build a limited number of planes, doing a great deal of the work himself and never having more than a handful of employees while the "factory" was located at the Jones plant. He built planes for the use of the barnstormers, and found a ready market among the members of that daring profession.

Immediately following the close of World War I the Wichita city fathers determined that the rather haphazard use of any convenient cow pasture as a landing field during the various meets and flights then becoming commonplace in the city was not fitting to the city's dignity. Accordingly, the Chamber of Commerce arranged for the acquisition early in 1919 of the city's first airport. This port was a
field adjoining the Jones factory, and its conversion from a wheat field to an airport consisted of the construction of a concrete bull’s eye in the center of the field. However, it was appropriately dedicated on May 1, 1919, by a group of seventeen military planes touring the country in interest of the Victory Loan Drive.

Also, during 1919 a corporation was chartered known as the Wichita Airplane Company. Among its stockholders were Jacob N. Moellendick, who later came to be known as the “father of aviation in Wichita,” George H. Siedhoff and J. H. Turner. The firm acquired an airport approximately a mile east of the Jones airport, three airplanes and several ex-army pilots and went into the business of barnstorming, repairing and servicing airplanes and instructing would-be pilots and mechanics.

Moellendick, the principal figure in this venture, deserves special mention because of his important part in the always troublesome financial end of the early development of the industry. Moellendick was a Pennsylvania Dutchman who came up “the hard way.” He worked in the oil fields of western Pennsylvania, and later came to Okmulgee, Okla. Frequently he was asked to accept an interest in a lease in lieu of wages, and one such venture made him comfortably wealthy. He moved to Wichita in 1917 to retire, but instead commenced to pour his money into the manufacture of airplanes. Rumor has it that before he stopped he had invested $3,000,000 in the airplane industry. Whether that is correct or not, he was at least more than generous in his financing and was penniless for several years before his death in 1940.

The following year, 1920, witnessed the beginning of the first commercial manufacturing company, the parent of the Swallow Airplane Company. The Swallow venture was largely financed by Moellendick and operated by E. M. “Matty” Laird. Laird first became interested in aviation in 1910 while an office boy for the First National Bank of Chicago. He was then only fourteen years old, but together with a friend, George “Buck” Weaver, he began building model airplanes and studying the then so-called science of aeronautics. In the fall of 1912 Laird actually completed his first airplane which he called the “Baby Biplane.” Laird had never before ventured to fly an airplane, and his first attempt on a field near Cicero resulted in the destruction of the plane, but fortunately no injuries resulted to Laird. This last was due, at least in part, to the fact that the maximum height of the plane was some ten feet.

Between 1912 and 1919 Laird engaged in building and flying airplanes, and by 1919 was operating as the E. M. Laird Airplane
Company in Chicago and making a plane called the Laird Model S. During those intervening years he had turned out several designs, the best known being the famous "Boneshaker," a sturdy Anzani-powered biplane.

In late 1919 the Wichita Airplane Company was having one of its financial crises, and Moellendick secured William S. "Billy" Burke from Okmulgee, Okla., to manage it. Burke went to Chicago, interested Laird in the possibilities of Wichita as a place for his operations, and in early 1920 the E. M. Laird Company, a partnership of Moellendick, Laird and Burke, was formed for the manufacture of airplanes in Wichita. Laird contributed his designs and equipment, and Burke and Moellendick $15,000 each. The company commenced manufacture in a small shop behind the Wichita forum. Operations had scarcely commenced when the new company was given the opportunity of acquiring the assets of the Wichita Airplane Company, which company was about to expire. For an investment of $19,000 the E. M. Laird Company secured the landing field, planes, hangars and equipment of the old company.

Operations continued meanwhile on the first ship, and it was finally ready for testing in April, 1920. It was a three-place biplane powered with a ninety horsepower Curtiss OX-5 engine. The plane had a wing span of 36 feet, 4 inches, and an over-all height of 8 feet, 8 inches. One of the spectators at the test flight was W. H. Lassen. When the plane was in the air he remarked that it looked "just like a swallow." The term "Swallow" stuck, and was adopted by the company as the name of the new plane. The Swallow factory was the first commercial factory west of the Mississippi, and the first successful factory in the country devoted exclusively to commercial planes.

Tests proved the ship to be everything hoped for by Laird, and plans were immediately made for ten more to be built during the balance of the year. This additional work required additional help, and shortly after the initial flight of the "Swallow" the E. M. Laird Company hired Lloyd C. Stearman. Stearman was a native Kansan, having been born at Harper, and studied architecture at the Kansas State College at Manhattan. He became interested in aviation during the first World War and was a naval air cadet, but did not complete his training before the war ended. He came to Wichita after the war and got a job as a draftsman, but left that job to go into the Laird firm. He first worked in the shop, but later became a designer and engineer.

By October 1, 1920, the first ten Swallows had been completed,
and orders were coming in fast. The plant had forty-five employees by that time, and was working overtime to keep ahead of the orders.

In May, 1921, Walter H. Beech joined the Laird organization as test pilot and demonstrator. Beech, a native of Tennessee, first flew in Minneapolis on July 11, 1914, was a pilot in the army air corps during the war, and following the war continued in the business until he became connected with the Swallow firm.

Some ill-fated ventures, together with the business recession of 1921, led to difficulties within the Laird organization. Burke withdrew in the fall of 1921, and Weaver at the end of that year. In October, 1923, Laird also withdrew, and the name of the company was changed to Swallow Airplane Manufacturing Company. At that time Stearman became chief designing engineer, and work was started on a new plane. Friction soon arose over the design of the ship between Moellendick on the one hand and Beech and Stearman on the other. Beech and Stearman insisted upon the use of metal tubing to frame the fuselage of the new plane, but Moellendick favored wood with which the earlier Swallows had been built. The issue was sufficiently bitter that it led Beech and Stearman to leave the firm. This occurred in the fall of 1924.

Immediately Beech and Stearman interested Clyde Cessna in joining them in the building of a new airplane. Cessna had been quietly building airplanes in his little factory during most of the early and turbulent history of the Laird company, although he did go with the Laird organization for a short time. Beech rented a shop on North Waco street just north of the Broadview Hotel and commenced work on the first Travel-Air airplane. At first the company was a partnership of Beech and Cessna, but on February 5, 1925, the Travel-Air Manufacturing Company was chartered, with Cessna as president. During 1925 nineteen Travel-Airs were built, and in 1926, forty-six. The company was off to a good start, but disagreements over design and methods later led to other changes.

The first Travel-Airs were open cockpit biplanes, and the company succeeded in having three of them, one piloted by Walter Beech, in the Ford Reliability Tour, later called the National Air Tour in the fall of 1925. In 1926 a Travel-Air piloted by Beech won the National Air Tour.

In 1929 Travel-Air developed the “Mystery S,” a low-winged racer which was flown in the Cleveland races by Doug Davis. The plane proved the fastest in the field, winning from army and navy planes, and being the first commercial plane to win the “free for all,” or Thompson trophy.
In 1926 Stearman left Travel-Air and went to Venice, Cal., where in October 1, 1926, the Stearman Aircraft Company was chartered. Stearman secured Max Short, who had been with Travel-Air for a short time the preceding year, to come to Venice and work with him on the Stearman biplane.

In April, 1927, Cessna decided to strike out for himself, and withdrew from Travel-Air, forming on September 8, 1927, the Cessna-Roos Aircraft Corporation with Victor H. Roos. The manner of his withdrawal is an interesting commentary on Cessna. Cessna had always favored the monoplane. His first plane and all others designed by Cessna exclusively had been monoplanes. Beech at that time was partial to the biplane, and a majority of the directors agreed with Beech. Accordingly, Cessna, while still in the Travel-Air organization, rented a building at 1520 West Douglas avenue, and at his own expense and in his spare time designed and built a monoplane that he thought it should be built. That was in 1926 and early 1927.

The new Cessna company was organized to build this ship, but before it could get into full production the first experimental hand-made plane, known as a Travel-Air monoplane, was flown to Hawaii by Ernest Smith and Emory Bronte, landing in a tree July 14, 1927. This was the first commercial flight from the mainland to the islands. Following the Lindbergh flight to Paris James Dole, of pineapple fame, offered a prize for a flight to Hawaii, but not until after the Smith and Bronte trip. However, the Dole prize was captured by Travel-Air, the “Woolaroc” flown by Arthur Goebel, who landed ahead of the field on August 17, 1927. Travel-Air, by the way, had jumped its production from forty-six planes in 1926 to 154 in 1927.

Swallow, meantime, was having difficulties, the kind which continually harassed the early manufacturers—financial. Moellendick had determined to capture the Dole prize, and had suspended other production to complete “The Dallas Spirit,” a plane designed and built for that one purpose. “The Dallas Spirit” unfortunately didn’t even start the race. The day after the race “The Dallas Spirit” headed out across the Pacific on a rescue flight, seeking two planes which were lost. “The Dallas Spirit,” her pilot Capt. William Erwin, and his pilot A. H. Eichenwaldr, all disappeared and have not been seen since. The Swallow company went into receivership on August 13, 1927.

Stearman’s new company in California was also having its difficulties—again financial. The company was about to close its
doors. However, Stearman had friends in Kansas who believed in his ability as a designer, and upon condition that the company return to Wichita a group of Wichita men, Walter Innes, Jr., H. V. Wheeler, George Sieffkin, H. A. Dillon, C. L. Henderson, Frank Dunn, Henry J. Allen, Marcellus M. Murdock and others raised $60,000 additional capital. The move was made in November, 1927, and the Wichita location chosen was the old Jones plant north of the city.

The years 1928 and 1929 were hectic ones for the industry. In 1929 Travel-Aire, alone, made nearly 1,000 planes, over twenty-five percent of the nation's total. Production was high at all the plants. A number of new plants sprang up but their names are now almost forgotten—Mooney Aircraft Company, Self Aircraft Corporation, Okay Aircraft Company, Wichita Blue Streak Airplane Motor Company, Poyer Motor Company, Wichita Imblum Aero Corporation, Watkins Aircraft Company, Laird Aircraft Corporation, Quick Manufacturing Company, Red Bird Airplane Company, and Swift Aircraft Company. None of these last survived, although several of them were in production for a time.

Nineteen twenty-nine was the year of the stock market boom, and the year of the mergers. On December 6, 1929, it was announced that both Swallow and Cessna had been merged in General Aero Corporation of America. In August, 1929, Stearman was purchased by United Aircraft and Transport Corporation, and in that same month Travel-Aire by Curtiss-Wright.

In a short time the old Travel-Aire factory was closed and the other companies greatly curtailed production. In 1932 Walter Beech, who had gone to New York in 1929 to be president of Curtiss-Wright Sales Corporation, returned to Wichita where he immediately organized the Beech Aircraft Corporation and again began designing an airplane. The company did not commence production until 1934 when it leased the old Travel-Aire plant, and finally purchased it in 1936.

The Stearman company competed in 1934 for an army primary-trainer contract, and was successful in securing the order. The plane entered in that competition, with some modification, has now become the most widely used army and navy primary trainer, and is known as the PT 13 D. To the men in the army air forces I am told it has the not very flattering title of "The Yellow Peril." United was split up in 1936, the Stearman plant going to the Boeing Airplane Company of Seattle.
The Cessna company broke away from General Aero Corporation, and in 1934 Clyde Cessna withdrew entirely from the company, selling his remaining interest to his nephews Duane and Dwight Wallace, both native Kansans.

While I have discussed in some detail the development of the three large Wichita factories, there are three others in the state worthy of some comment. The Culver Airplane Company moved to Wichita from Cleveland, Ohio, in 1940, and has been located just north of the city where Cessna had his first factory. The company formerly built a small extremely sturdy "flivver" type high-wing monoplane, until it turned to war production.

While the Wichita plants were enjoying their "bull market boom" R. A. Rearwin commenced the manufacture of a three-place biplane known as the "Ken-Royce" in Salina in 1928 under the name of Rearwin Airplane Company. In March, 1929, the company was moved to a factory in the Fairfax district of Kansas City, Kan., and A. R. Jones, an oil producer, became a partner. Later, in 1929, Rearwin Airplanes, Inc., was chartered. The company shifted its emphasis to a small inexpensive lighter plane, the "Rearwin Jr.," and the "Sportster," and others. In 1937 Rearwin purchased the Le Blond Aircraft Engine Corporation of Cincinnati, and moved the factory to Kansas City. In the fall of 1942 the company was sold to new management headed by Raymond Voyer as president and J. Farkas, general manager, and the name changed to Commonwealth Aircraft, Inc.

The most recent addition to the field is North American Aviation, Inc., of Kansas, a subsidiary of North American Aviation, Inc., of Inglewood, Cal. The plant was built in Kansas City with government funds, and is engaged almost exclusively in building the Mitchell B-25 medium bomber. The plant was built in 1940, and the first plane completed in January, 1941.

And, now in closing, just a word about the present. The six factories actually engaged in the manufacture of airplanes do not tell the whole story. There are now in Kansas approximately 350 firms manufacturing aircraft parts, assemblies and sub-assemblies. One hundred and seventy-five of these firms are located in Wichita alone, approximately 75 in Kansas City, and the remaining 100 scattered throughout the state. The companies vary in size from one man shops to huge establishments employing over 1,000 men and the work done is not just for the Kansas factories. The Kansas sub-contractors make parts for nearly every airplane factory in the country. The Beech plant can well claim to be the pioneer in the
entire field of sub-contracting. Beech regularly uses 165 different sub-contracting firms, and as a result is now able to produce more airplanes per square foot of floor space than any other factory in the United States. All of the Kansas companies are now engaged in war contracts. Several of them build training planes, but others make combat craft. The total number of planes being turned out each month in Kansas is approximately ten percent of the grand total for the United States; a truly enviable record considering the size and wealth of the state.

In addition to the factories there have been established in Kansas within the last few years thirteen army and two navy air bases scattered all over the state.

What the future of the airplane industry in Kansas will be I do not undertake to predict, but I submit that its somewhat brief history has been one of glorious achievement—literally “Ad astra per aspera” in the best Kansas tradition.

The report of the committee on nominations for directors was then called for:

REPORT OF COMMITTEE ON NOMINATIONS FOR DIRECTORS

To the Kansas State Historical Society:

October 15, 1943.

Your committee on nominations submits the following report and recommendations for directors of the Society for the term of three years ending October, 1946:

Berryman, Jerome C., Ashland.
Brigham, Mrs. Lalla M., Council Grove.
Brock, R. F., Goodland.
Bumgardner, Edward, Lawrence.
Correll, Charles M., Manhattan.
Davis, W. W., Lawrence.
Denious, Jess C., Dodge City.
Fay, Mrs. Mamie A., Pratt.
Frazell, E. E., Larned.
Godsey, Mrs. Flora R., Emporia.
Hall, Mrs. Carrie A., Leavenworth.
Hall, Standish, Topeka.
Hegler, Ben F., Wichita.
Jones, Horace, Lyons.
Lillard, T. M., Topeka.
Lindsley, H. K., Wichita.
Means, Hugh, Lawrence.
Morgan, Isaac B., Kansas City.
Oliver, Hannah P., Lawrence.
Owen, Mrs. Lena V. M., Lawrence.
Patrick, Mrs. Mae C., Satanta.
Payne, Mrs. L. F., Manhattan.
Reed, Clyde M., Parsons.
Riegle, Wilford, Emporia.
Rupp, Mrs. Jane C., Lincolnville.
Schultz, Floyd B., Clay Center.
Sloan, E. R., Topeka.
Stewart, Mrs. James G., Topeka.
Van De Mark, M. V. B., Concordia.
Wark, George H., Caney.
Wheeler, Mrs. Bennett R., Topeka.
Woolard, Sam F., Wichita.
Wooster, Lorraine E., Salina.

Respectfully submitted,

T. M. LILLARD, Chairman,
MRS. BENNETT R. WHEELER,
MRS. A. M. HARVEY,
ROBERT C. RANKIN,
MILTON R. MCLEAN.