



Testimony to Joint Committee on Arts and Cultural Resources September 25, 2012

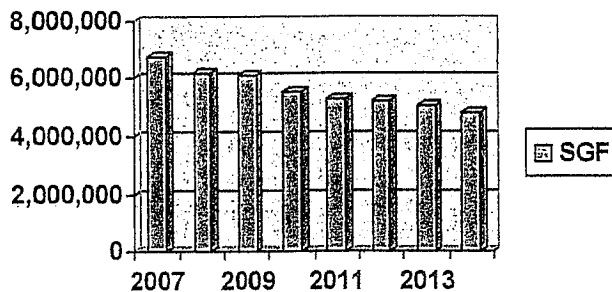
Thank you for the opportunity to appear before you today to discuss the Kansas Historical Society's budget

AGENCY OVERVIEW:

The Kansas Historical Society was established in 1875. In FY 2012 agency programs and services drew more than 6,000,000 people, with nearly an additional 6,000,000 through a partnership with Ancestry.com. Our collections and services are accessed in person and virtually through a variety of web-based resources. Historical Society programs are diverse and serve a large number of the state's population as well as out-of-state patrons. The agency plays a critical role in state government by being the repository and caretaker of state records. We also administer both state and federal historic preservation programs that bring economic development to communities across the state. The Kansas Historical Society is the state agency that provides curriculum materials on state history and government to our K-12 schools helping them to meet their state-required coursework. The agency also plays a significant part in the state and local economies through its museums and historic sites.

AGENCY ISSUES - Reduced State General Fund Budget

In the last eight years the agency has seen a steady decrease in State General Funds (SGF), resulting in a total decrease of nearly \$2,000,000 or 29%.



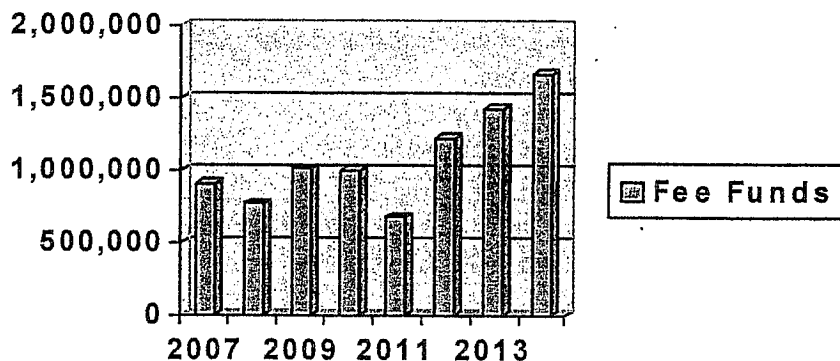
To meet the need to reduce resources the agency has employed the following strategies:

- Increased efficiencies
- Elimination of programs not directly related to state statute
- Lay-offs and agency reorganization
- Elimination of any services that may overlap with programs of other agencies or organizations
- Formed partnerships where possible
- Increased user fees (earned income)
- Seeking private dollars and in-kind donations for appropriate programs

In the FY2014 base budget SGF funds equal only 42% of the overall budget, with the remaining funds coming from federal sources, earned income (fee funds), Heritage Trust Fund, and private donations.

AGENCY ISSUES - Increased Earned Income

The agency's budget reflects a philosophy of increased earned income (fees) for such programs as the museum and historic sites. State General Funds (SGF) used for operating expenses are directed primarily to pay for fixed costs such as utilities, SMART fees, computer fees, postage, and salaries. In order to meet projected earned income targets the agency has had to increase user fees in all areas, including museum admissions, research fees, and tax credit processing. The following chart reflects the increase in earned income budgeted over the last eight years. Earned income is market driven and there will always be good years and bad years but the trend shows increased earned income. It should be noted that 2011 was the state's sesquicentennial of statehood and the agency waived fees on various occasions to honor the commemoration.



AGENCY ISSUES - Stabilizing the Operations of the State Historic Sites

The State of Kansas has owned state historic sites since 1899. All but one site that was acquired through appropriations were established through state statute. The communities in which these sites are located feel passionately about the value of their site and view the historic site as an economic opportunity for the community. As budgets have shrunk, the

agency has employed a variety of strategies to operate the sites. All of these strategies have been controversial in the local communities who do not feel the state is doing enough to preserve and operate the sites. Last year the travel industry association, TIAK, completed a draft white paper listing a variety of things the state could do to increase tourism in Kansas. One of its suggestions was to stabilize state funding for the State Historic Sites. This recommendation was made independent of the Historical Society.

It is the aim of the agency to stabilize a funding base for the historic sites that will capitalize on earned income and private donations to more fully utilize these valuable state resources. For this reason we would like to start a dialogue to explore the possibility of a dedicated funding source for the State Historic Sites to provide them with a stable base while at the same time increasing their earned income. For example, in Colorado the state historical society receives a percentage of the gaming revenue each year allowing it to operate both its state museum and historic sites. Without a base level of funding for the sites, the next step for the agency will be to operate all sites on a seasonal basis only.

AGENCY ISSUES - Contributing to Governor Brownback's Goals

Goals	Agency Response
Increase private sector employment.	<p>In FY 2012 the agency created 3,073 jobs through historic preservation tax credits and generated \$148,705,000 in gross state product.</p> <p>In FY 2012 the Heritage Trust Fund created 79 jobs and generated \$3,839,000 in gross state product.</p>
Increase the percentage of fourth graders reading at grade level.	<p>The agency assists school districts in the teaching of Kansas history and government by providing curriculum materials. <i>Read Kansas!</i> is an innovative program that promotes reading and language arts skills using Kansas history content.</p> <p>Students in Kansas and across the nation struggle with reading expository texts. The agency provides curriculum assistance to teachers involved in teaching expository comprehension.</p>
Increase the percentage of high school graduates who are college or career ready.	<p>Interpreting data and research skills are important to those entering college or a career. The agency makes research materials available online and works with teachers to develop curriculum materials that teach research and interpretation skills. In FY 2012 the agency provided training for 1,037 teachers.</p> <p>In FY 2012 the agency added 66,563 items to <i>Kansas Memory</i> (online collections) and made available 1,115 articles in <i>Kansapedia</i> to aid high school students in their research.</p>

	In FY 2012 the agency published a book aimed at high school students exploring the 12 most important events in Kansas history as chosen by a panel of historians.
Increase government accountability through transparency.	The agency operates the state archives, making governments records available to the public. This is a critical step in providing transparency in government. In FY 2012 5,122 individuals were given access to the state archives in Topeka and the staff answered an additional 4,532 research requests.
	Working with all three branches of government the agency initiated KEEP, an enterprise wide trusted repository of Kansas government digital records. In FY 2012 the basic digital archives was completed.
Recognize Kansans of Distinction	Using private donations the agency is working with the Governor's staff on the Kansas Walk of Honor on the Capitol grounds. The first inductee, Senator Bob Dole, was unveiled at the end of September 2011. The next three inductees will be honored October 10, 2012.
	Using private funds the agency will be publishing the book <i>Soul of Kansas</i> that includes a series of articles by noted Kansans.

AGENCY BUDGET - FY 2014

The agency's current services budget request is \$8,270,193 from all funds for FY 2014. Of this amount \$4,803,705 is the SGF allocation. This base budget maintains the Kansas State Historical Society's current services.

The agency is also requesting two enhancements totaling \$44,757 from agency fee funds for the restart of the historic highway markers program (\$10,000) and a capital improvement request for William Allen White House State Historic Site (\$34,757). No SGF will be used in these projects.

AGENCY BUDGET - Reduced Resources Budget FY 2014

As requested the agency submitted a reduced resources budget reducing the allocated SGF by \$480,371 or 10%. To meet this target the agency would:

- Reduce pass-through funds to the Kansas Humanities Council (\$6,089) and the Kansas Heritage Center (\$2,078) by 10%.
- Reduce hours at State Historic Sites, limiting public access.
- Reduce hours in the Topeka research room, limiting access to state records.
- Reduce IT funding, preventing the agency from developing computer applications to provide wider access to the state's collections.
- Layoff a projected 7 FTE and 13 part-time positions.

The adoption of the reduced resources package would mean that the agency had reduced its SGF by more than \$2,400,000 since FY 2007. This is a reduction of nearly 36% in eight years.

CONCLUSION

The mission of the Kansas State Historical Society is unique in state government. We are the only agency assigned to preserve and make accessible the records of our state activities and state government. Maintaining authentic records is a critical function of government. We use these records to provide schools with materials that teach our children critical thinking skills and civic responsibility as required by law. We also assist with the economic development of the state by providing financial incentives for communities and businesses to rehabilitate and repurpose their historic resources. A Rutgers University report in 2010 stated that historic preservation in Kansas produces more jobs than new construction. Finally, we educate all Kansans and visitors alike of the important role Kansas has played in our nation through the Kansas Museum of History and the state historic sites.

Attached is a copy of a summary of the agency's strategic plan for the next two years. A new goal has been added since this plan was developed. With the funding of the Capitol visitor's center, the agency will be working with the Department of Administration to ensure that the visitor's center is ready for the public in 2014.

I am asking for your support of the agency's base budget as submitted in the FY 2014 budget. Although we have increased earned income (fees), private fundraising, and partnerships we are still dependent on SGF funding to address our statutory obligations and fixed costs. Thank you for your past support and I appreciate the opportunity you have given me today to address the agency's budget.

Jennie Chinn
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Kansas Historical Society
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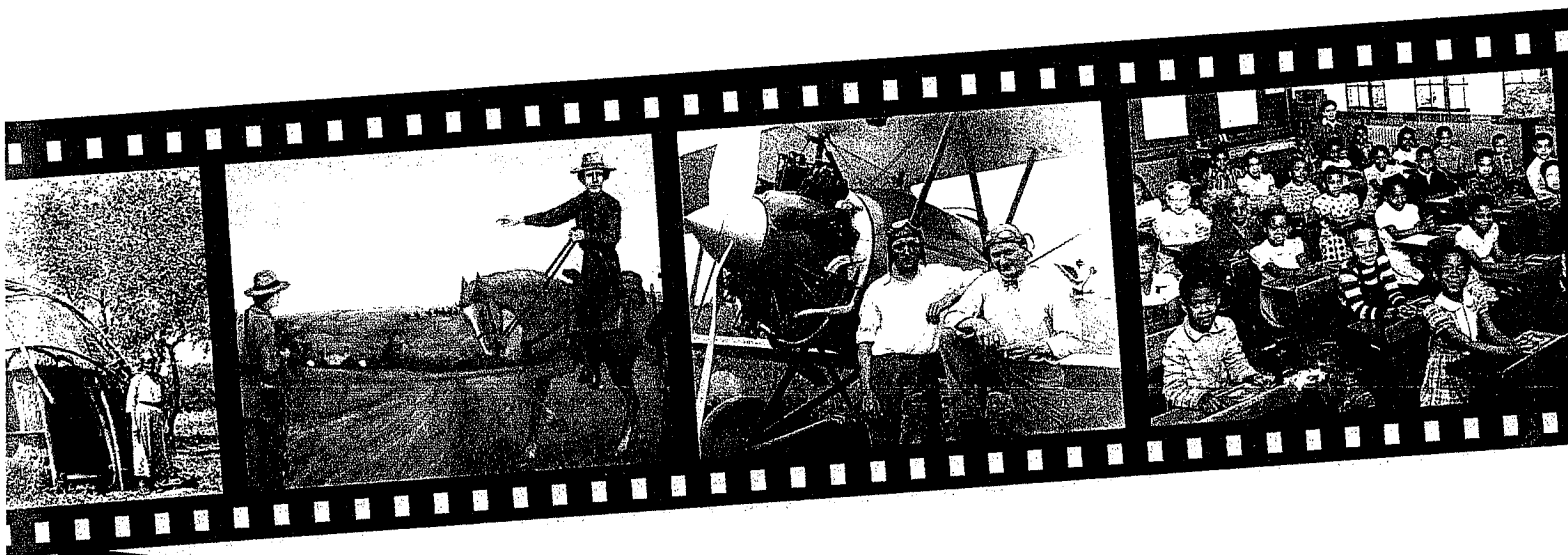
KANSAS HISTORICAL SOCIETY
Highlights of Agency Plan
2013-2014

Goals	Objectives
Employ new methods of data collection and program analysis to be efficient, cost-effective, and reflective of best practices.	Implement new admissions and sales software (TAM) that provides checks and balances at field locations and better reporting for programs throughout the agency.
	Implement a pilot program using the Cost Management System (CMS) developed by the Division of Budget to monitor consistency in production and to evaluate efficiencies.
	Implement a series of focus groups to gather audience data for the planning of new exhibits at the Kansas Museum of History.
	Provide training for selected staff to give them the knowledge to evaluate programs on an ongoing basis, using techniques of audience development and cost analysis.
Leverage state dollars to increase earned income and private dollars.	Reexamine all fees for services and lower costs of collecting fees so that a higher percentage goes into operations.
	In cooperation with the Kansas Historical Foundation develop a fundraising campaign to bring more private dollars into the agency, with a focus on donations to the museum and the state historic sites.
	Develop a sustainability strategy for the Kansas Electronic Enterprise Preservation program (KEEP) to ensure the long-term preservation of state digital records.
Increase partnerships to achieve agency goals and objectives.	Develop location specific partnerships to provide financial assistance for the museum and state historic sites.
	Evaluate the partnership begun in 2012 with Kansas State University to produce the quarterly journal <i>Kansas History</i> to ensure the partnership is working efficiently.
	Actively participate in the Department of Education's rewriting of the state social studies curriculum standards.
Use technology to allow audiences to access collections and services anywhere, at any time, on any electronic device.	Collaborate with partners from all three branches of government to build a production Kansas Enterprise Electronic Preservation (KEEP) repository for state digital records.
	Average more than 50,000 images annually of new material placed on <i>Kansas Memory</i> allowing the public access to collections online.
	Increase the number of articles in <i>Kansapedia</i> , the agency's online encyclopedia of Kansas history and government.
	Develop short videos and interactive activities on major events in Kansas history for use in the K-12 classroom.
	Develop online components of exhibits at the museum and state historic sites.
	Digitize images of Kansas newspapers with access through the Library of Congress <i>Chronicling America</i> web site.

	Provide teachers and parents throughout Kansas with online access to lesson plans and instructional materials for teaching Kansas history and government.
	Develop a public accessible data base with before and after photographs of historic preservation projects to increase public interest in rehabilitation of historic buildings and structures.
Serve as a major resource for Kansas schools for the teaching of state history and government.	Develop a series of short books on the 25 Notable Kansans for students in grades three through six, emphasizing basic reading skills.
	Discontinue Traveling Resource Trunks in their current form but reconfigure as smaller instructional kits providing hands-on activities for schools and families.
	Develop new program formats that teach reading standards through history content, building on the success of <i>Read Kansas!</i>
	Develop materials for Kansas high school students that help them develop skills to research and analyze data.
	Increase the number of teachers trained through in-services and continuing education.
Use modern techniques of interpretation to immerse visitors into the world of the past.	Using private funds embark on a planning process to reconfigure the galleries and reinterpret state history and government at the museum in a more engaging way for the 21st century visitor.
	Complete a feasibility study to determine the need for an interactive Santa Fe Trail center at the Kaw Mission State Historic Site.
	Develop online exhibits that could be "borrowed" by local historical societies and libraries.
	Offer more exhibits in the special exhibits gallery to attract repeat visitors.
Integrate historic preservation practices into community planning.	Facilitate historic preservation throughout the state guided by the federally approved-5 year plan.
	Continue to provide financial and technical assistance to communities to preserve or rehabilitate their historic resources for 21 st century needs.
	Provide incentives for property owners of historic structures to develop long-term maintenance plans.
	Provide review results for state preservation law, 106 review, and state and federal tax credits in less than seven working days so as not to delay any development projects.

Kansas Historical Society

NOTABLE EVENTS IN Kansas History



AD ASTRA PER ASPERA
Kansas
Historical Society

Notable Events in Kansas History

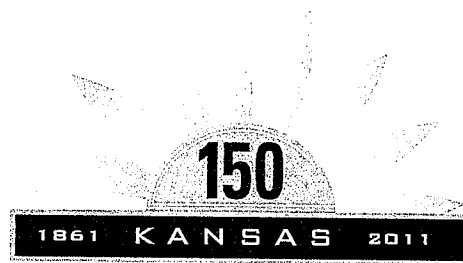
Kansas has a unique and important history. It is one of the very few states to be established for a cause—the cause of freedom. From this dramatic founding, Kansas would become a frontier of innovation.

During Kansas' 150 year history our state has often been at the forefront of national movements. Some events emerge as defining moments, not only impacting our citizens, but affecting those well beyond our borders and around the world.

The top 12 events in our state's history, selected in 2011 by the Governor's Blue Ribbon Panel on Kansas History, include the beginnings of the American Civil War, the creation of the nation's breadbasket that helps feed the world, the overland trails that established international trade and relocated people to the West, the emergence of the aviation industry, and the hearkening

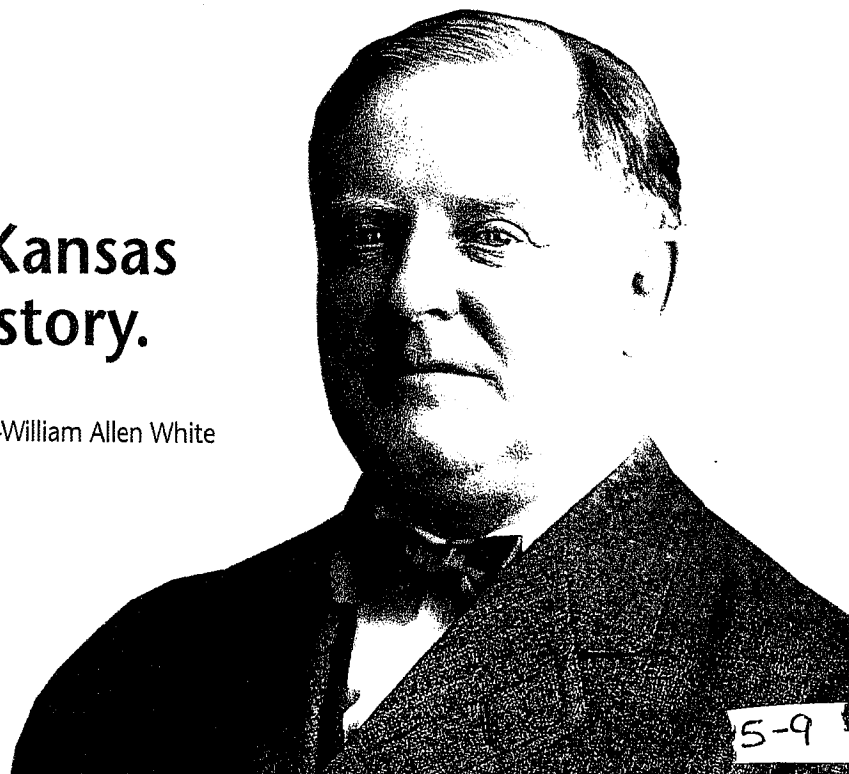
of the American Civil Rights Movement. These critical events in history began here, in Kansas. The panel selected the Kansas-Nebraska Act and Bleeding Kansas as the most significant of the events in the state's history.

We hope these momentous times in the history of Kansas will inspire future generations to accomplishments that continue to advance our state and nation and lead to innovations that benefit mankind.



**For things start in Kansas
that finish in history.**

—William Allen White



Opening of the Santa Fe Trail

William Becknell was a salt trader living in Missouri in the early 1800s. He had served as a ranger on the frontier during the War of 1812. Becknell's earlier business ventures had not gone well and he needed to find new opportunities to pay his debts. Mexico would soon win its fight for independence from Spain, and Santa Fe offered a new market for materials from the United States. Becknell saw an opportunity to open a trade route between the two countries.

On September 1, 1821, his party left Arrow Rock, Missouri, and headed across the Kansas prairies toward the Arkansas River, which the men followed west. They hoped to trade horses and mules with American Indians and hunt wild game on the plains. They met a troop of Mexican soldiers who traveled with them to Santa Fe, where they were greeted warmly. The party had brought \$300 worth of goods, including calico and other printed cloth, which sold at five times the value in the United States. When Becknell returned to Missouri on January 30, 1822, he reported his success and quickly began organizing a return trip. With his debts paid, Becknell set out in May on the route with three wagons, 16 men, and more goods to trade with Mexico. In 1824 a wagon caravan traded hardware and dry goods in Santa Fe for gold, silver, furs, and mules.



Josiah Gregg's Commerce on the Prairies depicting a caravan of Americans arriving in Santa Fe, Mexico.

The traders on these caravans soon learned the challenges on the trail—water was scarce, especially in the summer months, there was no shelter from the harsh environment, and some American Indians resented that the trail crossed their lands. To address environmental issues, caravans followed alternate routes depending on drought or flood conditions. The government built forts along the trail in an effort to suppress violence between the caravans and the Plains Indians.

Few women traveled the Santa Fe Trail. Harriett Bidwell Shaw was one of those and she kept an account

SEPTEMBER 1, 1821

First party leaves Missouri headed for Mexico on the Santa Fe Trail

This is typical of Ute-style blankets and was probably acquired in trade by freighter James Carter of Westport, Missouri.

of the wolves, and swarming insects often made it difficult to sleep on the trail.

This morning just before day experienced a severe thunderstorm such as we have heard of on the plains – it was very heavy & [xx] rain poured down in torrents c tried to sleep but could not much on account of Musquitoes which annoyed me constantly. . . . Almost impatient at our frequent stoppings . . . O when shall we leave this wicked train & find a great resting place.

The Shaws did not return on the trail with the traders but went to serve at the Baptist missions in Mexico.

The Santa Fe Trail ended in 1880 with the beginning of the railroad.



The Smoky Hill River crossing at Ellsworth on the Santa Fe Trail, 1867.

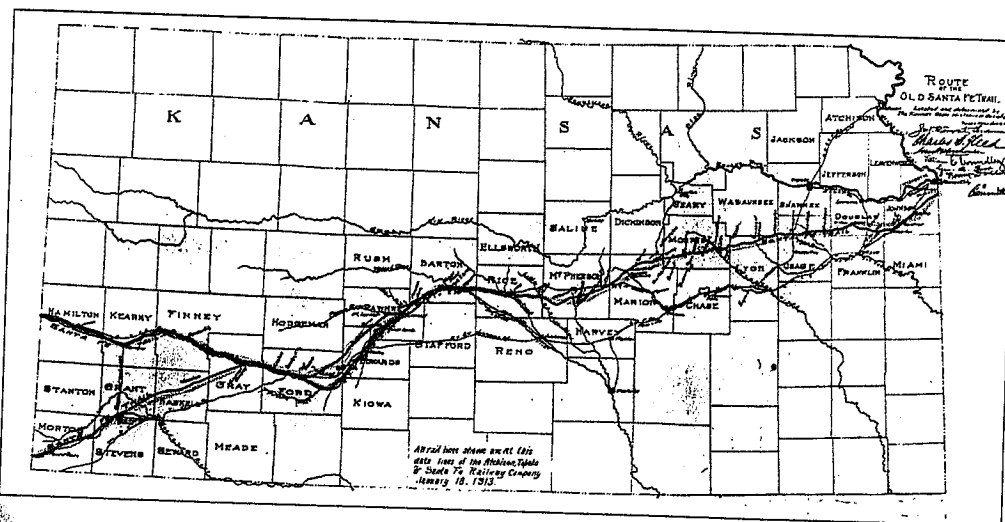
of the 60-day trip in her journal. She and her husband, the Reverend James Milton Shaw, traveled to Santa Fe in a wagon train in 1851. Shaw noted that their trip began at the Shawnee Mission near Kansas City. On the journey they experienced the frontier and encountered a few American Indians.

While getting our supplies an Indian came with a very fine looking horse . . . His dress consisted of pants and a blanket thrown over his shoulder. His head was mostly shaven only a braid on top like the pictures we have seen.

Shaw's meals usually consisted of crackers and coffee or tea. She was pleased when they were able to hunt buffalo and add meat to their diet. The storms, howling



Above, Santa Fe Trail in Dodge City, 1872; left, route of the Santa Fe Trail.

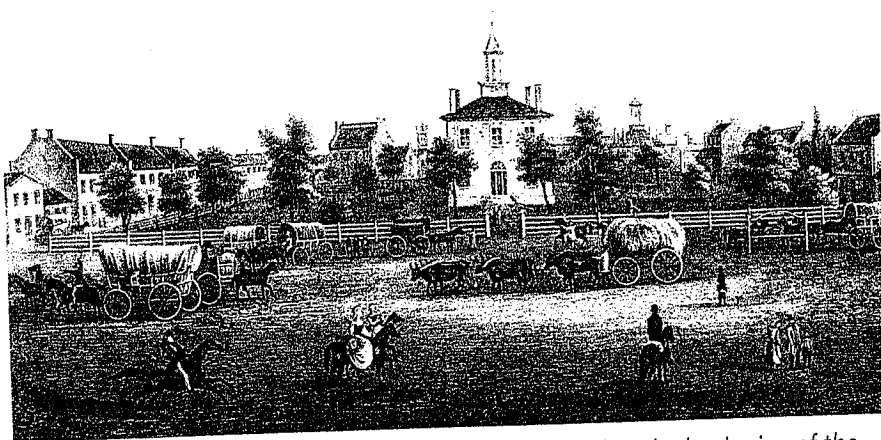


Impact of Overland Trails

Two major trails of the 19th century crossing the continent from east to west helped the nation expand to new territories and to initiate trade with neighboring counties. One of the trails was for commerce; the other for migration. These distinct routes redefined our nation. Both of these trails began just east of Kansas, in Independence, Missouri.

The 900-mile Santa Fe Trail launched international trade between the United States and Mexico. Nearly half of the trail was located in Kansas, where forts and trading posts soon were established to protect and serve the traders. Since the commerce route passed through the hunting grounds of several Plains Indians, some battles ensued, although the greatest threat to travelers was a lack of water. The Santa Fe rail line was later laid along a portion of the original route. Today U.S. 56 highway follows the former Santa Fe Trail.

The 2,000 mile Oregon-California Trail transported American settlers headed to find prosperity on the West Coast. Beginning in 1841, the trail followed a route over the Missouri River, across northeast Kansas, continuing north and west to the Columbia River Valley in Oregon or west to the gold fields of California.

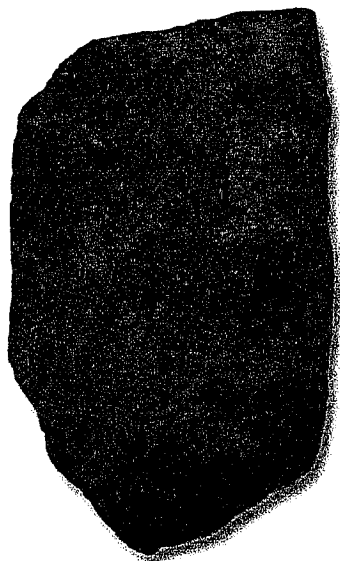


This courthouse in Independence, Missouri, was located at the beginning of the overland trails.

Around 300,000 people traveled the Oregon-California Trail during the 20 years it operated.

Kansas was not open to settlement during the early years of these trails, so most travelers did not stay. Many, however, wrote of the beauty and fertility of the land and they would encourage others to consider settling in the territory when it opened.

Travel on the overland trails carried many dangers. Conditions were harsh, provisions were limited, medical care was unavailable, and some people perished and were buried along the trails. By the 1880s, railroad service spanned across the nation. Trains replaced the overland trails, providing faster, less hazardous transportation from the East Coast to the West Coast.



Think about it: Why do countries trade with each other? Why is trade an important part of the U.S. economy?

Primary source document: Harriet Bidwell Shaw began her journal on September 18, 1851, when she and her husband embarked on the Santa Fe Trail. Here she writes of their first day on the journey as they pass into Kansas.

Left, this tombstone marks the grave of a man who died on the Oregon-California Trail in 1849.



Journal of Harriett Bidwell Shaw the only white
woman on the trip
Crossing the plains 15th New Mexico
in 1851

Sept. 18th Back again to our dear friends at Shawnee Mission with whom we spent a week most delightfully & started on our long journey across the plains. Mr. Barker accompanying us a few miles to direct us aright. The train had left a few days previous when he left we pursued our journey alone, but soon met an Indian of whom we inquired for the train. He said 2 miles & pointed to the sun from which we learned that the train left their camp 2 miles ahead of us at sunrise. So on we went our little miles seeming very well pleased to be on the road to their native land. We passed through a very pleasant portion of country covered with flowers. found a good road. About 10 a cloud of dust on the distant horizon showed us in what direction the train was moving. Stopped a short time at Indian Creek to water mules & eat our lunch. This was the commencement of our plain life. but we went on in good spirits. soon after met a man who I suppose claimed to belong to the European race. but which from his looks one might feel inclined to doubt. soon met a train returning from Santa Fe. the wagons drawn by oxen. had been a month & 18 days on the road. said we should find plenty of water all the way but that the buffaloes had eaten up all the grass on the big Arkansas. also said our train was about 3 miles ahead & soon another cloud of dust informed us that we were not far distant & about 1 o'clock came up with them & found them stuck in a mud hole. they said they were waiting for us & had been at every mud hole. company of Indians passed us here on horseback. soon however we moved along. had a fine day for travelling & went as far as Cedar creek & camped 20 miles from the mission. Milton gathered some sticks & made our

Potawatomi Trail of Death

Menominee was chief of one of the largest of four Potawatomi communities in northern Indiana and Michigan in the early 19th century. A treaty protected the lands of the four communities near the confluence of the Yellow and Kankakee rivers.

As white settlers began to move west, they wanted access to fertile lands like these held by the Potawatomi. Under pressure from the federal government, the other three chiefs agreed to sell their part of the lands in exchange for lands in the west. Menominee refused, he wanted to protect his people from forced removal. Yet, the Treaty of Tippecanoe in 1832 sold the Potawatomi lands without Menominee's approval.

The President does not know the truth. He, like me, has been imposed upon. He does not know that you made my young chiefs drunk and got their consent and pretended to get mine. He would not drive me from my home and the graves of my tribe, and my children, who have gone to the Great Spirit, nor allow you to tell me that your braves will take me, tied like a dog.

—Chief Menominee wrote to Abel C. Pepper, federal agent, 1838

As the government prepared to remove some of the Potawatomis, Menominee served as an inspiration for those who refused to go. They gathered in a nearby camp to protest the move. Father Deseille at the local Catholic

mission supported Menominee's efforts, but was removed for interfering. White squatters were allowed to move into the area in August 1838. After violence erupted between the Potawatomis and the squatters, the Indiana governor ordered the arrest of Menominee. On September 4, 1838, the mounted militia removed 859 Potawatomi people at gunpoint. They were forced to walk more than 600 miles to Kansas. Father Benjamin Marie Petit accompanied the Potawatomis on the trail and kept a journal of his experience.



Potawatomi Indians at St. Mary's Mission in Pottawatomie County, 1867.

NOVEMBER 4, 1838

Potawatomi Trail of Death ends in Kansas



The Potawatomi Trail of Death is marked from Indiana to Kansas including the 48 places where the people camped one or more nights on the forced removal.

A witness described the scene of removal:

The whitemen were gathering thick around them, which was but a sad necessity for their departure. Still they clung to their homes. But the flames of the torch were applied—their villages and wigwams were annihilated.

The two-month trek on foot proved too difficult for some of the Potawatomis. They had too little food to eat and they were exposed to typhoid. The journey claimed the lives of 42 people, half of those who died were children. A few people escaped; 756 arrived first at Osawatomie in Franklin County. There they expected to find shelter from the coming winter. No housing had yet been built.

The Catholic Church had established the Sugar Creek mission in Linn County and many of the Potawatomis moved there. The elderly French-born Sister Rose Philippine Duchesne came in 1841 to teach Potawatomi girls at the reservation. She worked at the mission until she became too feeble to serve. The Potawatomis named

her Quahkahkanumad, which stood for "Woman Who Prays Always." She was canonized in 1988.

In 1848 the mission was moved to Pottawatomie County. Today the St. Philippine Duchesne Memorial Park is located on the site of the former Sugar Creek mission. Six hundred Potawatomis are buried at the site.



Holy Family statue at the memorial in Kansas.

Impact of Indian Removal

The population of the United States was growing in the early 19th century. The acquisition of the Louisiana Purchase in 1803 gave the country new vistas to expand. Portions of the East were becoming crowded and the new immigrants needed more lands. The native peoples in the East and the Great Lakes regions occupied much of the desirable fertile farm lands.

In 1830, just a year after taking office, President Andrew Jackson drove through Congress a new piece of legislation called the "Indian Removal Act." The act called for the U.S. government to quickly begin to remove all native tribes in the East to lands west of the Mississippi River. Thus new settlers could move to states like Ohio, Indiana, and Illinois.

The American Indians had few options; stay and face encounters with the military and white settlers, or agree to move to lands in the west. During the mid-19th century as many as 90 different tribes were removed to Kansas. The removal process was difficult since the native people were being forced to leave their homes and ancestral lands and move to unknown and sometimes inhospitable areas.

Tribes had lived for generations in specific regions and had adapted to the climate and foods. Life in Kansas was quite different and sometimes this change was too great. Tribes had different lifestyles—some were accustomed to a diet of fish, others had hunted in the forests. These changes in weather, shelter, and food, plus introduction



A group of four Sac and Fox chiefs went to Washington, D.C., to negotiate for better conditions for their people, 1860s.

to disease, resulted in the deaths of hundreds of native people during their first few years in Kansas. Here there were many Plains Indians tribes already living in the area and competing for the available food.

Once Kansas was opened for white settlement, the government began to negotiate treaties that reduced the lands of the native people and eventually moved many of them to Oklahoma. Four tribes reside in Kansas today—Iowa, Kickapoo, Prairie Band Potawatomi, and Sac and Fox.

Think about it: How does the government determine whose rights are more important when land is disputed?

Primary source document: Amelia Josephine Labedia was a member of the New York Indian tribe who wrote a letter of complaint to James W. Denver, commissioner of Indian Affairs, concerning conflicts with white squatters.

Tenskwatawa was a Shawnee prophet who fiercely opposed removal, 1831.



March 5th 1859
 Suella Tsykon Co
 honored Sir

I take the opportunity of writing you a few lines concerning our lands I mean the New York land as I belong to that nation we were drove away from there last spring by the squatters. We had been there every since 1850 and had very good improvements and cattle hogs and every thing to live my husband worked hard so we could have a good place but we had to leave it all they come to our house in the night to kill my husband but he was not there so we left and some other families the same we think according to our treaty that is our land but the squatter have driven us from it now Sir be so kind as to tell me what is going to be done for us for we have suffered a great deal some are all now starving the squatter wont let them do any work so that they can raise any thing to eat they take ~~the~~ fields from ~~us~~ and burn our houses and every thing that is bad I do believe they are the worst people in the world we heard we had an agent and that he would get orders soon to remove this people but do not know how true it is now Sir do be so kind as to have something done immediately for us for we look to you as to a father to do something for his children please to write to me if there is going to be any thing done and how soon if we can get on our land this spring time to raise a crop or have some it will be done Yours with
 Amelia Josephine Tsubedie

Kansas-Nebraska Act



Senator Stephen A. Douglas

Senator Stephen Douglas of Illinois believed that voters should determine the important issues affecting their lives. The nation was gripped by arguments on slavery and whether to open new territories for settlement. Douglas introduced a bill in January 1854 that combined both themes including the provision of popular sovereignty to

address the slavery issue. The Kansas-Nebraska Bill would allow inhabitants to decide if the two new states were free or proslavery.

The great principle of self government is at stake, and surely the people of this country are never going to decide that the principle upon which our whole republican system rests is vicious and wrong.

—Stephen Douglas

Douglas' bill was designed to appeal to Northerners who wanted to restrict the growth of slavery and Southerners who liked the idea that voters could determine the fate of the new territories. Earlier

compromises had restricted slavery to states south of an agreed upon latitude, with Missouri the exception since it was north of the line. Douglas wanted to find a way to solve the split without reopening discussions on the previous compromises. Even with Democratic majorities in the U.S. House and Senate, opposition quickly emerged to block the bill, and amendments were introduced to override the compromises.

From the free state of Ohio, Representative Joshua Giddings and Senator Salmon P. Chase published a response to the bill that further ignited the debate.

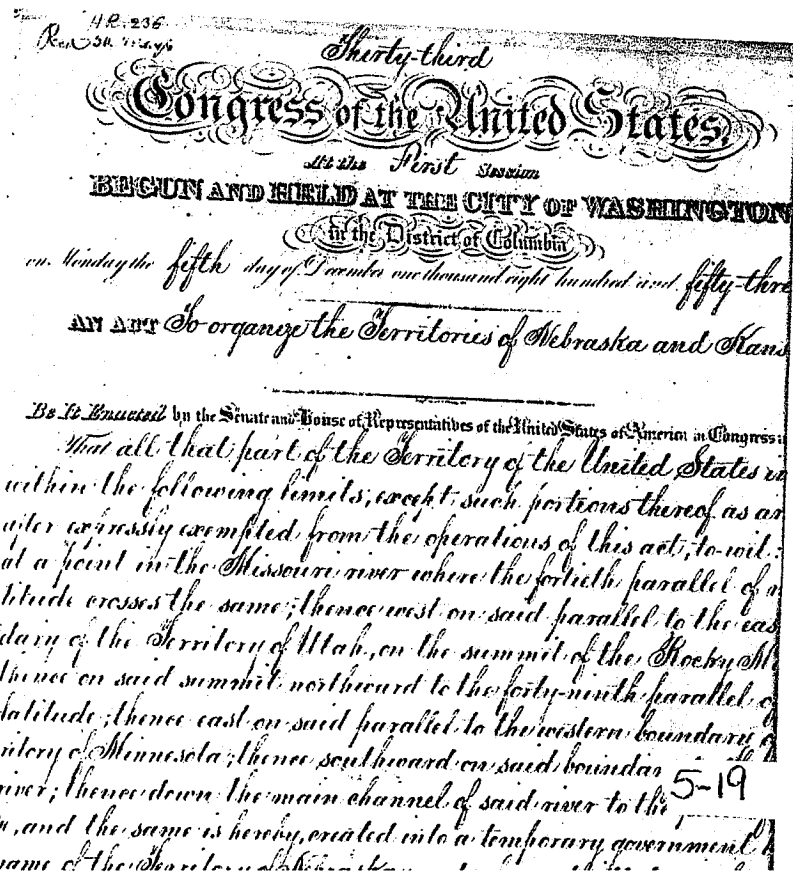
We arraign this bill as a gross violation of a sacred pledge; as a criminal betrayal of precious rights; as part and parcel of an atrocious plot to exclude from a vast unoccupied region immigrants from the Old World and free laborers from our own States, and convert it into a dreary region of despotism, inhabited by masters and slaves.

—Appeal of the Independent Democrats in Congress to the People of the United States

MAY 30, 1854

Kansas-Nebraska Act signed into law by U.S. President Franklin Pierce

Right, Kansas-Nebraska Act.





FORCING SLAVERY DOWN THE THROAT OF A FREESOILER

A cartoon depicting the results of Douglas' bill, which opponents said "forced slavery down the throats of free-soilers."

Douglas felt personally betrayed by the appeal and fought even more fiercely in support of his bill. On March 4 the Senate completed its final vote and the bill passed 37 to 14.

President Franklin Pierce believed that popular sovereignty would work. He and others assumed that Nebraska would enter the Union as a free state and Kansas, which shared its eastern border with Missouri, would be proslavery. A Democrat, Pierce tried to persuade members of his party to pass the House version of the bill.

On May 8 the House debated the bill on the floor. Free-state congressmen led a filibuster, insults were exchanged, weapons were displayed, and violence erupted resulting in the arrest of a congressman. The final vote was 113 to 110 in support. President Pierce signed the bill into law on May 30, 1854, creating the two territories.

The act they passed decreed that "when admitted" the new state or states "shall be received into the union with or without slavery, as their constitution may prescribe at the time of their admission." The new Kansas-Nebraska Act opened the territories to settlement and set about a firestorm that would engulf the nation.



President Franklin Pierce, 1850s.

5-20

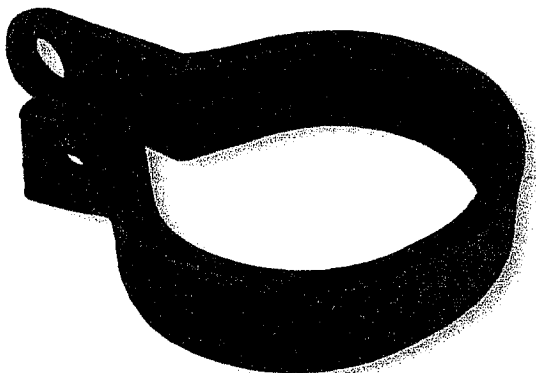
Impact of Bleeding Kansas

Kansas Territory became a battleground for proslavery and antislavery forces and earned the nickname "Bleeding Kansas." Nebraska Territory, though created under the same provision, avoided the battles of its southern neighbor.

Southerners from across the border in Missouri and settlers from the North immediately came to Kansas Territory to support their causes. Others came to Kansas Territory not to become embroiled in the fight, but for the opportunity for land. Election fraud, intimidation, and some violence resulted, when pro- and antislavery forces clashed.

Partisans inside and outside Kansas Territory exaggerated the level of violence for their own political advantage, thus creating the territory's reputation as a battleground. The turmoil was reported across the country in the national press and contributed to the growing tension between the North and the South. The battle for Kansas continued in Congress. Senator Charles Sumner from Massachusetts was among those who felt the Kansas-Nebraska Act should be repealed. In May 1856 he delivered a three-hour speech called "The Crime Against Kansas."

One of the Southern senators claimed that Sumner's comments were libelous to South Carolina and challenged him to a duel. Days later, Senator Preston Brooks beat Sumner with a cane, while another senator kept would-be rescuers away at gunpoint. Sumner and Brooks became heroes for their respective sides.



Left, this shackle was removed from the ankle of a slave who escaped to Kansas.



Samuel Reader created this painting based on his experience at the Battle of Hickory Point between free-state and proslavery forces near Oskaloosa in 1856.

The first three attempts to write a Kansas constitution kept the territory's western border along the Continental Divide. The fourth and final, the Wyandotte Constitution, approved in 1859, revised the western border to the 25th Meridian, the shape of the state we know today. This free-state constitution denied full voting to African Americans, American Indians, and women, although women were given some rights. The U.S. House and Senate passed the bills in January 1861 as Southern states were seceding from the Union. President James Buchanan signed the bill into law on January 29, 1861, making Kansas the 34th state in the Union.

Think about it: Could it be argued that the Civil War actually began in Kansas?

Primary source document: Samuel J. Reader wrote a two-volume autobiography based on his own diaries, which spanned his experiences during Bleeding Kansas, the Civil War, and throughout the remainder of his life in Kansas. Here he writes about the Battle of Hickory Point that resulted in one death and several injuries.



10

Bickory Point.

Taking a free ride to glory.

revolver and Bowie-knife. His wife looked anxious and distressed, but seemed resigned to the situation. As Boyd and I were going back to the wagons, we met a discontented man of our party, who told us he had had only "an excuse for a breakfast"; much to Boyd's amusement.

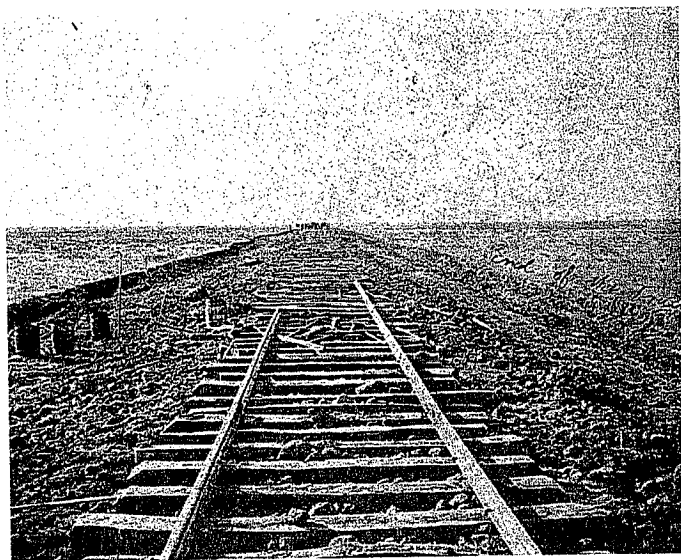
It was not long before our line of march was formed. The cavalry were in advance; the infantry on wheels, next; and perhaps a baggage wagon or two in the rear. We had a number of recruits from the surrounding neighborhood. It was estimated by some of our party, that we had about 150 men, all told. Some said more; some said less.

The exhilaration I felt, as we started, and rolled over the smooth roads, on that beautiful September morning, is a thing never to be forgotten. With our righteous cause; our Sharps rifles; and Jim Lane himself at our head, I considered victory as assured. I heard some of the men say, that the Border Ruffians would never make a stand short of the Missouri river; and they were lamenting the long, tedious journey we should have to make, in order to catch them. It never entered into

Santa Fe Railway Charter

Cyrus K. Holliday was one of the early businessmen in Kansas Territory. He founded the free-state community of Topeka and was elected to serve as mayor. Holliday knew that access to railroad transportation would be an important element in ensuring success for the new town. By 1859 railroads had not expanded much beyond the Mississippi River, but efforts were underway to connect East to West. Holliday wanted to make sure that trains passed through Topeka, so he worked with other community leaders to create a railroad company.

A native of Pennsylvania, Holliday held a bachelor's and a master's degree in law. Since Holliday had been involved in preparing legal documents for a new railroad in his native state, he was well-suited to lead a similar effort in Kansas.



The end of tracks three miles east of Hutchinson, 1872.

Holliday envisioned the railroad would originate in Atchison, located on the state border along the Missouri River, running through Topeka and eventually connect with Santa Fe, New Mexico. Following the route of the Santa Fe Trail, the new railroad would cross diagonally through Kansas, offering opportunities for town development along the way. Since the territory had no laws of incorporation, Holliday, who was a Topeka delegate in the 1859 territorial legislature, asked the government to authorize his charter. He wrote and submitted a bill to the territorial council, which passed and was signed by Territorial Governor Samuel Medary, creating the Atchison and Topeka Railroad Company. The city of Santa Fe was added to the company name to reflect Holliday's future ambition.

We have to earnestly request that you will procure a number of signatures from Chase County. This, Wood, is of the most vital importance to all our people. If you can send us up a large petition it will secure beyond a peradventure the building of a R. R. from the Mo. River via Topeka toward your place and section of country. Now is the time to act and act promptly.

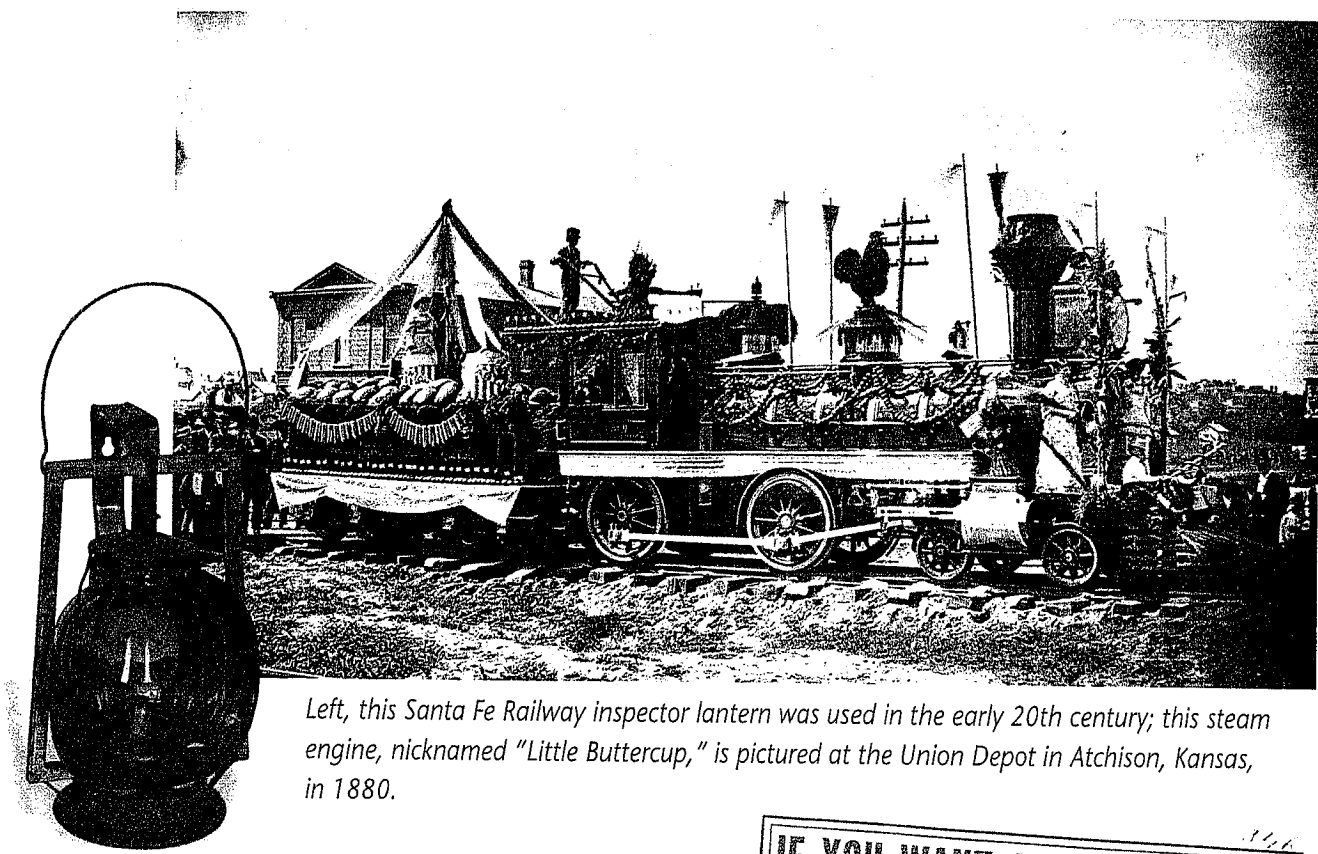
—Cyrus K. Holliday to S. N. Wood,
September 19, 1860

The Santa Fe Railway is chartered by Kansas Territorial Legislature

Right, Cyrus K. Holliday, circa 1859.



5-23



Left, this Santa Fe Railway inspector lantern was used in the early 20th century; this steam engine, nicknamed "Little Buttercup," is pictured at the Union Depot in Atchison, Kansas, in 1880.

A severe drought in the territory followed by the outbreak of the Civil War delayed the opening of the railroad. The company obtained a federal grant to acquire public lands for the rail lines, and eventually broke ground on October 30, 1868. The first section, connecting Topeka and Pauline at a distance of six miles, was completed six months later. On December 23, 1873, the railroad had finally reached the Colorado border.

The Atchison, Topeka & Santa Fe Railway actively encouraged immigration to Kansas, offering reductions in fares to those who came to inspect, and subtracting those fares from the purchase price of the land. The railroad company was responsible for much of the settlement along the rail line through western Kansas.

The construction of the rail lines through the Royal Gorge in the Rocky Mountains led to a violent conflict with a competing railroad. The compromise allowed for the Atchison, Topeka & Santa Fe to lease a rail line through the pass. Eventually Holliday's goal for the railroad to culminate in Santa Fe was made possible in 1878 through an arrangement with a branch line. Holliday continued to serve as the railroad's director until his death in 1900.

IF YOU WANT A FARM OR HOME
"THE BEST THING IN THE WEST"
Atchison, Topeka & Santa Fe
RAILROAD
LANDS
IN SOUTHWEST KANSAS.

Temperate Climate, Excellent Health, Pure and Abundant Water.
GOOD SOIL FOR WHEAT, CORN AND FRUIT.
The Best Stock Country in the World.

Or to _____ For Full Information apply to
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 A. T. & S. F. R. R., Topeka, Kas.
 Musikunst vertheilt, S. B. Schmidt, Deutscher Wein' H'gt., Topeka, Kas.
 Knight & Leonard, Printers, Chicago.

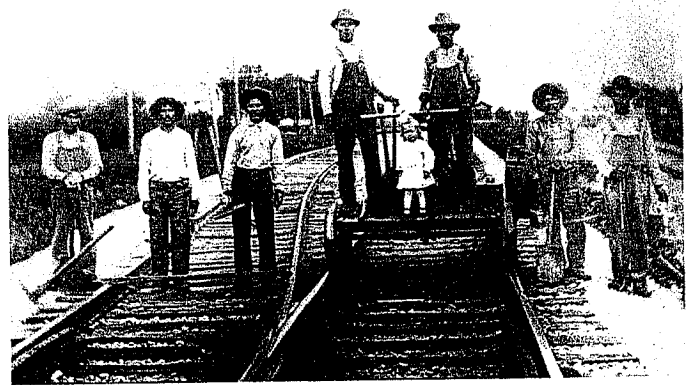
The Santa Fe Railway used promotional materials like this one from the 1870s to encourage settlement along the rail lines.

Impact of Railroad Construction

The nation's first railroads began operation in 1825 in New Jersey. In 1830 the Baltimore and Ohio Railroad introduced service in Maryland that eventually expanded to Pennsylvania and West Virginia. By the time Kansas Territory was opened for settlement in 1854, a number of railroads were in operation as far west as Indianapolis.

The Elwood and Marysville Railroad was the first to offer service in Kansas. It completed five miles of track from Elwood to Wathena in 1860 and then halted construction. The Civil War interrupted most building activity for the next four years. Even before the war, the federal government had been concerned about connecting the vast domain of the West with that of the industrial East and agricultural South. Where canals and roads would fail, railroads would succeed.

In addition to the Santa Fe Railway, the federal land grant program benefited other Kansas railroads, including the Union Pacific. The program made it possible for railroad companies to acquire public lands if they would construct rail lines. Additionally, 30-year government loans were available to companies to cover the cost of construction. The grants and loans helped railroad companies avoid the huge expense of land acquisition. Small squares of land were owned alternately by the government and the



Santa Fe laborers work near Pauline, 1913.

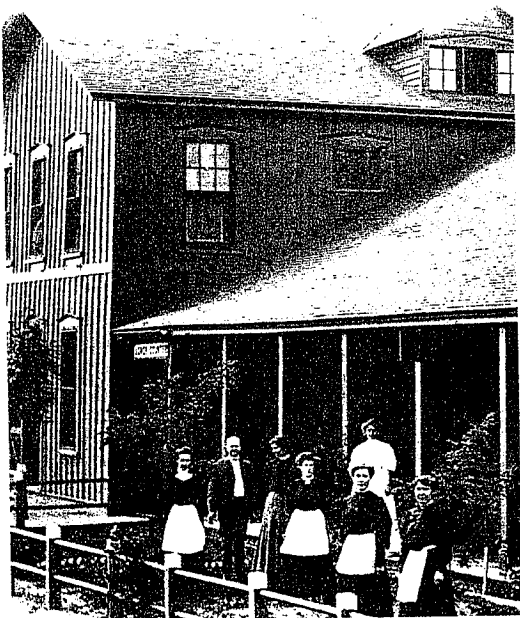
railroad along the proposed lines. Both entities benefited from the increased value of land as settlers moved into the area. By 1890 Kansas was second in the nation in railroad mileage.

Railroads brought a number of jobs to the state including crews to maintain the track, to staff the trains, and to service the depots. Related services emerged including restaurants, hotels, grain elevators, and general stores. The railroads defined how the state was settled and by whom through their ambitious recruitment efforts.

Think about it: How does transportation influence town development in Kansas today?

Primary source document: Since Kansas Territory had no laws concerning incorporation, the territorial legislature handled these business proceedings. During its fifth session in the city of LeCompton it approved the charter of the Atchison and Topeka Railroad. This record is from Volume I of the company documents, dated 1890.

Harvey Houses like this one in Syracuse, Kansas, were restaurants established near depots to serve railroad travelers in comfort, circa 1880s. "Harvey Girls" wore uniforms consisting of black dresses and white aprons.



CHARTER.

PRIVATE LAWS OF THE TERRITORY OF KANSAS

PASSED AT THE FIFTH SESSION OF THE LEGISLATIVE ASSEMBLY,
1859.

CHAPTER 47. [Page 57.]

AN ACT INCORPORATING THE ATCHISON AND TOPEKA RAILROAD
COMPANY.

Be it enacted by the Governor and Legislative Assembly of the Territory of Kansas:—

SEC. 1. That S. C. Pomeroy, C. K. Holliday, Luther C. Challis, Peter T. Abell, Milton C. Dickey, Asaph Allen, Sam'l Dickson, Nelson L. Gordon, Geo. S. Hillyer, Lorenzo D. Bird, Jeremiah Murphy, Geo. H. Fairchild and R. L. Crane, with such other persons as may associate with them for that purpose, are hereby incorporated a body politic and corporate, by the name of the "Atchison and Topeka Railroad Company," and under that name and style shall be capable of suing and being sued, impleading and being impleaded, defending and being defended against, in law and equity, in all courts and places; may make and use a common seal and alter or renew the same, be capable of contracting and being contracted with, and are hereby invested with all powers, privileges, immunities and franchises, and of acquiring, by purchase or otherwise, and of holding and conveying real and personal estate, which may be needful to carry into effect fully the purposes and objects of this act.

Corporate name and general powers.

SEC. 2. The said company is hereby authorized and empowered to survey, locate, construct, complete, alter maintain and operate a railroad, with one or more tracks, from or near Atchison, on the Missouri river, in Kansas Territory, to the town of Topeka, in Kansas Territory, and to

Description of authorized road.

Fight for Women's Rights

The people of Moneka, Kansas Territory, wanted equal rights for men and women. They wanted women to be able to vote in elections, own property, and be guardians of their own children. They turned their convictions into action to form a women's rights organization.

Moneka was settled in 1857 by abolitionists from the East. About 200 citizens lived in the community in Linn County; among the town's founding families were the Wattles. At the first meeting on February 2, 1858, Esther Wattles was elected president and a committee was appointed to draft a constitution. About 42 people joined the organization; nearly half of the members were men.

At the February 13 meeting, members elected a full slate of officers and adopted a preamble and seven articles for their constitution.

It shall be the object of the Society to secure to woman her natural rights and to advance her educational interests. In furtherance of these objects the Soc. shall consider what womans natural rights are, and the means best calculated to secure them.

Members discussed what efforts they could undertake to elevate the status of women. They set monthly programs with "such women lecturers as are accustomed to public speaking," established dues, and adopted resolutions to convince every woman "to convert to her views at least one legal voter."

*Secretary's Book
The Moneka Woman's Rights
Association*

Preamble and Constitution

*of the
Moneka Women's Rights Association.*
*Because, Woman is constituted of body and
Mind and has all the common wants
of the one and the natural powers of the other.
Because she has is a social being and
has all the relations of life to sustain
which belong to an Associated condition
of existence - and
Because she is a progressive being
ever out-growing the present past
and demanding a higher and greater
future - or in other words,
Because she is a Human Being and as such
is endowed by her Creator with the full
measure of human rights whether edu-
cational, social or political; and
Because by the present arrangement of the
world and the higher order of educational
institutions, thereby deprived of great
opportunities for intellectual improvement*

JULY 5, 1859

**Women's rights included
in discussions of Wyandotte
Constitution**

The Moneka Woman's Rights Association outlined its goals and asked Clarina Nichols to advocate at the Wyandotte Constitutional Convention in 1859.



Clarina Nichols campaigned on behalf of women's rights in Kansas.

... endowed by her Creator with the full measure of human rights whether educational, social or political; and Because by the present arrangement of the world she is shut out of Colleges and the higher order of educational institutions, thereby deprived of great opportunities for intellectual improvement.

In order to achieve their goals, the members of the organization knew they must influence how the new Kansas constitution was written. Three previous constitutions had been defeated—one proslavery and two free-state. None of these failed documents had provided women's rights. The members focused their efforts on the fourth constitutional convention to be held in Wyandotte in summer 1859. Through an active petition effort the organization gained approval for one of its members to attend the Wyandotte Constitutional Convention.

Clarina I. H. Nichols was a lecturer on women's rights and an associate editor for an abolitionist newspaper in Wyandotte County. A native of Vermont, she had moved to the

territory in 1854. The Moneka association selected Nichols "for the purpose of advancing our cause as far as practicable."

Nichols was one of only two women allowed to attend the Wyandotte Convention. Although she could not vote or participate in the debates, she was assigned a seat in the convention hall and she listened and knitted quietly during the proceedings. During recess and at every other opportunity, she met with the 52 male delegates to share her strong views about women's rights. Nichols persuaded the delegates to allow her to present the Moneka petitions at a special evening session. She championed three provisions in particular: women's rights in child custody, married women's property rights, and equality in matters pertaining to public schools.

The final version of the constitution included Nichols' three provisions, as well as the prohibition of slavery in the state. Delegates passed the Wyandotte Constitution. It was then approved by voters in the territory and adopted by Congress. In addition to making Kansas a free state, the new constitution placed Kansas ahead of most other states in terms of women's rights and set a course for future advancements.



107-39633
74 KS N ----- 15
New York Nov 6th 1912
Mrs Wm A. Johnson 617 Mills Bldg,
Topeka Kans.
First authentic returns from suffrage vote in Kansas victor you
the National welcomes the national welcomes the seventh star.
Anna H Shaw.
6:17 PM.

The president of the National American Woman Suffrage Association sent a telegram to congratulate Kansas women on gaining full voting rights in 1912.

5-28

Impact of Women's Suffrage

When the United States was formed most states allowed only white men who owned property to vote. New Jersey initially gave full voting rights to all citizens with wealth, including African Americans and unmarried women, since married women could not own property separately from their husbands. New Jersey's 1807 legislature reinterpreted its constitution to exclude suffrage for all but white males with wealth. Some 300 people, mostly women, attended a convention in Seneca Falls, New York, in 1848, to debate gender inequality. This two-day convention helped to launch the women's rights movement and served as a springboard for leaders like Lucretia Mott, Susan B. Anthony, and Elizabeth Cady Stanton.

Kansas was host to the first national referendum on women's suffrage in 1867. Leaders like Anthony, Stanton, Lucy Stone, and Olympia Brown, came to the state to campaign. Here they joined Clarina Nichols in a valiant but futile effort to equalize voting rights. Kansas voters rejected amendments for both female and African American suffrage later that year.

The Kansas Constitution was amended in 1887 to give women the right to vote in municipal elections. Susanna Salter of Argonia was elected mayor that year, the first



After Kansas women gained the right to vote, these delegates to the Kansas Equal Suffrage Association in Topeka voted to support the national effort for women's suffrage.

female in the nation to hold that office. Several Kansas communities elected female city council members in the following years.

Women were given the right to vote in Wyoming Territory in 1869. By the end of the century, women in Colorado, Idaho, and Utah, joined their ranks. In 1912 the Kansas Constitution was amended to allow women full voting rights, making Kansas the eighth state to do so.

The United States Congress passed the federal women's suffrage amendment in 1919 and sent it to the states for ratification. On August 26, 1920, the 19th Amendment to the U.S. Constitution was signed granting all women the right to vote.

Think about it: Is it important for all people to have a voice in their government? Why?

Primary source document: After passing the Kansas House and Senate, this House Concurrent Resolution No. 48 was sent to Kansas voters in 1867. Those all-male voters defeated the public referendum that would have given women full voting rights.

Left, Susanna Salter of Argonia was the first woman in the nation elected to the office of mayor.



Offered by Men Updegraff.

House Concurrent Resolution No. 48.

Proposing Amendment to the Constitution.
Resolved by the House of Representatives of the State of Kansas, the
Senate Concurring

That the proposition to strike the word "Male" from Section One of Article five of the Constitution of the State, is hereby submitted to the electors of the State, for ratification or rejection, in compliance with Section One of Article fourteen of the Constitution.

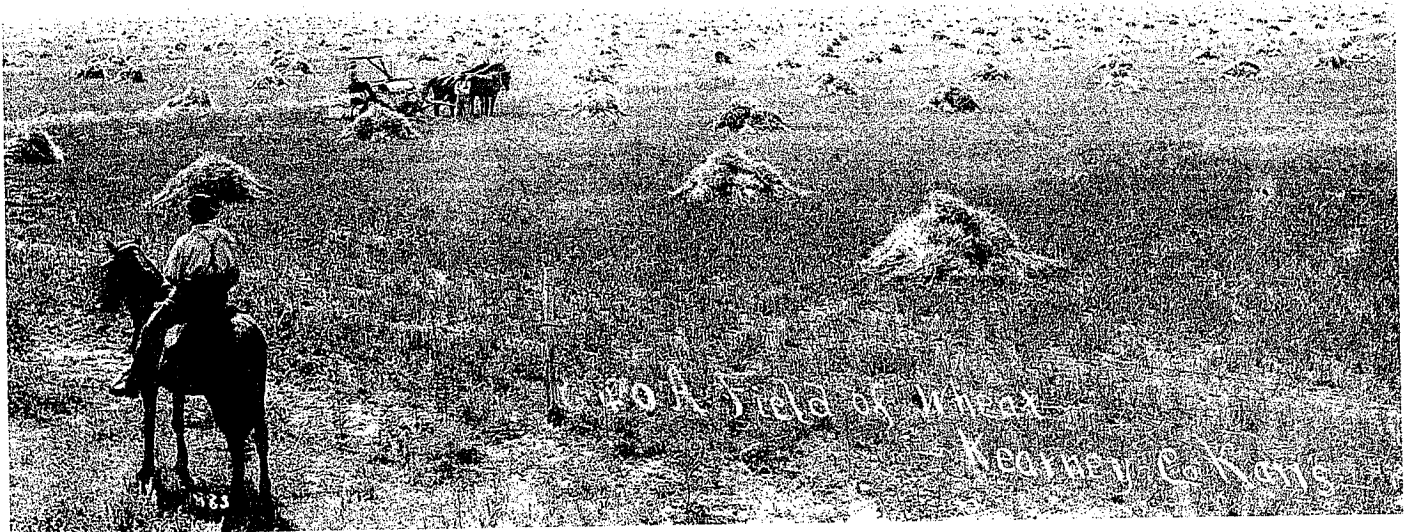
That each elector shall be entitled to vote a written or printed ballot containing the words, "For striking the word male from Section One of Article five of the Constitution" or "Against striking the word male from Section One of Article five of the Constitution".

That said election shall be conducted in all respects in compliance with the provisions of the Constitution and general election laws of the state.

Adopted by the House of Representatives
February 13, 1867
John T. Morton
Chf Clerk

Concurred in by the Senate February 14, 1867
A. R. Banks
Secretary

Kansas Agricultural Society



A field of wheat in Kearny County, circa 1890.

T. C. Henry's father raised winter wheat on his farm in New York. The younger Henry would come to develop a passion for the grain in spite of hardships of farming. The fields were filled with limestone boulders, making it nearly impossible for the young man to till a furrow. When he made his move to the West, he vowed never to farm again.

Henry arrived in Abilene in 1867 and purchased a large tract of land at \$6.25 an acre. He was elected register of deeds, and he became a real estate broker, eventually controlling most of the real estate business in Dickinson County.

Corn was a leading crop in the state at that time. Henry was convinced, however, that corn was not the best choice to withstand the droughts on the prairie. By 1873 he was ready to apply his experience with winter wheat and change his methods of operation.

Henry turned to the wisdom of Benjamin Franklin, who had conducted an experiment in clover fields in Philadelphia. Using phosphate of lime (or plaster) as fertilizer, Franklin spelled out the words "This Has Been Plastered," where observers could see the comparison.

For Henry's experiment, he cultivated 500 acres with six-yoke oxen teams drawing a 20-inch plow. Because

The Kansas Legislature formed the Kansas Agricultural Society, which would become the State Department of Agriculture



Wheat harvest near Greensburg, circa 1890s.

of a new herd law, he did not need to build a fence to surround the field. Henry planted Early Red May seed in August, "a soft, amber-colored, small, symmetrical berry," that he broadcast and covered using a harrow drawn by oxen teams.

The year 1874 proved challenging for most Kansas farmers. Farmers said it was the worst in memory, that "it stopped raining in April and didn't rain again till October." The year is often associated with the Grasshopper Plague, for the Rocky Mountain Locusts that darkened the sky and destroyed the crops in their path.

While other farmers suffered, Henry thrived. "But my 500-acre 'fenceless' wheat-field, a veritable oasis, advertised itself, like Franklin's clover," Henry said. "Its proud and surprised owner became famed as 'the Kansas wheat king.'"

Henry built on his success in the following years, increasing his acreage and improving his yield. With property adjoining the railroad, his lush fields received much attention and train operators would announce to passengers, "We are coming to Henry's wheat-field."

Innovators like Henry helped Kansas to become the leader in wheat production. Organizations like the Kansas Agricultural Society helped share successful methods with other Kansas farmers. Established by the Kansas Legislature in 1862, it was the nation's first department of agriculture. As a member organization with dues, it served as a liaison to the county agricultural or horticultural societies. The organization set crop prices

to help Kansans be profitable and competitive and distributed information about new farming techniques. The society acted as an immigration agency and promoted the state's resources and dispelled the myth that Kansas was the "Great American Desert." From this organization in 1872 the legislature established the State Board of Agriculture, which became the state department of agriculture.



This World War II-era war bonds poster, by Kansan John Stuart Curry, features a farmer in a wheat field. 5-32

Impact of Wheat Production

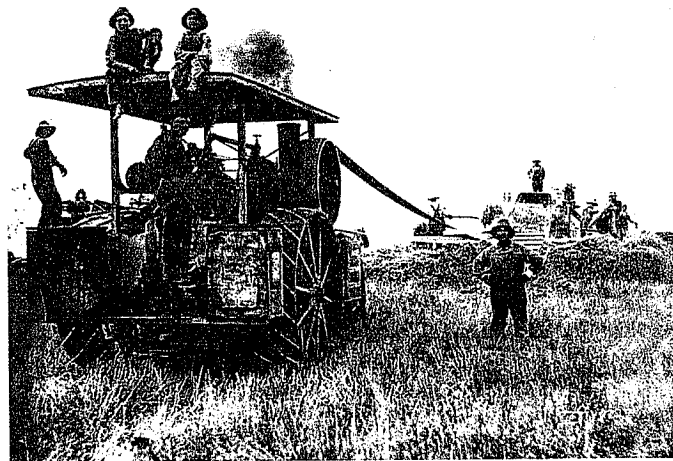
Farmers in Kansas had grown wheat long before the territory was opened in 1854. American Indians were probably planting a type of wheat along with corn and other produce.

Settlers moving to Kansas Territory experimented with oats, cotton, tobacco, and even grapes in vineyards. These crops did not fare as well in the Kansas climate. Corn and a variety of soft and hard wheat became the grains of choice for Kansas farmers.

Through droughts and excessive rains, farmers learned when to plant and what crops proved most successful. Summer wheat was more susceptible to drought than winter wheat, which took advantage of the winter moisture. When drought and locusts struck in 1874, some farmers decided to leave Kansas in search of better opportunities; many stayed and varied their crops and improved their farming techniques.

During the mid-19th century, the State Board of Agriculture and the Santa Fe Railway vigorously promoted settlement to people in the East and to countries in Europe. Germans who had fled persecution a century before had become skilled wheat growers on the Russian plains. Facing pressures once again, they agreed to bring their agricultural skills and move to the central part of the state in the mid-1870s.

Kansas surpassed other states in the production of winter wheat in 1876. In 1877 Henry experimented with



Volga-German immigrants use a steam powered threshing machine to harvest wheat near Munjor, Ellis County.

Turkey Red Wheat. Once thought inferior, the choice proved successful for many farmers around the state.

On October 12, 1888, the *Topeka Daily Capital* claimed "In wheat, Kansas can beat the world." Farming communities emerged in rural areas, and mills, elevators, bread companies, and bakeries were established. Updates in technology helped farmers to plant larger areas and improve their yields.

During the early 20th century Kansas adopted a new nickname, the "Wheat State." Our state continues to be known as the breadbasket of the world, the nation's leading wheat producer.



Think about it: How does the environment affect farming practices?

Primary source document: Bill No. 266 from the Senate Journal in 1862 created the state agricultural society, which would later become the state department of agriculture.

Left, Bernhard Warkentin, a German Russian Mennonite, arranged for shipments of winter wheat to Kansas and encouraged farmers from Russia to settle in the state.

THE SENATE.

289

MR. PRESIDENT:—We, the committee on agriculture, to whom was referred Bill No. 266, "an act to organize a State agricultural society," have had the same under consideration and recommend its passage with the following amendment: At the end of section one, add "any citizen of this State may become a member of said society by the payment annually of a membership fee not exceeding one dollar."

J. CONNELL, *Chairman.*

Bill No. 274, "an act to extend the time for the completion of the Kansas river bridge at Tecumseh," was, on motion of Mr. Holliday.

Read the third time.

The question being "Shall the bill pass?" the vote resulted as follows: Ayes 16. Noes none.

Those voting in the affirmative were Messrs. Curtis, Essick, Hoffman, Holliday, Hubbard, Ingalls, Keeler, Lynde, McDowell, Morrow, Osborn, Rankin, Rees, Sleeper, Spriggs and Stevens.

And so the bill passed.

The title was agreed to.

On motion of Mr. Stevens, Bill No. 146, "an act to locate a certain road," was

Read the third time.

The question being "Shall the bill pass?" the vote resulted as follows: Ayes 15. Noes 4.

Those voting in the affirmative were Messrs. Connell, Curtis, Denman, Hoffman, Holliday, Ingalls, Keeler, Lambdin, Morrow, Osborn, Rankin, Rees, Sleeper, Spriggs and Stevens.

Those voting in the negative were Messrs. Essick, Hubbard, Knowles and Lynde.

And so the bill passed.

The title was agreed to.

On request, Bill No. 250, "an act to authorize the building of bridges across Kansas river," was read for information.

Mr. Stevens offered the following amendment, which was adopted: Add to section one, "provided the person or persons proposing to build any such bridge or bridges, shall first organize into a body corporate, under the general law authorizing the organization of bridge companies."

Cattle shipped from Kansas



Joseph McCoy was a cattle buyer who lived in Illinois at the end of the Civil War. He knew that longhorn cattle were plentiful in Texas but with few buyers in the area their value was low. Cattle were in demand in the North but no workable method existed to transport the animals from Texas. McCoy envisioned a hub where cattle could be herded and loaded on a train to be shipped to points in the East.

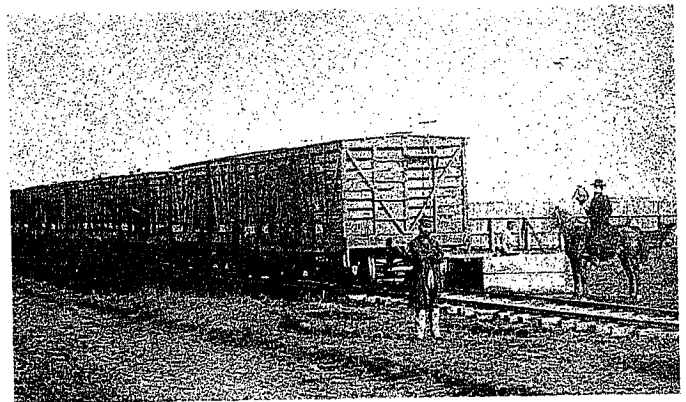
In spring 1867 McCoy moved to the new town of Abilene. The Kansas Pacific Railway had just completed a connecting spur to the community. McCoy built local accommodations needed to support the hub—a hotel, stockyard, office, and bank.

Abilene in 1867 was a very small, dead place, consisting of about one dozen log huts, low, small, rude affairs, four-fifths of which were covered with dirt for roofing; indeed, but one shingle roof could be seen in the whole city. The business of the burg was conducted in two small rooms, mere log huts, and of course the inevitable saloon, also in a log hut, was to be found.

—Joseph McCoy

Prior to the Civil War, Jesse Chisholm operated a number of trading posts in Oklahoma Territory and southern Kansas. Since his trade routes were already established, they proved ideal for transporting cattle to Wichita. McCoy hired a civil engineer to extend the trail north to Abilene.

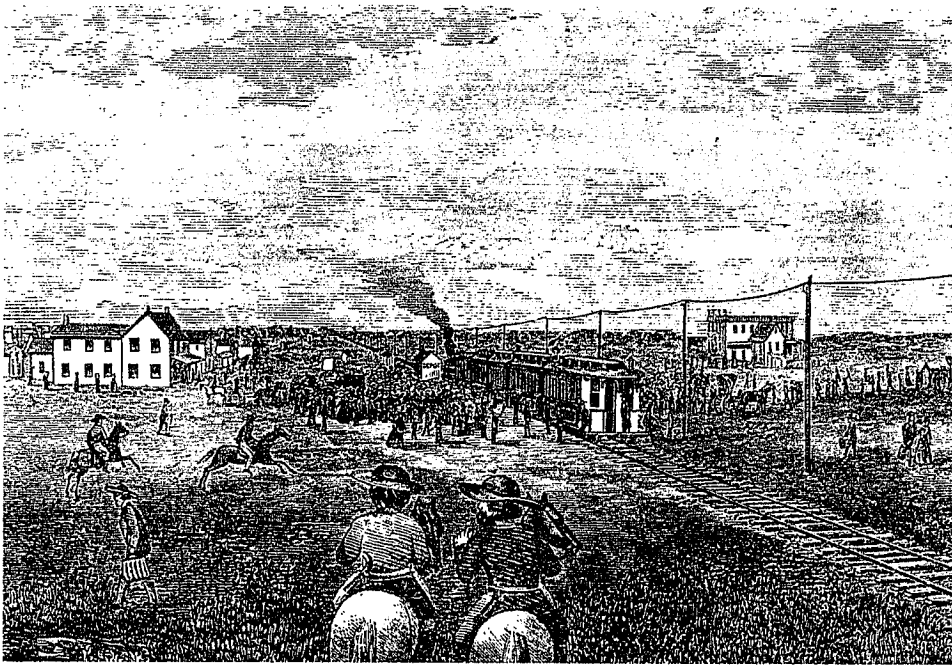
McCoy completed the new stockyards on September 1, 1867. At the same time he sent a scout to southeastern Kansas and Indian Territory to persuade drovers to come to Abilene. Within days cattle began to arrive.



Left, Joseph G. McCoy, 1880; above, Joseph McCoy's stockyards in Abilene, 1867.

SEPTEMBER 5, 1867

The first load of cattle to be shipped via rail from Kansas



Top, Abilene in 1874; right, studio portrait of cowboys taken in 1865.

A herd from Texas was sold in Indian Territory to three men—Smith, McCord, and Candler—and driven into Abilene. A herd driven by Wheeler, Wilson, and Hicks, was headed for California. The men agreed instead to make use of the new stockyards. On September 5, 1867, these were among the first shipment—20 carloads—sent by rail from Abilene to Chicago. Thirty-five thousand head of cattle were shipped out of Abilene in 1867.

By 1871 more than three million cattle had be shipped by rail from Abilene's stockyard.

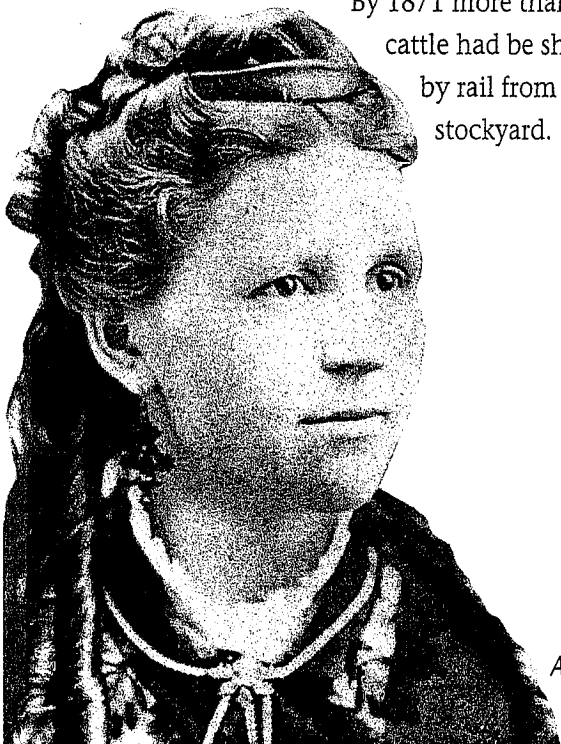
The trail from Texas to Abilene was about 600 miles. Most cowboys were young men in their late teens to early 20s who were strong enough to survive the harsh conditions.

The sight of cattle lumbering along the trails made quite a spectacle. One account was written by Abbie Bright, a young woman who was determined to visit the West. Born in Pennsylvania in 1848, Bright traveled to Kansas in 1870 with her brother Philip. Staying near what is today Clearwater in Sedgwick County, Abbie wrote of her experience, which included her impressions of the cattle drives.

June 4, 1871

Every week thousands of Texas cattle are driven north over the trail. If the cattle stampede, and dont want to cross the river, the hearders yell and fire off their revolvers.

—Abbie Bright



Abbie Bright in 1870.

5-36

Impact of Cattle Drives

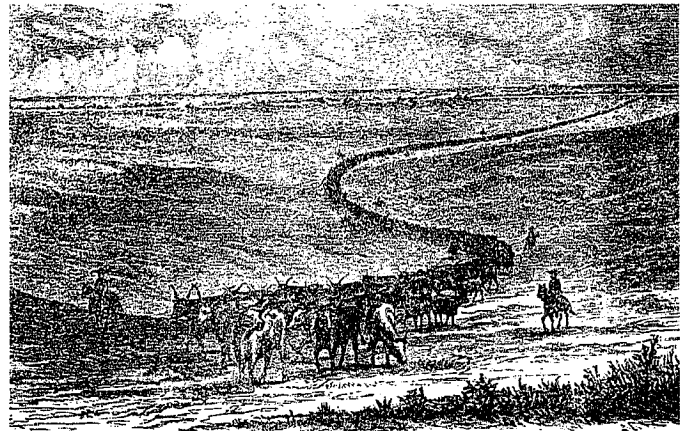
Even before Texas gained independence from Mexico in 1836, cattle drives were used to transport animals a short distance to markets wanting beef. Texas cattle were shipped to buyers in New Orleans and Missouri. Some cattle were even driven as far north as Chicago and New York. When gold was discovered in California and settlers began moving west, cattle were driven to these new markets.

Long cattle drives such as these were problematic and often prohibited by state laws. The animals were difficult to control and they could cause damage to property as they passed through. Cattle carried ticks and disease and farmers did not want their herds exposed. The drives were also stressful for the animals. They might lose weight on the trail during drought; some became sick and died, thus losing value for their owners.

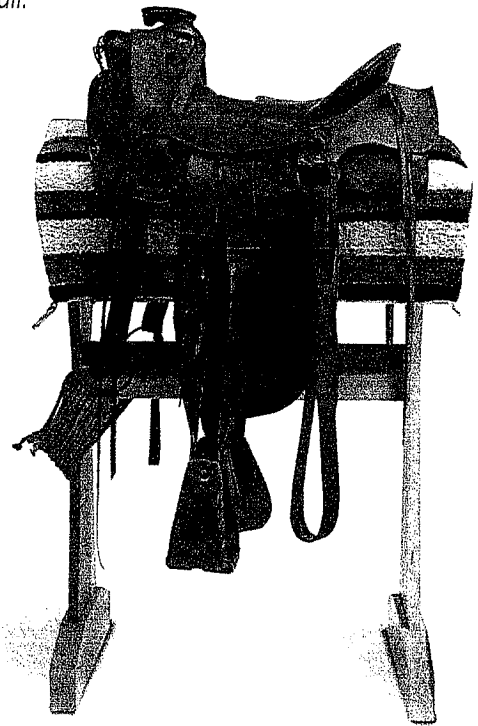
A cattle drive was comprised of 2,000 to 3,000 head of cattle with approximately 10 drovers, a chuck wagon cook, and horse wrangler. The drovers usually left Texas in the spring and arrived at the railhead in Kansas about two months later. They could average eight to 10 miles a day, which allowed for grazing along the way. In good weather cattle could gain an average of 80 to 100 pounds per head by the time the longhorns reached Abilene.

In 1871 Abilene was replaced by other Kansas cowtowns including Ellsworth, Wichita, Caldwell, Newton, and Dodge City. The financial benefits of the cattle drives often outweighed the negative factors, including the sometimes lawless behavior of the cowboys. These cowtowns were often the newer, rugged, less populated communities.

Railroads eventually reached Texas, ending the need to drive cattle north. The trails had allowed Kansas to position itself as a leader in the beef industry. Ranchers turned to raising shorthorn cattle and Herefords, which produced better quality beef. Today Kansas ranks third nationally with 6.3 million head of cattle on ranches and in feedlots.



Above, Wheeler's cattle drive in 1867; below, this saddle was used by Gus Bellport, a Kansas cowboy and rancher, to herd cattle on the trail.



Think about it: Why were cattle drives so important to the development of the West?

Primary source document: On July 10, 1871, Abbie Bright wrote in her diary about her observations of the cattle trails. She regularly saw cowboys and longhorns from her house as they made their way north on the trail.



47
10th Last Saturday I walked way past Lanes, down
to Marklies, Mr. M. had told Philip he would be
away over Sunday, and his wife was so timid, so P.
suggested I go and spend the night with her. She was so
glad to see me, she could talk of nothing else for a while.

They are only half a mile from the trail, Sunday a.m.
we saw coming over the divide a great herd of cattle -
and some hours later another herd, They crossed the
river and moved on toward Whitchita.

While we were eating dinner, we heard a noise, and
some two dozen oxen had come over the river and
were in her garden - We yelled - and with a broom
broom tried to drive them away - Then they went to a
corn patch, and it was not safe to leave the house - as
they get cross - and their immense horns are wicked
looking. Mr. Rose told me he had seen steers whose
horns were five and six feet from tip to tip. He also said
they were driven north - butchered, and the meat packed
in their own horns - and shipped to Chicago. Such yarns
I hear a plenty. Well it was 4 p.m. when some men came
riding across the river for the cattle, and in that time
they had nearly destroyed two acres of corn.

I had promised to go to the grove where we had the
picnic, and help organize a bible class. but it was
so late before it was safe for me to leave, that I went
direct home. J. R. had been sick. Jake had been down
and took him up with him - I have not done much today.

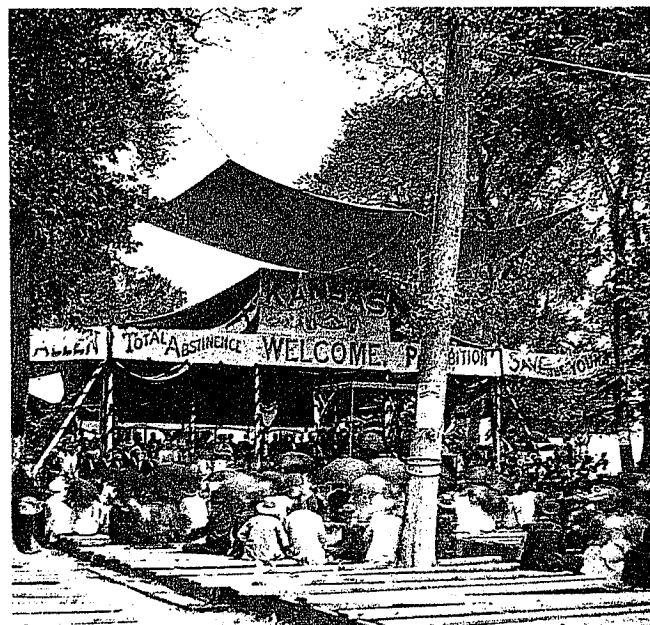
Looks like a heavy storm was coming.
11th Raked, slow raising and took me all morning. Plenty of rain last
night. The storm must have been terrific out on the prairie.

Prohibition

Some of the early settlers to Kansas Territory were people who supported total prohibition. They founded a chapter of the Independent Order of Good Templars in Tecumseh in 1858 and invited both men and women to join in the fight to prohibit the sale of alcohol. The organization had 15 lodges and 700 members in the new territory.

Amid strong support in the state, national temperance leaders chose the community of Bismarck Grove near Lawrence to hold a conference in 1878. During those eight days in September approximately 50,000 people listened to politicians, evangelists, and temperance leaders. It was during this convention that the Kansas Woman's Christian Temperance Union (WCTU) was formed. Two months later, John Pierce St. John, a Republican who supported prohibition, was elected governor and the temperance movement gained momentum.

Soon after his election, Governor St. John pushed for legislation that would amend the state constitution by prohibiting the "manufacture and sale of intoxicating liquors," except for medical or scientific purposes. Perhaps because his father was an alcoholic, St. John spoke warmly and personally in support of temperance, always from unprepared text. He combined his political statements with his religious and moral beliefs. "Our covenant touching this matter is with the Lord," St. John said, "and we propose to complete the good work." He introduced the gubernatorial "water banquettes" where water was served instead of alcohol.

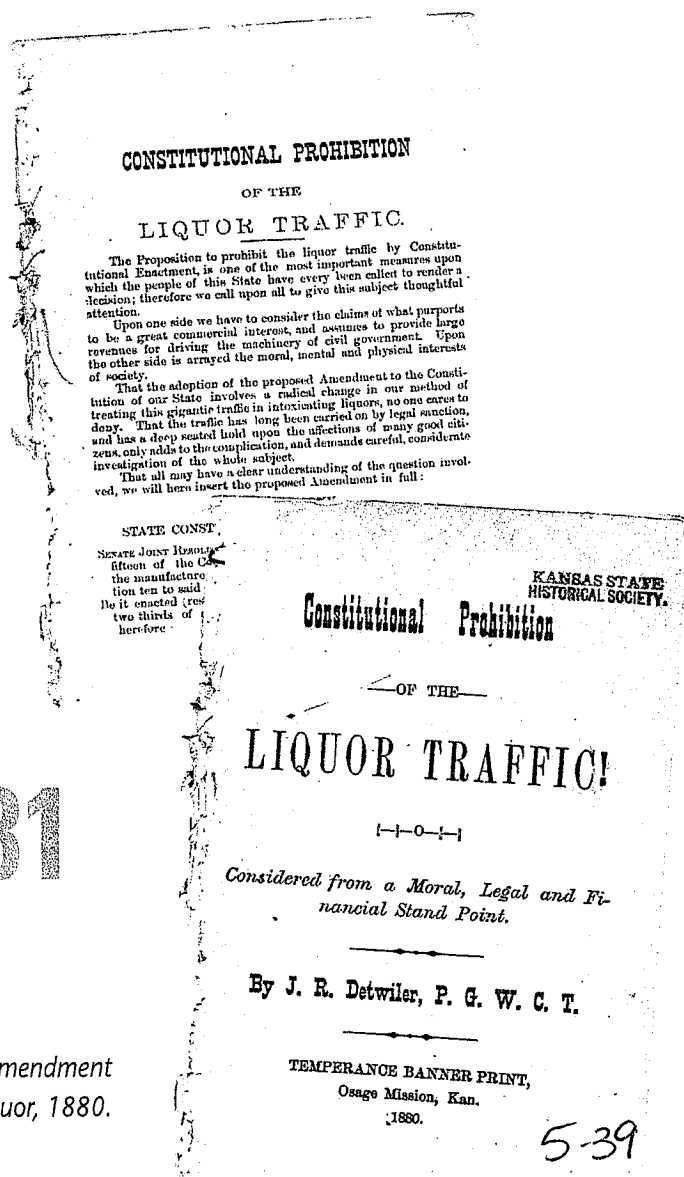


First National Temperance Camp meeting, Bismarck Grove, 1878.

JANUARY 1, 1881

Kansas adopts prohibition as part of the state's constitution

Brochure promoting constitutional amendment to ban liquor, 1880.





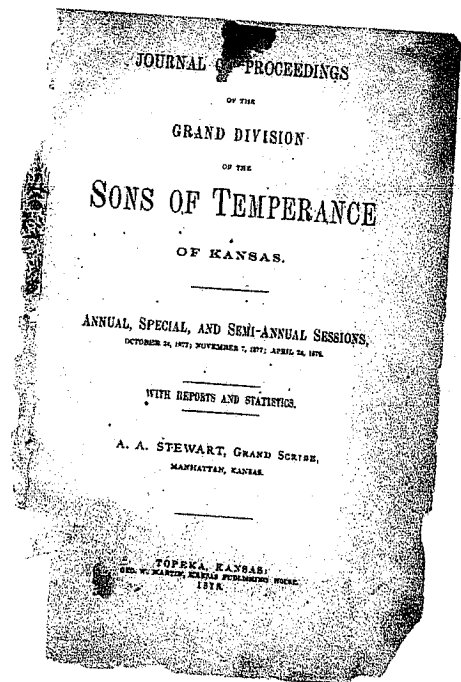
Governor John Pierce St. John, circa 1879.

The next August the national temperance society returned to Bismarck Grove. The 12-day meeting drew up to 100,000 people, with an average daily attendance of about 7,000. As many as 5,000 signed pledges of abstinence and Governor St. John promoted his constitutional amendment. It was there that the Kansas WCTU held its first convention. The organization adopted the badge of the national organization—the white ribbon “symbolic not only of purity and peace, but it includes all correlated reforms that center in the protection of the home.”

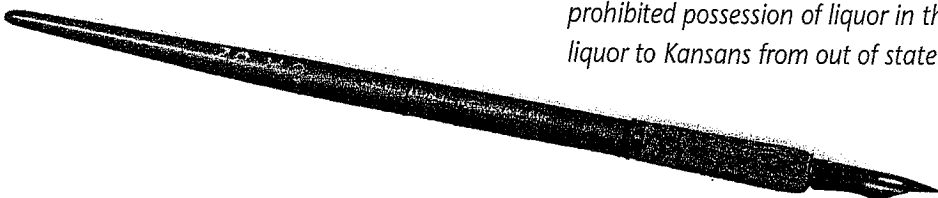
On November 2 Kansans voted in support of the amendment. Adopted in 1881, Kansas became the first state with a constitutional amendment on prohibition. Kansas temperance advocates started to protest when the amendment was not enforced. At the national

temperance meeting in Bismarck Grove in 1881 Governor John P. St. John defended the liquor law against concerns that it impacted the state’s prosperity. He said that the state had never been as prosperous. It had caused a decrease in population at the state penitentiary. St. John was reelected to one more term.

As the Prohibition Party continued to build a following, the party nominated St. John as its presidential candidate in 1884. He received 1.5 percent of the vote, losing to Democrat Grover Cleveland. St. John continued his efforts on behalf of prohibition, traveling more than 350,000 miles over the remainder of his life to promote its cause.



Above, brochure promoting constitutional amendment to ban liquor, 1880; below, Arthur Capper's pen used to sign Bone Dry Law in 1917, that prohibited possession of liquor in the state and ended direct shipments of liquor to Kansans from out of state.



5-40

Impact of Reform Movements

Kansas reformers worked to change unsafe and unhealthy conditions in the state and the nation during the late 19th and early 20th centuries. Their reform efforts were often at the forefront of national movements. Mary Elizabeth Lease became the voice of the Populist Party in support of farmers against banks and big business, particularly the railroad. Dr. Samuel Crumbine pioneered the field of public health, banning the public drinking cup and popularizing the fly swatter. William Allen White, editor of the *Emporia Gazette*, took on the Ku Klux Klan and succeeded in making Kansas the first state to deny the organization a charter. Socialist Kate Richards O'Hare became an active labor union organizer and advocate against child labor.

Perhaps Kansas' best known reformer is Carry Nation. A member and leader of the Woman's Christian Temperance Union (WCTU), Nation was angered when prohibition laws were not enforced. Nation's first husband died of alcoholism and she felt strongly that liquor was a great threat to families.

A woman is stripped of everything by them [saloons]. Her husband is torn from her; she is robbed of her sons, her home, her food, and her virtue . . . Truly does the saloon make a woman bare of all things!

—Carry A. Nation

In 1888 she and her "Home Defenders" began smashing saloons. She first used rocks then chose a hatchet in her fight. Between 1900 and 1910 she was arrested 30 times for destroying property. Nation used



A saloon wrecked by Carry Nation and her followers in Enterprise.

lecture fees and sales of souvenir hatchet pins to cover her jail fines. She gained worldwide attention, taking her lectures and performances to U.S. vaudeville venues and to Great Britain.

Nation died in 1911 before national prohibition was enacted. Ratified in 1919, the 18th Amendment to the U.S. Constitution was repealed 14 years later by the 21st Amendment. A 1948 Kansas law allowed for local control of alcohol. Although the sale of alcohol is now legal in most cities and counties in the state, Kansas has still not ratified the 21st Amendment.



Think about it: When does government have the authority to establish laws that regulate private behavior? How does government protect the common good?

Primary source document: This document reviews the new liquor laws of Kansas in 1881.

Left, Carry A. Nation, famed temperance advocate.



541

LIQUOR LAWS OF KANSAS

Compiled by J. K. Coddling, of Coddling, Marshall & Warfel, Lawyers,
Topeka, Kansas.

CONSTITUTIONAL AMENDMENT.

Prohibition. The manufacture and sale of intoxicating liquors shall be forever prohibited in this state, except for medical, scientific and mechanical purposes.

(The foregoing amendment was submitted by the legislature at the session of 1879, and was adopted by the people at the general election held November 2, 1880.)

Statute Prohibiting Manufacture and Sale of Liquor. Any person or persons who shall manufacture, sell or barter any spirituous, malt, vinous, fermented or other intoxicating liquors shall be guilty of a misdemeanor and punished as hereinafter provided

(Section 1 of Chapter 128 of the Laws of 1881, as amended by Section 1 of Chapter 164, Laws of 1909.)

Penalty for Selling Intoxicating Liquor. Any person or persons who shall directly or indirectly sell or barter any spirituous, malt, vinous, fermented or other intoxicating liquors shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in any sum not less than one hundred dollars nor more than five hundred dollars and be imprisoned in the county jail not less than thirty days nor more than ninety days.

(Section 7 of Chapter 128, Laws of 1881, as amended by Section 4 of Chapter 149, Laws of 1885, as amended by Section 2 of Chapter 164, Laws of 1909.)

Penalty for Manufacturing Intoxicating Liquor. Any person who shall manufacture, or aid, assist or abet in the manufacture of, any of the liquors mentioned in Section 1 of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall suffer the same punishment as provided in the last preceding section of this act for unlawfully selling such liquors; but nothing herein contained shall be construed to prohibit the making of wine or cider from grapes, apples or other fruit grown and raised by the person making the same for his own use, or the sale of wine for communion purposes.

(Section 5 of Chapter 128, Laws of 1881, as amended by Section 6 of Chapter 165, Laws of 1887, as amended by Section 3 of Chapter 164, Laws of 1909.)

Intoxicating Liquors Defined. All liquors mentioned in Section 1 of this Act shall be construed and held to be intoxicating liquors within the meaning of this Act.

(Section 10 of Chapter 127 of the Laws of 1881, as amended by Section 4 of Chapter 164 of the Laws of 1909.)

Soliciting Orders and Contracting for the Sale of Intoxicating Liquors. Any person who shall take or receive any order for intoxicating liquor from

Travel Air Manufacturing Company

Clyde Cessna was a self-taught mechanic from Rago. He was working as an automobile salesman in Oklahoma in 1910 when he saw a "flying circus." Cessna was inspired by these early airplanes and he decided to apply his knowledge to building aircraft. He found work at the Queens Aeroplane Company in New York and returned soon after to build his own plane of spruce and linen. After 12 unsuccessful attempts Cessna flew his "silver wing" monoplane in June 1911.

I was sailing along so pretty I decided I wouldn't land at the camp. Then I decided to make the turn. . . . I turned, all right. She skidded off and dropped down with a smack. By the time the crowd had come up I was sitting up and beginning to take notice of things. They said I bounced like a rubber ball, but there were no bones broken. The plane looked just like it had been put through a thrashing machine. But I knew that day I could fly.

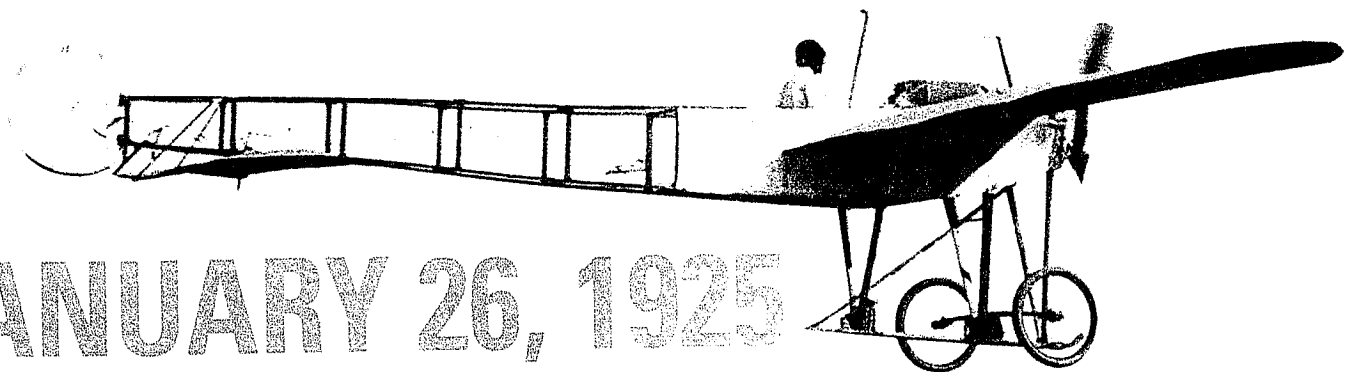
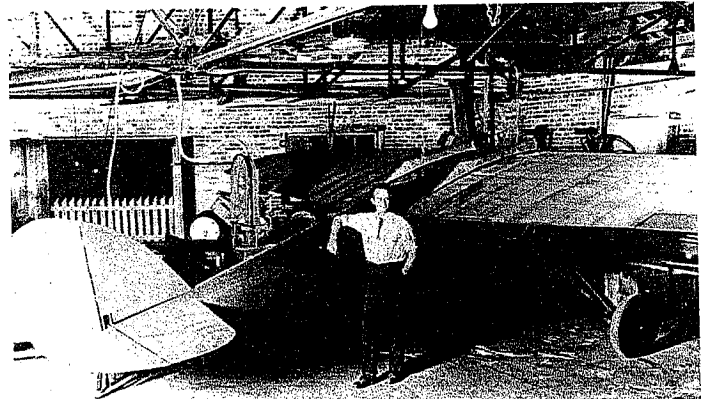
Cessna continued to build aircraft and opened a flying school until World War I forced the closure of his business.

Walter Beech used items he found around his home to build a glider at the age of 14. Although that experiment failed, his interest in airplanes endured. He made his first solo flight 10 years later in a biplane he and a friend had rebuilt. Beech went on to serve as a pilot, flight instructor,

and engineer during World War I. After the war he moved from Tennessee to Wichita to work for the Swallow Airplane Corporation.

Lloyd Stearman was an engineering and architecture student at Kansas State University when World War I began. He joined the U. S. Navy, was sent to Seattle for ground school, and then trained in San Diego where he learned to fly a seaplane just as the war ended. He went to Wichita to work as an architect, but soon joined the E. M. Laird Airplane Company, which became the Swallow Airplane Corporation.

Cessna, Beech, and Stearman joined their talents to form Travel Air Manufacturing in Wichita on January 26, 1925. The company's first planes were open cockpit biplanes made for racing and training. In the post-war



JANUARY 26, 1925

**Travel Air Manufacturing
Company established**

Top, Clyde Cessna; above, "Silver Wings," a Cessna monoplane, completed by May 1911.

5-43

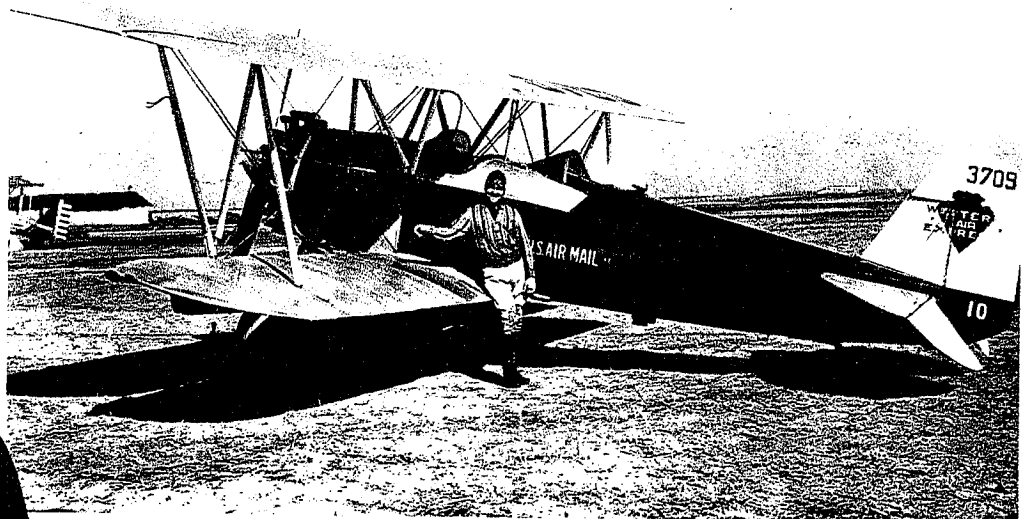
years, individuals and businesses began to see the need for air transportation, and Travel Air began to develop aircraft to serve this growing market.

When the Great Depression in 1929 impacted Travel Air's sales, the partners sold the company to the Curtiss-Wright Corporation, which eventually became the largest air manufacturer in the U.S. Cessna, Beech, and Stearman each formed other aircraft companies in Wichita. Cessna formed the Cessna Aircraft Corporation. He developed a popular monoplane, and went on to be known for safe and economical racing and performance aircraft. Cessnas continue to be manufactured in Wichita today. Beechcraft, operated by Beech and his wife, Olive Ann Mellor Beech, developed the Staggerwing, and received a number of military contracts during World War II. Today the company operates as Hawker Beechcraft. Stearman formed the Stearman Aircraft Corporation, where he designed airplanes for mail and cargo delivery. In the 1930s Stearman sold the business, which eventually became part of Boeing, and served as president of Lockheed Aircraft Company, which now operates as Lockheed Martin Corporation.

These aviation pioneers, along with many others, had created the "Air Capital of the World" in Kansas.



Walter Beech, pictured left, with his navigator, Brice H. Goldsborough, 1926.



Left, Lloyd Stearman, circa 1958; above, Stearman C-3B, circa 1927.

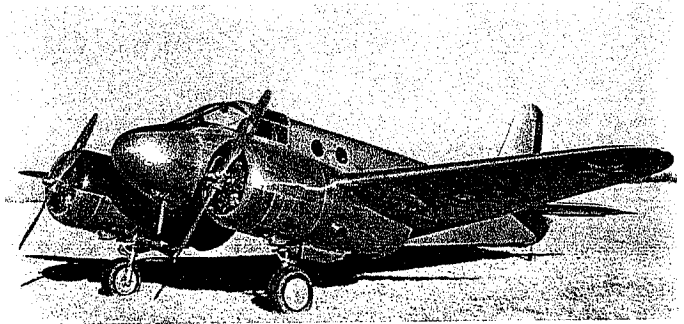
5-44

Impact of Aviation Industry

Once the Wright brothers made a successful first flight on December 17, 1903, in Kitty Hawk, North Carolina, interest in aviation exploded, with many others testing their own inventions. The Kansas landscape provided ideal conditions for early aviators to experiment with flight. The level terrain in the west and south, along with steady winds, attracted many early barnstormers including Charles Lindbergh. Inventor Albin K. Longren from Leonardville made his first successful flight in a Kansas-made plane in Topeka in September 1911. Longren established an aircraft manufacturing company in Topeka, which he operated in the 1920s. He moved to California and continued to work in the aviation industry.

Glenn Martin's family moved to Salina when he was young. On the Kansas plains he was inspired to build a kite. So successful was his creation, that he formed a business, building kites for the other children in his neighborhood. After his success with the kites, he was resolved to follow in the footsteps of the Wright brothers and build his own airplane. Living in California at the time, Martin successfully flew his glider in 1909. He went on to form the Glenn L. Martin Aircraft Company, which became the Martin-Marietta Company, a supplier of military aircraft.

Oil industry tycoon Jacob Melvin Moellendick and his partner Emil Matthew "Matty" Laird formed the E. M. Laird Airplane Company in Wichita in 1920 and became known around the Midwest for their popular Swallow biplane.



The Beech Aircraft Corporation built the AT-10 trainer during World War II, which gave experience to pilots who went on to fly multi-engine bombers.

During World War II Wichita became a major military aircraft supplier. This boom in manufacturing led to a large increase in population. With many of the nation's men involved in the military, women found jobs on the production lines. Beechcraft built trainers, Cessna built trainers and combat aircraft, Boeing built bombers, and Culver Aircraft Corporation built drones.

Due to the success of these manufacturers, Wichita's role as the "Air Capital of the World" continues today with the descendants of those formed by Cessna, Beech, and Stearman, along with other companies. Manufacturers like Boeing Company, Cessna, Raytheon, and Bombardier Aerospace's Learjet division have made Wichita the supplier of two-thirds of the world's commercial airliners and nearly two-thirds of the world's general aviation and military aircraft.

Think about it: How did the success of the airline manufacturing industry in Kansas affect the economy of the state and the nation?

Primary source document: Writing during World War II, Kansas Governor Andrew F. Schoeppel informs James E. Boyack of the *Aerospace* publication that he cannot provide detailed information concerning Kansas' contributions to the war effort because the information is classified, 1942.

Travel Air Company New Plant and Plane

HEREWITH is pictured an artistic conception of the new Travel Air Inc. building which is being erected at the municipal airport on East Central Avenue, and a port on East Central Avenue, in which new Travel Air monoplane in which four Wichita business men recently

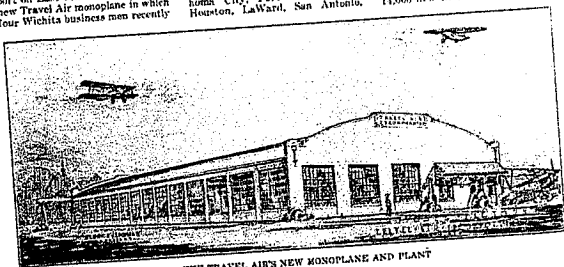
machines and has received considerable favorable comment.

The new Travel Air Monoplane was used by four Wichita business men to make a six-day business and good will tour through Texas and Oklahoma.

J. H. Turner, J. S. Brown, J. H. Engstrom and Geo. Sledhoff were the men making this tour, and they visited the following cities: Oklahoma City, Fort Worth, Waco, Houston, LaWard, San Antonio,

cost in which was \$24,000, motor wear or depreciation, \$60,000. Actual cost per mile for gas, oil and motor wear for an airplane of this type is 9 cents.

The Arkansas Valley Interstate company's business has increased about 15 percent since January 1, 1926, over the corresponding period of 1925. The improvement program of the road calls for the buying of 11,000 new ties.



THE TRAVEL AIR'S NEW MONOPLANE AND PLANT

Travel Air Company, The Wichita, April 1927.



STATE OF KANSAS
OFFICE OF THE GOVERNOR
TOPEKA

COPY

April 20, 1943

Mr. James Edmund Boyack,
Assistant Publisher,
Aircraft Publications,
370 Lexington Avenue,
New York, New York

Dear Mr. Boyack:

In response to your invitation to present information as to Kansas and the field of aviation, I desire to say first that, for reasons of military secrecy, it is not possible to forward what would perhaps be the most striking proof that Kansas is in the forefront of war plane manufacturing.

This state, as you know, has long been a leader in air traffic development. Here we build new and better ships, here are being developed some of America's greatest air engineers, technicians, and pilots. Here, at the "crossways of the airways" of the nation, is a state rapidly becoming the main depot serving the air arteries of the country.

We are proud to claim as our own such men as Martin and many others who have advanced the cause of aviation. After this war is over, we hope and believe that our war-expanded industries will remain to benefit us, the nation, and the world.

Kansas has always been proud of her pioneer spirit. Our early citizens helped build some of the first trails into the new West. Our present-day citizens are helping chart the destiny of that America of the future which will travel through cloud lanes and wind currents.

Sincerely,

Governor

APSimh

DUST BOWL

Black Sunday

Gertrude Fay Doane was a schoolteacher living in Winona. The northwest Kansas community was located in Logan County, one of several hit hard by the Dust Bowl. About noon on Friday, February 22, 1935, her students noticed an unusual site.

Such a sight I have never seen before—beautiful, awful, and fearful. Clouds rolling like smoke from the horizon high into the heavens, interspersed by sheets of dark blue, were being driven by some horrible force onward toward us, while no breeze was as yet stirring here.



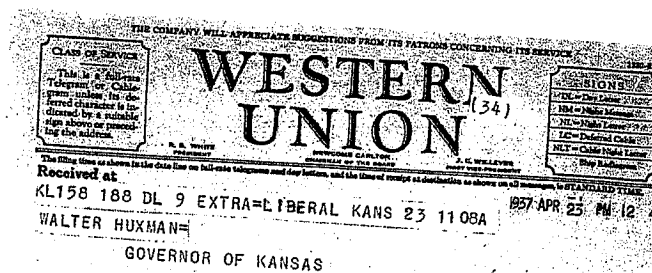
Above, residents of Liberal, Seward County, don gas masks to protect their lungs from blowing dust, 1935; telegram to Governor Walter Huxman from the Emergency Dust Bowl Committee, 1937.

A massive front darkens the entire Midwest in clouds of dust on Black Sunday

Fifteen minutes later it was completely dark, like “a deep red curtain had been drawn over them.” The dust seeped through the windows into the classroom and made it difficult to breathe. About two hours later the storm had subsided enough to send students home on the school buses.

Frances Blender and her husband were farmers in Monument. Like Doane, their home was located in Logan County. On Friday, March 15, 1935, Blender was feeding her chickens at about 5:30 p.m. She noticed a large black and brown cloud moving in from the northwest. Her husband, Francis, and his hired help were working in a

nearby field. She grabbed her pail of eggs and ran to warn them of the approaching storm. Turning off the windmill, she ran to the house to warn her mother and safely stored her eggs. The Blenders went back to try to coax their frantic chickens into the henhouse. Soon they were engulfed by the dense, dark cloud. They knew the henhouse was about 20 feet away but as they stumbled and choked they could not reach the building. They



PLEASE FOLLOW UP FOR ACTION THE FOLLOWING TELEGRAM SENT PRESIDENT ROOSEVELT QUOTE DROUTH CONDITIONS OF THE DUST BOI HAVE REACHED AN EMERGENCY STAGE REQUIRING DRASTIC ACTION STOP WE APPEAL TO THE FEDERAL GOVERNMENT FOR THE PRESERVATION OF LIFE AND PROPERTY IN THE DUST BOWL AREA IN THE STATES OF OKLAHOMA TEXAS NEWMEXICO COLORADO AND KANSAS STOP PRESENT PROGRAM INADEQUATE UNDER INDIVIDUAL OPERATION TO COVER THE AREA IN TIME TO ACCOMPLISH NECESSARY RESULTS STOP WORK MUST BE DONE UNDER FEDERAL SUPERVISION WORKING THE SOIL WITH AN ARMY OF TRACTORS AND LISTERS PLANTING SEED WITH THE FIRST OPERATION AND COVERING THE AREA SYSTEM...



MARCH 22

1935 did nothing with the dirt in the house yesterday, the task is so gigantic. For 57 years there never was a storm here like this. It is due to the long period of drought. I. J. White died this M.

Above, dust clouds rolling over the prairies, Hugoton, 1935; Mable Holmes diary, March 1935.

heard the bawling of a cow in distress but could see nothing around them. The Blenders reached out in the darkness and eventually bumped into a barbed fence, which they followed to a water hose, a stock tank, a windmill, the sidewalk, the kitchen porch, and finally their house.

The house was filled with fine white dust that masked the light of four kerosene lamps. Their faces were caked with dirt; their eyes and noses filled with fine soil. Francis Blender and his hired hand returned later that night to locate the hens. Nearly buried in dirt, they found all 40—bruised, battered, with broken wings, and beaks filled with silt.

Pauline Winkler Grey lived in southwest Kansas. There on her Meade County farm Sunday, April 14, 1935, she

experienced one of the many severe dust storms that day. A day often called Black Sunday, a mountain of blackness swept over the High Plains.

On the south there was blue sky, golden sunlight and tranquility. On the north, there was a menacing curtain of boiling black dust that appeared to reach a thousand or more feet into the air. . . . The apex of the cloud was plumed and curling, seething and tumbling over itself from north to south and whipping trash, papers, sticks, and cardboard cartons before it. . . . Gravel particles clattered against the windows and pounded down on the roof. The floor shook with the impact of the wind, and the rafters creaked threateningly.

Impact of Dust Bowl

Drought conditions began to plague the semi-arid portions of the Midwest in 1933. While the area received more moisture than usual in 1930, the next four years were deprived of rain; crops shriveled and top soil eroded. During the rainy years preceding the drought, ranchers had allowed over grazing. With the philosophy that "rain follows the plow," large areas of the plains were cultivated, leaving them exposed to erosion and drought.

South Dakota experienced a strong dust storm in November 1933 that carried topsoil away. In May 1934 a two-day dust storm transported 12 million pounds of dirt from the heartland and deposited it in Chicago. Those heavy dust clouds eventually made their way to the East.

Kansans experienced an increasing number of dust storms in the mid-1930s that reached a peak in spring 1935. The massive front moved from the northwest to the plains on the afternoon of Sunday, April 14, 1935. Winds of 60 miles per hour swept from Texas to the Dakotas, creating billowing clouds of dust from the loose topsoil. The storm caused dust to seep into buildings, forcing the closure of hospitals, manufacturers, schools, and stores. An Associated Press reporter coined the name "Dust Bowl" as a result of the disastrous storm, which removed about 600 million pounds of topsoil. Farmers said there were no green plants left in its wake. Song writers like Woody Guthrie described the effects of the day and popularized the folk tunes across the nation.

While many farmers decided to leave the dusty plains, other hardy farmers stayed and learned how to conserve soil. They used strip farming and contour farming to help restore pasturelands and planted hundreds of miles of wind breaks. The U.S. Congress passed the Soil Conservation Act on April 27, 1935, after soil from the plains clouded the skies over Washington, D.C. Three years after adoption, soil erosion had dropped 65 percent.



Farmer shoveling heavy dust, 1930s. Below, the Kansas Authors Club writes poems about the Dust Bowl, 1934.

THE DUST STORM

*I see the dust storm speed across
The barren soil.
High driven clouds their streamers toss,
Torn by the wind in swift recoil,
Casting their shadows far and near
Over the fields so brown and sere,
In wild turmoil.*

*A choking haze is in the air,
Its course begun,
A yellow mantle of despair,
A cloak around a skeleton.
I see in the mist vast formless things:
Ghosts of famine with spreading wings,
Hiding the sun.*

—I. R. SHERWIN

Think about it: Can future natural disasters be prevented?

Primary source document: This newspaper article tells about the Modlin family of Jewell County who was stranded in one of the severe dust storms that hit Kansas in spring 1935. They were forced off the highway and tried to make their way on foot. Both suffered injuries and near suffocation.

COUPLE LOST IN DUST, WANDER THROUGHOUT NIGHT

Esbon Woman Still Confined To Bed.

Lost in Dust and Thistles They
Eventually Find Shelter in De-
serted Cave.

Esbon, Kan., March 18.—(Special)—Mrs. Ray Moldin still is confined to her bed, suffering from cold and exposure and from injuries to her eyes received when lost overnight in the dust storm, which swept over this section. Mr. Modlin, who was with her, also is suffering from exposure and from severe cuts received in trying to guide himself to safety by following a barbed-wire fence.

The couple, who had gone to Mankato without extra wraps in the warm afternoon, were caught near Otego by the dust storm on their return. As the storm struck their car was forced off the highway into a ditch filled with drifted Russian thistles and rapidly filling with dust. The dust and thistles with the air being threshed by suction made the air stifling and to keep from choking to death Mr. and Mrs. Modlin left the car. The thistles soon cut Mrs. Modlin's hose into shreds.

They started on on foot, following a barbed-wire fence in the hope of getting into Otego where Mr. Modlin's father resides. They stumbled and fell repeatedly in the blinding dust and soon were lost in a wheatfield. Mrs. Modlin was suffering from the cold and the husband took of his shirt and wrapped it about her. On they went and by chance came upon a deserted farm house where they found some shelter in a cave until next morning when the storm had subsided.

In addition to the other injuries Mrs. Modlin's eyes were in a serious condition from the dust and thistles. Their two small children had been left at home in the care of an aunt and so escaped the experience.

RURAL ELECTRIFICATION

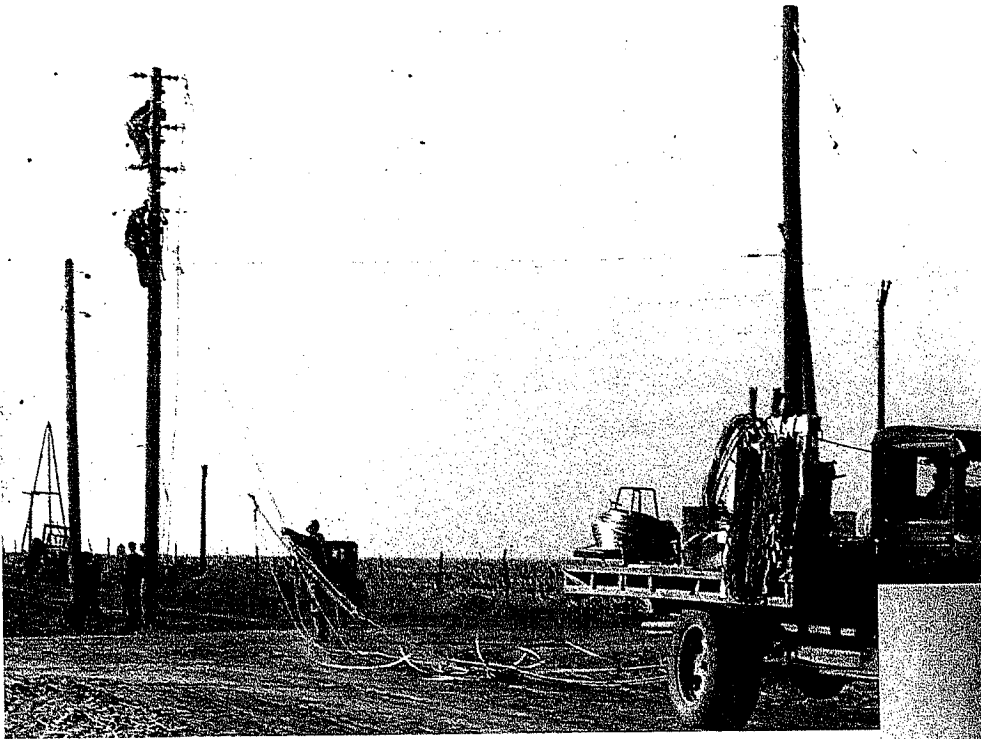
Power Comes to Brown County

Farmers in Brown County watched with interest as Congress passed the Rural Electrification Act in 1936. As they waited for details of the plan to be worked out, they asked a state extension engineer for an estimate to connect each farm to electricity. Farmers thought that a rate of \$5 per month was too high; some farms already generated their own power.

In December 1936 a representative from the Rural Electrification Administration (REA) held a meeting at the

local high school. He estimated a monthly rate of \$3 and said that costs could go lower still if more farms participated. By the end of the year 960 farmers had completed surveys indicating an interest. When the first stockholder meeting was held in January their cooperative had sold 500 shares. In April 1937 there were 1,100 interest farmers and the REA loaned \$100,000 to begin the project. The funds covered the construction of the Horton municipal station, poles, and about 110 miles of transmission line.

Workers spent weeks clearing right-of-way, digging post holes, and preparing for the line work. When the first pole was set November 10 the cooperative held a special ceremony. Workers used 30 carloads of poles, 100,000 pounds of aluminum wire, and a number of carloads of other materials on the first 88-mile section. Twenty linemen began the work of



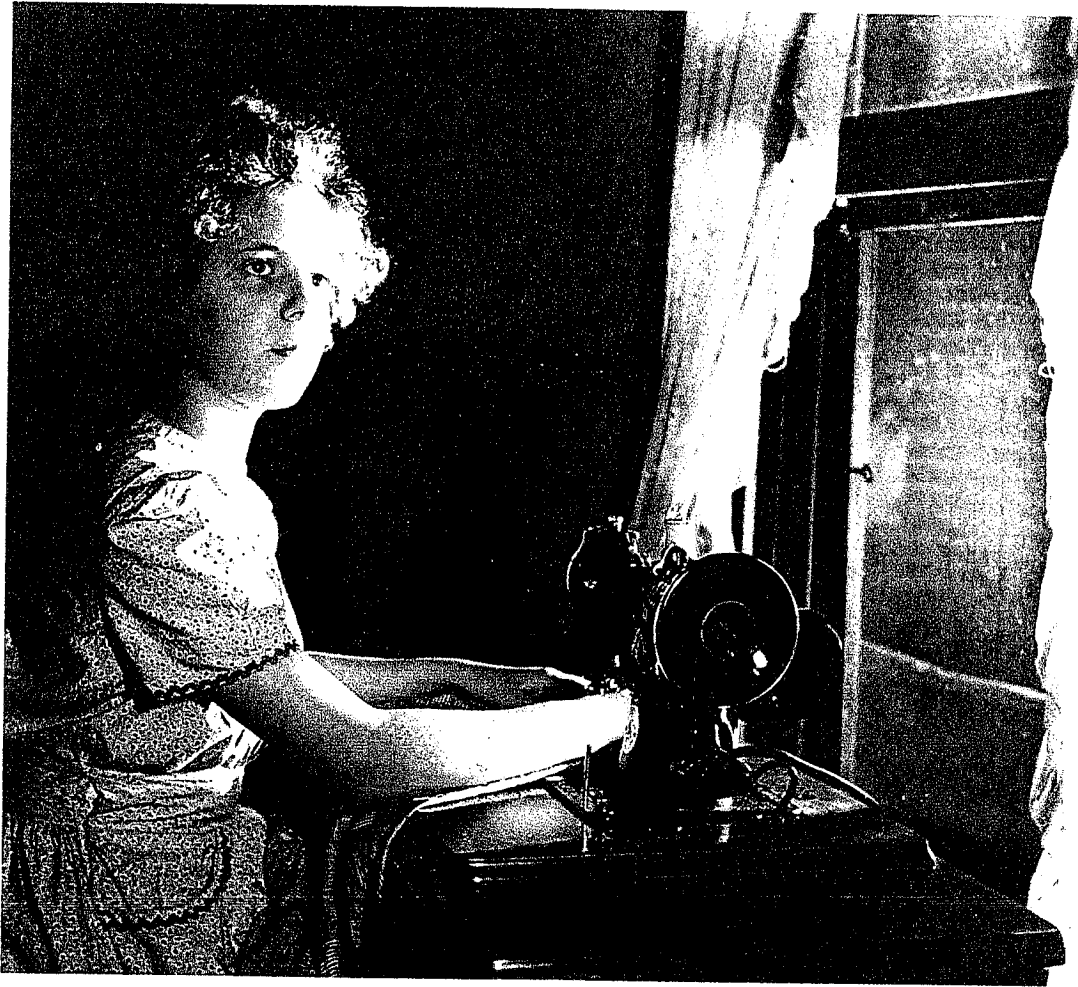
Above and right, workers from the Rural Electrification Administration install lines and poles in Brown County in 1938.

APRIL 1, 1938

Rural electrification reaches Kansas



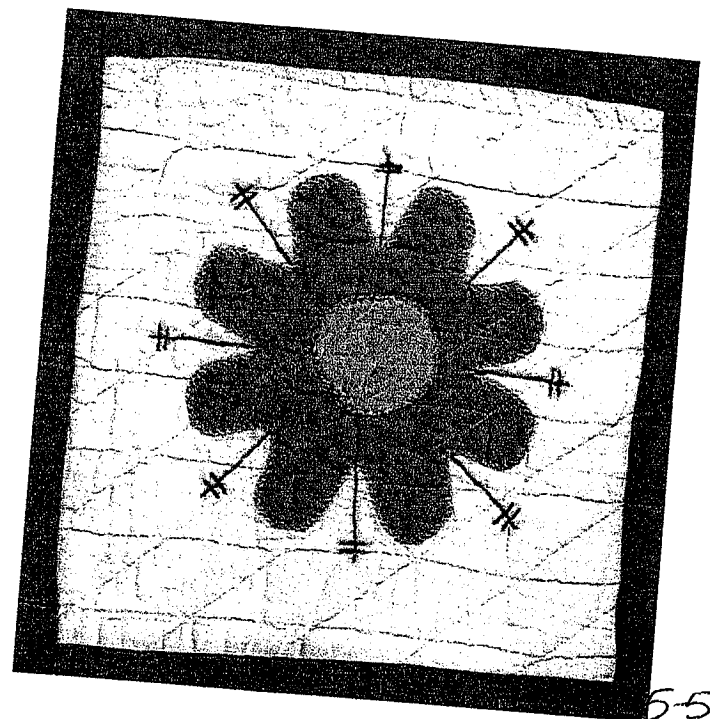
551



Above, this girl uses an electric sewing machine on a farm to increase productivity, 1940s. Library of Congress. Below, this quilt made in Garden City depicts electrical poles. The maker was a mother of 12 who was overjoyed to have the benefits of electricity in her farm home.

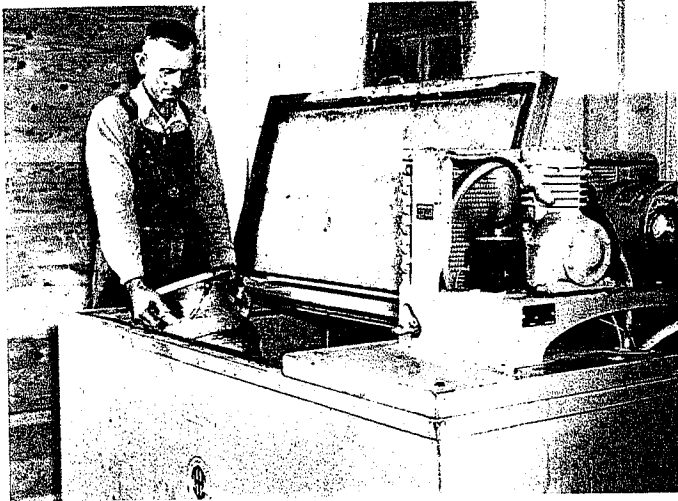
stringing wire on December 20; by the end of the year they had strung 35 miles of wire. A historical marker designates this spot where construction began on the first REA project in Kansas. Construction on the substation at Horton began March 17, 1938.

The weather was cold when the community gathered for the "energizing" ceremony, April 1, 1938. Festivities included a parade and tour of the municipal plant to see the three diesel engines. REA administrator John Carmody made a telephone call to the Horton municipal plant giving approval to send electrical current through the lines. He then asked to speak to Governor Walter Huxman. "I think this is one of the greatest undertakings the government has ever tried for the rural people of the United States," Carmody said. Governor Huxman was then given the honor of flipping the switch that brought power to about 5,000 farms.



5-52

Impact of Rural Electrification



*This dairy farmer uses an electric milk cooling tank, 1940.
Library of Congress.*

By the 1930s almost 90 percent of urban dwellers had electricity. In rural areas the number was drastically lower—only 10 percent. The expense of running lines in the country outweighed the benefits for private electric companies. President Franklin D. Roosevelt believed it was the government's responsibility to resolve this discrepancy.

On May 11, 1935, the Rural Electrification Administration was created and a year later Congress passed the act that provided loans to farmers seeking electrical power. In the midst of depression, farmers avoided loans by establishing cooperatives.

Because of the depression, the brightest engineers, electricians, and draftsmen became involved and soon power poles were erected over rural America. Power first came to Kansas on April 1, 1938, in Brown County.

Electrical service did not immediately spread across the state. It took time as co-ops formed and members were encouraged to participate. World War II delayed the effort. Full electrification was completed in Kansas in the 1950s.

Electricity allowed Kansas farmers to take advantage of modern conveniences. Prior to electricity no electric motors were possible to power farm work or provide light to farm buildings. Milk had to be kept cool on ice.

Households, too, found a growing number of conveniences in the 20th century including heating, ovens, refrigerators, washing machines, radios, and television.

Electrification made available the latest technology to Kansas farmers so that they could be competitive. Rural electrification became known as the best "hired hand" the farmer/rancher could have. Rural schools were among those that benefited from the service. The Kansas Electric Cooperatives, Inc., was established in 1941 for the electric co-ops that serve in Kansas. Today 38 electric cooperatives provide electricity to rural Kansas.



A Kansas family listens to an electric radio, 1920s.

Think about it: Can you imagine a day without electricity? How would it change your daily routine?

Primary source document: The Kansas Emergency Relief Committee conducted a preliminary rural electrification survey across the state in 1935. This foreword summarizes the county by county data in the report.

The Kansas Emergency Relief Committee

FOREWORD

The preliminary rural electrification survey was started January 10, 1935, by the Engineering Department of the Kansas Emergency Relief Committee. The field survey was started in all 105 counties in February, 1935, the object being to locate all rural units including farm homesteads, schools, stores, filling stations, etc., in the state.

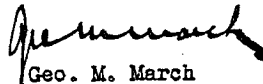
Uniform maps were prepared in each county, and the results of the field location shown on these maps by proper symbols, the maps being then sent in to the state office for consolidation and review. All farm homesteads were classified as good, average and poor potential users of electricity. All existing power lines were located and shown on the maps, as well as telephone and telegraph lines, and all generating stations, including large and small private plants.

As a result of the study of these county maps, it was determined that the eastern half of the state only was susceptible of economically sound extensions of rural service, except for small isolated spots in western Kansas. Preliminary projects have been studied in 55 counties in this area, totaling 439 projects, 3,968 miles of transmission line, and 15,433 possible customers. In the area studied there are 124,655 homesteads not now served by existing lines.

A summary for the entire state shows the following: 212,061 rural units (outside incorporated cities) of which 170,111 are farm homesteads. Of these units, 16 per cent are now connected to existing transmission lines, and four per cent have private plants. There are now 11,588 miles of transmission lines in Kansas, of which 3,770 miles are not available to rural users, due to too high voltage for transformer service.

The results of the survey appear in detail in the accompanying report.

Full credit should be given to Mr. H.E. Stover and Mr. H.W. Houghton under whose direction the survey was conducted and by whom this report was prepared.



Geo. M. March
Chief Engineer
Kansas Emergency Relief Committee

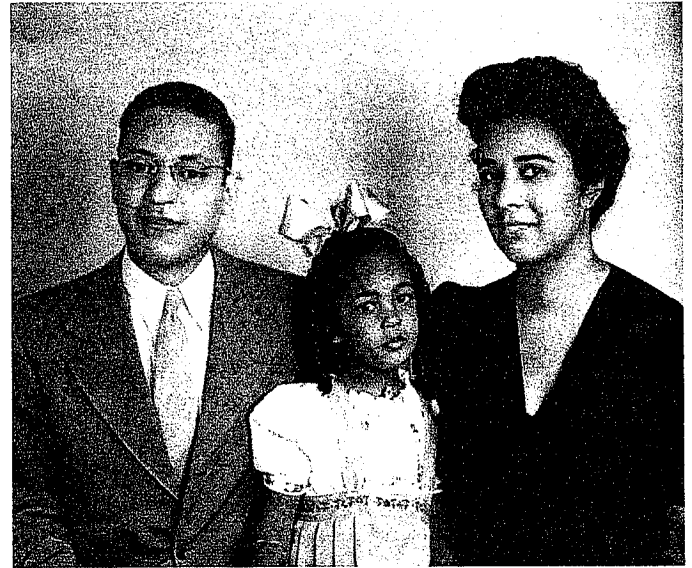
Brown v. Board of Education

Quality education was of utmost importance to Lucinda Todd. As a schoolteacher and a parent, Todd observed the inequalities for African American students. She wanted her daughter and other black children in the community to have the same opportunities as white children.

McKinley Burnett was president of the Topeka Chapter of the National Association for the Advancement of Colored People (NAACP). In 1948 Todd became the chapter secretary. When the *Topeka Daily Capital* published a column about "militant groups" attempting to "do away with colored schools" and praising the "bang-up job of education" that existed in the black schools, Todd responded. "If by wanting my child to have equal education I am being 'militant' then thank God I am militant," she wrote.

The group formed the Citizens Committee on Civil Rights and began to fight the laws that kept students segregated. They met at the Todd's house. Participants drafted a leaflet to support a petition drive titled "The People Fight Back." It recounted the ban of African American students at a dance, along with other examples of segregation in the city. The group presented a petition with 1,100 signatures but the Topeka school board failed to grant a change in policies.

Walter White, the executive secretary of the national NAACP, visited Topeka in 1949 to support the local effort. While in Topeka, he stayed in the Todd's home. The next



Alvin, Nancy, and Lucinda Todd, in Topeka, 1946.

year Todd wrote to ask White for legal support. "Our situation has become so unbearable that the local branch has decided to test the permissible law which we have here in Kansas," Todd wrote. White referred the request to the NAACP legal department. Charles Bledsoe, an attorney for the Topeka chapter, began working with NAACP legal counsel Robert L. Carter to outline the plan.

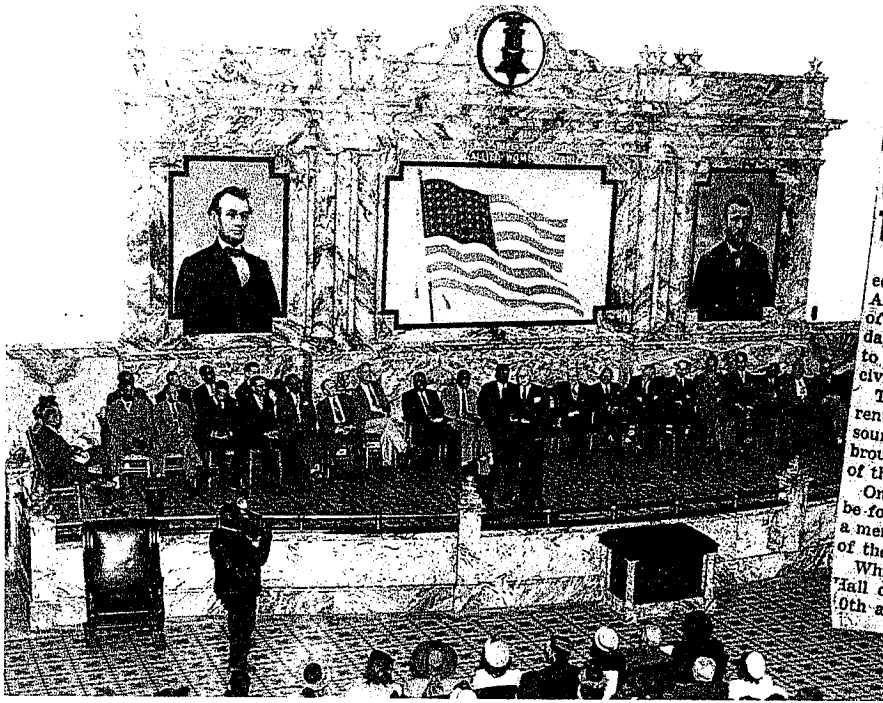
The next step, in summer 1950, was for parents to attempt to enroll their children in neighborhood schools. They were all denied admittance to the white schools.

MAY 17, 1954

The U.S. Supreme Court announces its unanimous ruling on *Brown v. Board of Education of Topeka*

School Segregation Banned, Topeka State Journal, May 17, 1954.





Walter White, NAACP Official, Speaks Here Tonight, Memorial Hall

Humanitarian Walter White, executive secretary of the National Association for the Advancement of Colored People, brings his 10-day tour of the Midwestern states to Topeka tonight for a talk on civil rights.

The NAACP secretary, currently on a tour of Illinois, Missouri, Iowa, Ohio and Kansas, is brought here by the local branch of the association.

On hand for White's speech, will be former Senator Arthur Capper, a member of the board of directors of the NAACP.

White will speak in the GAR Hall of the Memorial Building at 10th and Jackson at 8:15.

Walter White of the national NAACP came to address Topekans, 1949.

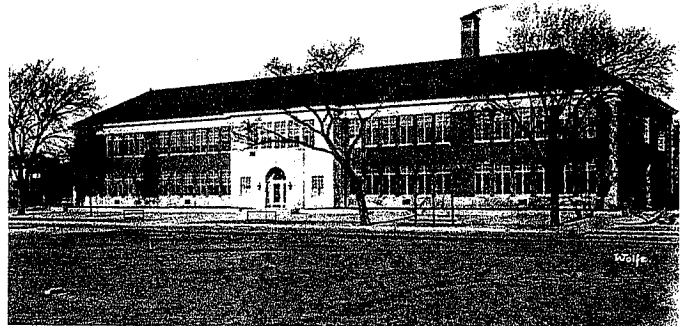
The group of 13 parents on behalf of their 20 children filed a class action suit in U.S. District Court against Topeka schools in February 1951. Oliver L. Brown was selected as the lead plaintiff. In August 1951 the district court ruled in favor of the school board, finding the facilities "separate but equal," but acknowledging that black children were "adversely impacted" as a result.

In September 1951 Carter wrote to Herbert Bell, president of the Abilene chapter, indicating his intention to "take the case to the United States Supreme Court." He estimated the cost of the case to be about \$5,000 and suggested that they undertake a statewide fundraising effort, which they did through speaking engagements around Kansas.

The U.S. Supreme Court agreed to hear the Brown case along with segregation cases from three other states and the District of Columbia. Arguments were presented in December 1952 and then again in December 1953. The court announced its unanimous decision on May 17, 1954.

We conclude that, in the field of public education, the doctrine of 'separate but equal' has no place. Separate educational facilities are inherently unequal. Therefore, we hold that the plaintiffs and others similarly situated for whom the actions have been brought are, by reason of the segregation complained of, deprived of the equal protection of the laws guaranteed by the Fourteenth Amendment.

—Brown v. Board of Education of Topeka, 1954



Monroe Elementary School in Topeka where African American children were forced to attend, now the Brown v. Board of Education National Historic Site.

5-56

Impact of Civil Rights Movement

Many states had “separate but equal” laws. In the same town, black and white citizens went to separate schools, churches, hospitals, stores, and even separate cemeteries. In 1890 Homer Plessy decided to test a Louisiana state law that permitted railroads to provide “equal but separate” passenger cars. The conductor ordered him to leave the “white” car, he refused and was arrested. The case went to the U.S. Supreme Court, which upheld the rule of segregated facilities. It would be more than 60 years before the nation was ready for change.

In Kansas an 1874 law barred segregation in public accommodations. An 1877 Kansas law allowed larger cities to segregate elementary schools. An 1879 law required Kansas high schools to be integrated. A 1905 law provided Wyandotte County with the only exception. African Americans in the state tested the application and enforcements of these laws in 11 state supreme court cases from 1881 to 1949, preparing the way for the *Brown v. Board of Education* case.

The four cases considered with *Brown* by the U.S. Supreme Court were *Belton (Bulah) v. Gebhart*, Delaware; *Bolling v. Sharpe*, District of Columbia; *Briggs v. Elliott*, South Carolina; and *Davis v. County School Board*, Virginia. Unlike those four cases, African American students in Topeka did not attend inferior schools. The parents in Topeka contended that segregation in itself did psychological and educational damage to black children forced to attend schools



These second grade students attended Monroe Elementary School, 1949.

isolated from the other children in the community. The Supreme Court agreed, ruling that segregated public education violated the 14th Amendment, adopted during Reconstruction following the Civil War. Justices referred to the clause requiring states to provide equal protection under the law to all people.

The *Brown* decision altered the daily lives of black and white Americans. It laid a foundation of equal rights and opportunities for all. It demonstrated that educational opportunity and achievement are core values. It also recognized that education can be a great equalizer among people of different races, classes, and backgrounds.

Think about it: What does it mean that “separate but equal” is “inherently unequal?”

Primary source document: Charles Bledsoe, attorney for the Topeka NAACP chapter, writes to the national office and outlines the segregation in Topeka schools in 1950. He asks for information to help build a legal case to change the laws.

Left, Mamie Williams taught at the all-black Monroe School and later was principal of Washington School in Topeka.



OFFICE PHONE 2-3188
REC'D PHONE 4685

NOTARY PUBLIC SERVICE

CHAS. E. BLEDSOE
ATTORNEY AT LAW
WELBROOK BUILDING
133 KANSAS AVENUE
TOPEKA, KANSAS

N. A. A. C. P. LEGAL DEFENSE AND
EDUCATIONAL FUND, INC.

September 5, 1950

1950 SEP 28 50

The National Association for the Advancement of Colored People
Legal Department
20 West 40th
New York City 18, New York

Gentlemen:

I represent the local branch of N.A.A.C.P., of Topeka, Kansas, and I wish to inform your office of the pending controversy existing in the city of Topeka, and elsewhere in the state of Kansas.

The facts are briefly these: The Board of Education of the aforesaid city is maintaining and has maintained a dual system of education for colored and white grade school children. In doing so, the Board is acting under a permissive statute of the state of Kansas.

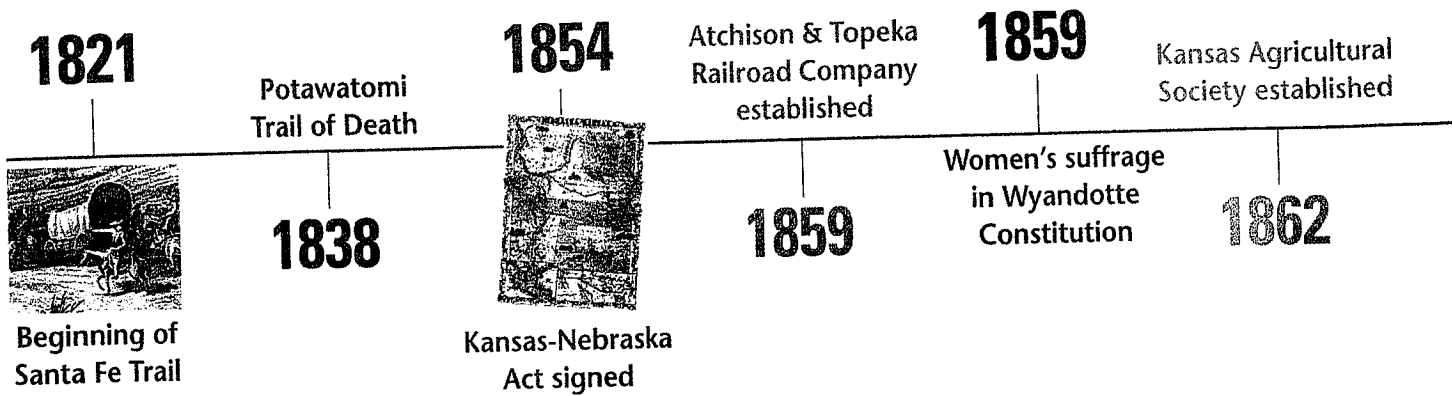
The white children have several districts; in these districts, some colored children live, and their parents own property in these so-called districts. However, said colored children are prohibited from attending the schools in these districts, and are compelled to leave their homes and meet a bus (said bus is provided by the Board of Education) that carries them, often for long distances, to the various Negro schools.

The parents of the said Negro children are taxed for all of the schools, and the whole thing results in a jim-crow system.

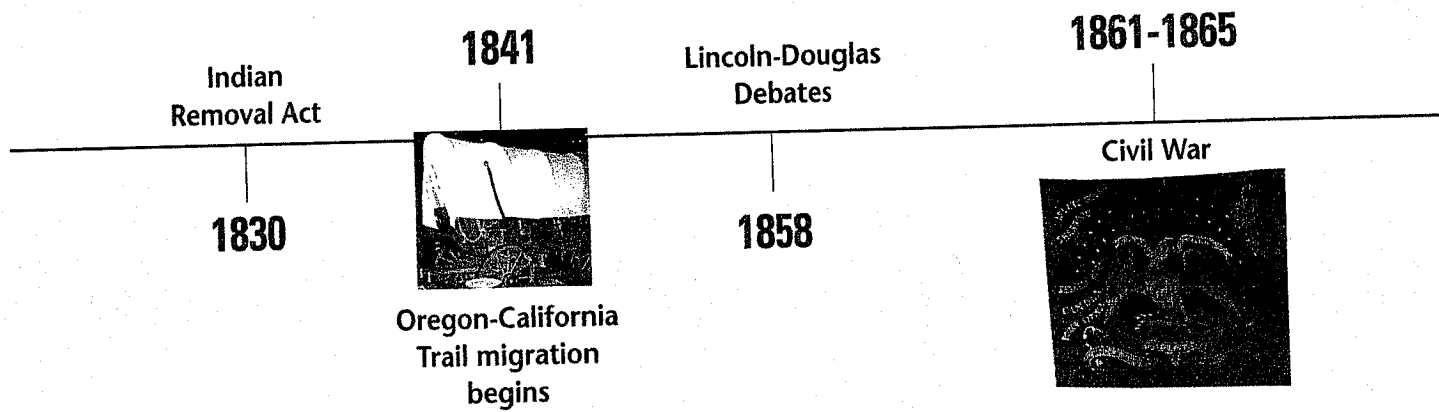
As chairman of the legal redress committee of the N.A.A.C.P., I am asking your office to advise me in this matter. Please send me drafts of pleadings, etc., that will give me a true picture of this case, assuming that this case arises under the constitution-- particularly the 14th Amendment thereof. We also assume that our legislature was without authority to enact such a permissive statute in the face of the constitution.

It is our plan to seek redress in the Federal Court, as our State Supreme Court has held that the permissive statute is constitutional and valid; hence, it would be a waste of effort and of

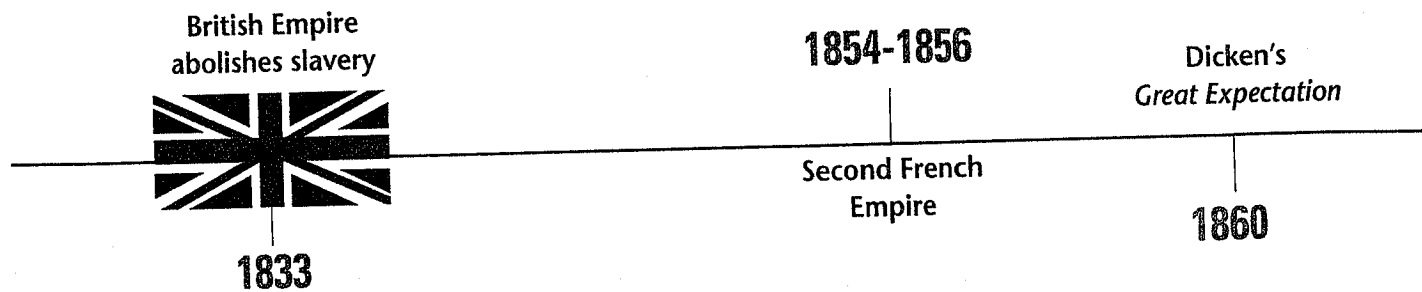
Notable Events in Kansas History



Select Events in U.S. History



Select Events in World History



1867



Abilene established as trailhead

Kansas adopts prohibition



1881

1925

Travel Air Manufacturing established

Dust Bowl's Black Sunday



1935

1938

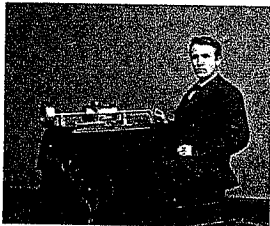
Rural electrification reaches Kansas

Brown v. Board of Education

1954

1877

Thomas Edison's phonograph



Great Depression begins

1929

1948



Commercial television

Tchaikovsky's 1812 Overture

1882

1914-1918



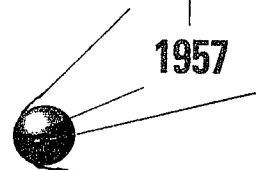
World War I

World War II

1939-1945

Soviet Union's Sputnik

1957



5-60

How do we know what we know about the past?

We know about our past from the materials people created and left behind. A letter written on the Oregon Trail, chaps worn by a trail drive cowboy, the secretary's notebook from the Moneka Woman's Rights Association meetings, and a photograph of Clyde Cessna seated in his airplane—they are the primary sources, or "raw materials" of history, that were created during the time period or by participants in the event. These are all pieces of evidence, or clues, used by historians to write Kansas history. Historians use skills to read primary sources for information beyond what you see at face value.

With written materials first read the text thoroughly, define difficult words and archaic terms.

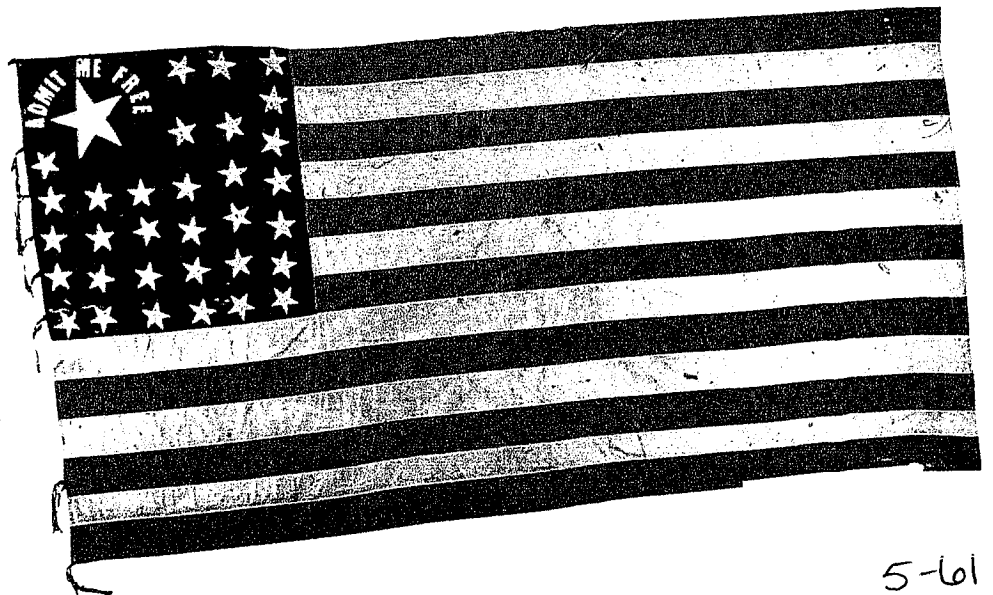
Then ask questions about the document:

- Who wrote it? What information is conveyed? What is the main idea?
- What is happening at the time this document was created? What influence does that have on the document? What do you know or need to learn about the time period in which this was written to help you better understand the document?
- Why did the author write the document? Who is the audience? What is the author's point of view?

Artifacts contribute to our understanding of the human experience. "Reading" artifacts takes a different series of questions:

- What is the object? Identify the materials and construction.
- What does this object do? How was it used? What is its function?
- Who made it? Who used it? What meaning or importance did the object have for people in the past?
- What are the relationships among the object, its function, and the people associated with it?
- What connections can we make between the story of this historical object and our own lives?

The Kansas Historical Society is the state's repository for primary sources—including tens of thousands of artifacts, letters, diaries, photographs, government documents, newspapers, and archeological evidence. We encourage you to use the collections, online at kshs.org or in person. We welcome donations of primary sources that will continue to add to our knowledge about the state's history.

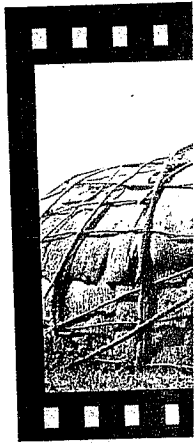


Sam Brownback, Governor of Kansas
Jennie Chinn, Executive Director, Kansas Historical Society

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