ARCHITECTURE IN COMMERCE

A SELECTION OF STRIKING EXAMPLES OF CONTEMPORARY ARCHITECTURE IN COMMERCIAL BUILDINGS--CONT. ON PAGE 36.

PENN SQUARE
OKLAHOMA CITY: 54 ACRES CONTAINING 46 SHOPS AND COMMERCIAL ESTABLISHMENTS, PARKING FOR 4200 CARS. ARCHITECT: SOREY, HILL & SOREY. LANDSCAPE: THOS. ROBERTS & ASSOC.
With products ranging from acid to zinc, from cyclo-hexane to cat food, Oklahoma's industry today exemplifies the diversity that marks her topography, her climate — even her people.

Oklahoma's industry, about the end of World War II, began a transition from mainly extractive and processing operations to more diversified manufacturing. This transition is continuing today.

The oil business is so closely identified with Oklahoma's industrial picture that many outsiders do not realize that the state has anything else. While it has had its problems lately, the oil industry — using the term "industry" in its broad sense — is probably still the most dominant factor in the state's industrial complex.

This industry, too, is in transition. While technological advances have revolutionized the production end (and imports have reduced the demand for production), processing operations continue to expand and change.

New oil by-products, and new uses for them, are being discovered continually. While oil production is in a well-publicized decline, most major companies have quietly spent millions of dollars on new processing plants and equipment. Continental Oil Co. and DX Sunray Oil Co. have both recently completed several multi-million dollar petrochemical processing plants at their refineries at Ponca City and Tulsa. Most of the state's 12 other refineries have undergone modernization or expansion programs leading to increased production of petroleum by-products.

Natural gas industries are increasing at an extremely rapid rate. During the past three years nine new gas processing plants have been built in Oklahoma. These

Continued
plants extract butane, propane, and natural gasoline from the gas, then send it on for use as fuel. Each plant costs from $1 million to $4 million to build.

One of Oklahoma's outstanding industrial installations based on natural gas resources is the U. S. Bureau of Mines helium extraction plant near Keyes, in the Oklahoma panhandle. This $12 million facility went on stream late in 1959, and is the world's largest helium production plant. (The natural gas in the Oklahoma panhandle area is one of the free world's richest known sources of helium.)

Another leading Oklahoma industrial facility using natural gas as a raw material is the John Deere Chemical Co. plant at Pryor. This $20 million plant extracts ammonia and urea from the gas and makes it into fertilizer.

With the early development of oil and gas production in Oklahoma, it was natural that allied manufacturing industries would grow out of this production, and such firms make up a major part of Oklahoma's industry today. Such companies as the Halliburton Co., of Duncan, and Oklahoma have multi-million dollar expansion and modernization projects underway.

In addition to these, several smaller glass manufacturing plants making specialties from minnow traps to lamp chimneys are operating in Oklahoma.

The manufacture of cement is another important mineral based Oklahoma industry. Limestone and shale — the basic raw materials — lying together, again plus the abundance of natural gas, form the reason for the state's four huge cement plants. Dewey Portland Cement Co.'s newest plant, near Tulsa, is not quite completed. Dewey started its other plant, at Dewey, Oklahoma, before statehood. Ideal Cement Co. has manufactured cement at Ada since 1920, and last year completely rebuilt the Ada plant in a $20 million expansion and modernization program. This facility includes the world's longest overland belt conveyor, running more than 5 miles from the firm's quarries into the plant.

The state's newest plant to start operation, a $12 million installation at Pryor, was completed last year by
trial resource, with 12 thriving brick and tile manufacturing plants operating at Ada, Collinsville, Comanche, Enid, Mangum, Oklahoma City, Sapulpa, Stroud, Tulsa, and Wewoka.

Historically, coal has been a major mineral resource in Oklahoma, and the state still has millions of tons of coal reserves lying in 14 eastern and southeastern counties. Today only a few mines are operating. However, the industry still has a great potential if the market problems can be solved.

Lead and zinc have also historically been important in Oklahoma’s economic picture. This industry faces the same problem as the coal industry, complicated by the fact that the best of the Oklahoma ores are now gone. But the state’s three large zinc smelters, at Bartlesville, Blackwell, and Henryetta, are keeping busy processing imported ores.

Timber as an industrial resource in Oklahoma has been important since before statehood, and is of increasing importance today. Much of southeast Oklahoma is suited for growing timber. Southern pine lumber, poles and posts make up most of the production from eastern Oklahoma mills, though quite a bit of oak is cut and made into flooring and furniture parts. These sawmills range in size from the innumerable small 4-to-10 man “peckerwood” mills to the huge Dierks Forests, Inc. mill at Wright City.

Newest industrial installation in the area is a by-product plant. Dierks’ new $1,500,000 Craig wood fiber plant, near Broken Bow, just recently started production of insulating sheathing board.

Due to Oklahoma’s traditional agriculture-based economy, production and processing of food and kindred products has been one of the most important phases of industrial activity, and remains the leading category today. Such well-known names as Wilson, Swift, Armour, Pillsbury, General Mills, and others all have operations in Oklahoma. But most of the activity in this field is by smaller firms, with local, state, or regional distribution.

Industry in Oklahoma has been, and considering all the ramifications of the oil industry and its satellite activities, continues to be primarily based on resources. But the transition is seeing substantial growth in fabrication and assembly type activities, based generally on the state’s location in relation to markets (though many other factors are involved).

This type of growth has seen the establishment of sizeable manufacturing operations in Oklahoma by such well-known industrial firms as the B. F. Goodrich Co., making tires at Miami; Western Electric Co., making telephone equipment in Oklahoma City; Container Corporation of America, making boxes at Muskogee; Douglas Aircraft Co., doing aircraft modification work at Tulsa; the Crane Co., making heating and cooling equipment at Miami; Sylvania Electric Products Co., making electronics equipment, and the Thiokol Chemical Corporation, which will make missile components at Shawnee; and others.

Clothing manufacture in particular has grown rapidly in Oklahoma. The oldest of Oklahoma’s 53 clothing plants, the Shawnee Garment Manufacturing Co. at Shawnee, has been in operation since 1903. But 33 of the 53 have been established since 1950. These plants include such well-known names as Blue Bell, Seamprufe and Munsingwear.

Such national firms not only pump a great deal of money into Oklahoma’s economy, but also add glamour and prestige to the state’s industrial picture. However, equally significant are the many “home grown” industries which continue to thrive in Oklahoma.

As was mentioned, industries connected with the oil business have generally been in the spotlight among the “home-grown” type. Many of these are now producing such diverse items as ditching machines, voting machines, missile components, and others. Outstanding

Continued

GLASS... Continuing mechanical improvement is one of the reasons for the enduring importance of glass manufacture in Oklahoma. In a modern glass container manufacturing operation such as this, molten glass comes from the melting tanks through a system of overhead pipes, and drops into a molding machine, with air then blown into the mold to give the bottle its finished shape.

COLOR PHOTO BY PAUL E. LEFEBVRE

SIX OKLAHOMA TODAY
examples include such companies as Midwestern Instrument, Inc. and Nelson Electric Manufacturing Co. at Tulsa, both now manufacturing a considerable variety of products.

Some others have grown to status among the world leaders in their particular lines. These include such firms as Coburn Manufacturing Co., making optical lens-grinding machinery at Muskogee; Fife Manufacturing Co., making hydraulic web guide equipment, Magee-Hale Park-O-Meter Co., making parking meters, Macklanburg-Duncan Co., making builders hardware, and Aero Commander, Inc., making airplanes, at Oklahoma City; Burtek, Inc., making technical training aids, John Zink Co., making industrial burners, Bioscope Manufacturing Co., making microscopic projectors, and Precision Products Co., at Tulsa. Also Brantley Helicopter Co., at Frederick; Adams Hard-Facing Co. at Guymon—the list could go on and on.

Research in Oklahoma has contributed much to the economy of the nation as a whole. For instance,

Marlex, a high density polyethylene plastic developed by the Phillips Petroleum Co. at Bartlesville, has become the material from which hundreds of nationally known products are made, including containers such as those for Vel, Lux, Joy, Ivory, Shina Dish, etc.

Much of Oklahoma's more recent industrial growth, particularly that of the past 10 years, has been influenced by organized effort in the field of industrial development. Many local chambers of commerce long ago recognized the economic shifts taking place and started aggressive development programs designed to offset coming losses of farm or mining employment. Railroads and utilities have added their efforts in the field. More recently such development work has been tied together by such statewide organizations as the Oklahoma Development Council and the State Department of Commerce and Industry.

Oklahoma, in the short space of 50 years, has developed a mature and diversified industrial economy. The state's resources, location, and — most of all — the ingenuity and ability of its people should see this growth continued, resulting in a well-balanced industrial economy providing better living for all.

OIL ... The acres and acres of stationary oil derricks which marked Oklahoma's earlier oil fields have given way to the new portable jackknife rigs. Here is one of the world's largest being assembled, to drill one of the world's deepest oil wells. Operations are continuing at this Caddo County well, which is now more than 21,000 feet deep.

COLOR PHOTO BY PAUL E. LEFEBVRE

EIGHT

O K L A H O M A T O D A
The entire possessions and supplies of the Indians were destroyed, or appropriated, by the troops. Custer chose one of the finest teepees and several buffalo robes for himself. Eight hundred and seventy-five horses were killed. Years later, early day settlers hauled these bones into Texas, selling them by the ton.

Fifty-three women and children prisoners were taken, to be marched through the blizzard back to Camp Supply. It is significant that not a single Cheyenne warrior was made prisoner... there was not a male captive over ten years of age.

This artist's conception, from a contemporary issue of Harper's magazine, is in error as to the number of Indians firing as Custer's men charged into the village. The Cheyennes were aroused to their own defense by the soldiers' gunfire and the shrilling of the Seventh Cavalry Regimental Band.

BY BILL BURCHARDT

BATTLE OF THE
he longest war the United States of America has ever fought was the Indian War of 1865-91...five times as long as any other war and equal to any in its impact on our history. This long, costly and tragic war established our national western expansion. A major encounter of that war was fought on the Washita, northwest of Cheyenne, Oklahoma.

Now, more than half-a-century after the war has ended, misconceptions and lack of understanding still remain.

One such misconception is that the various campaigns of the Indian War were small wars in themselves. Not so. The campaigns against the northern tribes, against the southern plains Indians, against the Nez Perce, the Utes, the Apaches, were all part of one 26-year-long war that took thousands of lives and cost millions of dollars.

Another misconception is that Indian people were diametrically opposed to western expansion of the United States. This is not so. Witness the numerous treaties, all broken, in which Indians were willing to “sell” their lands to the United States, to be opened to settlement, for stagecoach and railroad routes, for telegraph lines.

Why, then, if Indian people were willing to sell and the United States was willing to buy, was war necessary? Complications clouded and confused every issue. Not all citizens of the United States were willing to buy; some preferred to steal, or take what they wanted by force of arms. Conversely, not all Indians were willing to sell.

Continued

a major engagement in America’s longest war...

WASHITA
The prim Indian people asked for their land was sometimes money, oftentimes trade goods, and always the guarantee that they would be allowed to live undisturbed in that portion of land they retained for themselves. The record of treaties made by the government is one of promised monies not paid, promised trade goods not delivered, and promised security callously violated. Bloody encounters were precipitated and grisly atrocities committed by wild young warriors of the tribes who refused to listen to the sage counsel of the old chiefs and organized renegade “war parties” on their own, without tribal approval. This was a contributing complication at the Battle of the Washita. A few young men among the Cheyennes had slipped away without Black Kettle’s approval, to raid along the Solomon and Saline rivers in Kansas.

In parallel, buffalo hunters, gold seekers, all manner of greedy white men, ignored treaties and callously invaded lands securely guaranteed to the Indians on slaughtering and treasure hunting expeditions, or settled there in defiance of Indian rights. If a single Indian, or a small band of outlaw Indians committed an atrocity, short-sighted white men and the army immediately set about to punish all Indians. Conversely, if a white man, or a small group of white men committed an outrage or aggression against Indians, a war party was likely to destroy the first settler cabin or covered wagon they encountered, killing men, women, and children alike without regard for the fact that they had no part in the crime the Indians had set out to avenge.

This tendency on the part of both sides, to blame the entire race for any crime committed by any individual of that race, created endless havoc. It was directly responsible for the tragic Battle of the Washita as it became a weapon in the hands of glory-hunting General George A. Custer.

As was established by a later full investigation by the Department of Interior, it was in fact not a battle at all, but a massacre of a peoplecamped in peace, who thought they were under the protection of the United States Army.

A tangled web of broken treaties and Indian raids preceded the Washita engagement. The government had failed to keep the provisions of the Treaty of Medicine Lodge. Food, supplies, and educational help promised to the Cheyennes in exchange for land rights were not delivered. Buffalo hunters invaded remaining Cheyenne hunting grounds. Cheyenne war parties raided, killing settlers and destroying property in western Kansas.

Men like Agent E. W. Wyncoop, General W. B. Hazen, Black Kettle of the Cheyennes, and Little Raven of the Arapahos, did their utmost to retain peace. But in spite of their efforts the situation worsened. General Hancock’s campaign in western Kansas during the summer of 1868 was a failure. Custer’s cavalry was outwitted, outrun, and outfought, by the Cheyennes, sharpening Custer’s thirst for Indian blood.

Custer, following the Civil War, had been reduced in rank. Seeing his fame and popularity dwindle, the yellow-haired hero, restless and reckless, had gotten into increasing trouble. Following a court-martial for being A.W.O.L., he had been suspended from the army without pay.

It was from this suspension that Sheridan summoned him back to take part in the Hancock campaign and to head the winter assault on the Washita. During the summer campaign under Hancock, Custer’s cavalry had failed to catch a single Indian.

Frustrated, desperate for victories the flamboyant Custer, who had begun to ape the dress and mannerisms of long-haired Wild Bill Hickok, sought to make new fame for himself as an “Indian Fighter”.

In this frame of mind, Custer led the 7th Cavalry south from Fort Hayes, established Camp Supply, and on November 23, 1868, marched toward the Washita. Three nights later his scouts, including such stalwarts as Ben Clark, California Joe Milner, Joe Corbin, Raphael Romero, and the Osage war chief Hard Rope, had
located the village on the Washita.

Through the bitterly cold night—an early blizzard had covered the earth with snow—Custer deployed his troops for a surprise attack at dawn. With no further reconnaissance, while the regimental band shrilled Gary Owen, Custer swept in with the gray of earliest day on his mission of annihilation.

The elderly chief Black Kettle, champion of peace, had just arisen and stepped from his lodge as Custer charged. Seeing the soldiers, Black Kettle fired his rifle into the air to awaken the village, then turned to summon his wife from the lodge. Together, they mounted Black Kettle’s pony to flee.

They did not get far. Shot in the back by charging troopers, both fell in the water as the pony plunged into the winter icy stream. Carnage followed. Custer’s report, which is filled with error and outright falsehood, claimed that he slew 103 warriors and captured 53 women and children. The Department of the Interior investigation later corrected Custer’s figures, stating that 13 men, 16 women, and 9 children were slain by Custer’s troops in the battle.

Custer’s own losses included Captain Louis Hamilton (grandson of Alexander Hamilton), Major Joel Elliott, and 19 enlisted men. Scout Ben Clark reports that Captain Hamilton was killed during the charge into the village by a bullet in the back, fired by one of the charging troopers, before the Indians had opened fire.

Captain Benteen in a letter to the St. Louis Democrat, scornfully castigated Custer for ordering Major Elliott and his men off on a detached mission then abandoning them to die.

Custer had gone into battle with inadequate knowledge of the tactical situation—a grave error which resulted in defeat and death for him eight years later on the Rosebud. He was not aware that the village he attacked on the Washita was only the first and smallest of many villages. On down stream thousands of Indians were camped; other Cheyennes, Arapahos, Kiowas, Comanches, and Apaches.

Through the day, Custer burned the Indians’ lodges and buffalo robes (appropriating the finest ones for himself), destroyed their stored food, killed a few dogs for pistol practice, and slaughtered 875 horses. The Indian-Pioneer papers report that almost to the turn of the century, settlers hauled these bones to Texas and sold them by the ton, finding occasional human bones among the horses’ skeletons.

Toward dusk, Custer re-formed his troops to march on the lower villages. Urgently, scout Ben Clark warned Custer that surprise was no longer in their favor, that they were vastly outnumbered. Fleeing Cheyennes had reached the lower camps. Word of Custer’s attack had spread. Large numbers of hostile were gathering in the hills.

Major Elliott and his party, dispatched that morning to pursue fleeing Indians, had not been heard from. Alarmed by Clark’s urgent warning, aware now that he stood in danger of losing his entire command in an overwhelming attack by Indian forces, Custer marched his column downstream only briefly, in a feint toward the lower villages, then retreated north under cover of darkness.

Two weeks later, a search party under General Sheridan found the bodies of Major Elliott’s men where they had made their last stand. Elliott’s men, surrounded by enraged Indians on nearby Sergeant-Major Creek, had been destroyed to the last man.

It seems futile to dwell here on the useless violence of the Battle of the Washita. The gory, indescribable atrocities committed by both soldiers and Indians are covered in other accounts. Custer’s reckless pursuit of glory was a two-edged sword. The same fury that characterized his campaign of destruction on the Washita was turned against him at Little Big Horn.

Every Oklahoman, every American, should visit the Cheyenne battlefield. It is a monument to remind our nation that lack of understanding, that inhumanity to fellow man, however different his race and way of life, is a bitter way. There is, indeed, a better way.
o most of us, Laos is just a small country somewhere in Asia—only a name in the newspapers—perhaps a little too often.

The men in the Air National Guard have a somewhat different conception. To them, Laos is a relief map with mountain elevations, valleys, rivers, and forests. They have a mental fix on its location in degrees and minutes of latitude and longitude. They know the radar vector to, and the length in feet, of a concrete strip there.

To these men—Oklahomans normally engaged in such familiar pursuits as selling groceries, insurance, or going to school—Laos is so many degrees of compass heading, pounds and gallons of fuel consumed, radio frequencies, refueling stations. These are the pilots, co-pilots, navigators, flight engineers, and loadmasters who fly C-97 four-engined military transport missions for the Air National Guard.

These men have a special interest in the newspaper accounts of worldwide trouble spots. Within an hour, they might have an aircraft in the air with full crew enroute to such a battlefield.

If war breaks out the Oklahoma Air Guard stands ready to help the Military Air Transport Service Command in its mission of cargo transport to the battle area. It is a new mission for the Air Guard unit in Oklahoma City which, until April 1 of this year was a fighter wing with fighter pilots and sleek, needlenosed F-86 Sabrejets. The Tulsa unit of the Air Guard converted to C-97's sixteen months ago.

Wing Commander Gillis Johnson points out, "The guard, under MATS command, is prepared to send a payload to any part of the world anytime. All that is required is the pre-flighting of an airplane. The Air National Guard is considered a first line defense unit."

Lt. Col. Mather Eakes, now director of personnel for the Oklahoma City wing, was on hand when the new mission was assigned on April 1. He was also on hand in February 1941 when the 125th Aerial Observation Squadron — the first nucleus of the Oklahoma Air Guard — received federal recognition and its first mission.

This unit was assigned to work directly with the ground facilities as aircraft observers carrying out tactical missions.

Col. Eakes remembers the recruiting program that began in 1940 when aviation enthusiasts sought men to make up the Air Guard Squadron. "Mobilization had started, and we wanted to be ready. We had the cream of the flying crop in Tulsa then," he recalls.

"More than sixty percent of the enlisted airmen who were charter members of the Air Guard became officers before the war was over," the Colonel proudly points out.

Assistant Adjutant General Joe Turner, now wearing the stars of a Brigadier General, began as an observer and received his pilot training while on active duty. Henry Thompson was with that group. He later commanded a Wing at Luzon in World War II.

Recently Col. Thompson's son received his captain's bars with the Oklahoma Air Guard, making the guard a full-fledged second generation unit.

In 1948 the 125th Fighter Squadron, Tulsa, began making its mark in national aviation circles, receiving the coveted Spaatz trophy as the top unit in air-ground gunnery. The 137th Fighter Group was federally recognized with units at Norman's Westheimer Field the year before. In 1949 this unit moved to Will Rogers Field.

A typical air guardsman is Maj. Frank L. Slane, an air force command pilot with more than 4,000 hours flying time. Maj. Slane has flown everything from light planes to cargo ships. He commanded an engineless glider during the glider invasion of the Rhine in March 1945. He was with the Air Guard when it received the

Continued on next page
Continued from preceding page

F-80 Shooting Stars and was assigned an Air Defense Command mission, and later re-trained with the F-86 Sabrejets for a Continental Defense mission.

Since the Tulsa unit has been assigned to the MATS Command, he has trained for the cargo transports, flown the C-97 to Japan twice, once to Hawaii, and has been in nearly every part of the United States with the heavy transport craft.

In June, 1948, Stanley Newman joined the Air Guard in Oklahoma City. Newman could claim the distinction of having been out of the European aerial war a shorter time than any other pilot in the nation. For he is accredited with having fought the last aerial combat in Europe, with having shot down the last German plane of World War II. In two later missions the same day he and another pilot flying alongside, captured two other German aircraft.

At 7:15 a.m. on May 8, 1945, two German FW 190’s made a run on the two American P-51’s with guns blazing, Newman recalls. The other pilot downed the first plane and Newman shot down the second.

Oklahoma Air Guardsmen were called to duty for the Korean “police action.” Men from the guard served as individual replacements for regular air force pilots. Among these was James Robinson “Robbie” Risner.

Risner first made headlines when he got lost on a training mission to Corpus Christi, Texas. His “wrong way Corrigan” act led him 150 miles south of Brownsville, Texas, before he ran out of fuel and landed on a sandy beach deep in Mexico. It took him three days to ride on horseback to Tampico, where he called home to report his safety and call off an intensive air search.

Risner went to Korea with the 185th Fighter Bomber Group. In summer training he had proved himself the guard’s top aerial gunnery marksman. In Korea, he became one of the nation’s top marksmen. In a 5-mile high battle near the Manchuria border, Risner bagged his eighth MIG to become one of the top Korean War aces. He is now a Lt. Col. at the Air War College, Maxwell, A.F.B.

The handful of aviation enthusiasts and pilots who were the “cream of the crop in Tulsa” in 1941 has grown. One thousand, four hundred guardsmen now serve at the two state headquarters. They make up the 137th Air Transport Wing.

The 137th Air Transport Group, including an air base squadron, a consolidated air maintenance squadron, dispensary, and 185th Air Transport Squadron is at Will Rogers field. The 138th Air Transport Group with its air base squadron, air maintenance, dispensary and the 125th Air Transport Squadron is at Tulsa. These are the flying components of the Oklahoma Air National Guard.

Also at Will Rogers is the 205th communications maintenance squadron and the 219th Geelia squadron, a communications electronics squadron. The men of the 205th communications squadron recently saved taxpayers more than $30,000 during their two week training period by installing 400 telephone line systems at the Vandenburg, California, missile center for use in fire reporting in missile firings.

This is the Oklahoma Air National Guard, men who work part time to fill a full time mission.
Community Development by the Oklahoma Jaycees means more than the new swimming pool in Walters, the rebuilt community building in Edmond, the city master plan underway in Miami, the street paving projects in Coweta and the new youth park in Capitol Hill.

Starting the fifth year of a program that dreams of a state of 5 to 10 million people living in 200 to 300 well planned cities, the Sooner Junior Chamber of Commerce has followed the slogan “make no little plans.”

It is significant that the first Jaycee program kit produced in 1957 on Community Development by the U. S. Jaycees in Tulsa quoted Daniel H. Burnham who said: “Make no little plans . . . they not only have no magic to stir men’s blood, but probably will never be realized. Make big plans, aim high in hope and work . . . our sons and grandsons are going to do things that would stagger us. Let your watchword be order, and your beacon, beauty.”

When the judges of the U. S. Jaycee program viewed the entries of the 50 states and Washington, D. C. at the National Seminar in Oklahoma City last year, they saw a method of leadership training through civic improvement.

They saw a process which included three planned steps to make big plans, and at the same time train young leaders.

First phase of the process is a survey with which to pinpoint community needs. Then follows an evaluation of these needs against the Jaycee chapter’s resources in men, money, and motivation, and the third step is selecting action projects to solve the needs.

The “end” results of this three step Jaycee process have been worth the many man hours spent.

State winners of the contest portion during the past two years have been Miami and Oklahoma City.

After taking a comprehensive survey of the town, the Miami Jaycees discovered the need for improvement in three major areas: city planning, youth activities and an over-all cultural development program.

Results have been a re-activated city planning commission, and a city and federal financed city master plan.

To organize a cultural development program, the Jaycees enlisted the local writers’ guild. The writers’ guild, researching historic landmarks and Indian lore in the area, turned out a brochure of particular interest to tourists, and started a county historical society.

To promote youth activities, they are spending many hours and dollars on athletic teams.

Oklahoma City’s Jaycees won their honors for park and school ground landscaping projects and plans submitted for revamping certain areas of the downtown area.

Across the state the program has produced new store fronts in Shidler, a softball park in Ada, a swimming pool in Walters, community building, grade school, and hospital in Edmond, paving projects, new street signs and house numbers in Coweta, youth parks in Capitol Hill, Dewey, Midwest City, and Bartlesville.

Also a city planning commission in Holdenville, city bond issues approved in Chickasha, a new master plan in Kingfisher, and many other important city improvements across the state.

Oklahoma’s Jaycees have rebuilt their entire state organization around this program, and for two definite reasons.

Continued on next page
The first a negative reason; the second positive.

Eighty-two Junior Chamber of Commerce towns looked at their past decade. Most found declining economies and in all but 11 of their 77 counties, a loss of population.

They saw a loss of 70,000 young people in their age category, 21 to 36, since 1950.

In these 82 Jaycee cities and towns, ranging in population from Indiannahoma's 378 and Ft. Cobb's 687 to Oklahoma City's 324,253, the challenge to “make big plans” had never been clearer.

The second reason for Oklahoma's leading role in this national and now international program during the first four years is the support and interest the Jaycees found in their state's professional leaders, in their own towns and their own organizations.

Help on the program has come to the Jaycees from Oklahoma's top engineers, land planners, architects, and landscape engineers.

The Adult Education and Extension Division of Oklahoma University and the Community Development Departments of OU and OSU have given many hours to the program.

As a result of this help, the Oklahoma Junior Chamber of Commerce had the first Professional Advisory Council in the nation, the first state Community Development Seminars, and the first Regional Seminars to get the program out to the local communities.

Oklahoma Jaycees are establishing one of the first state libraries for Community Development, and the first state-wide speakers bureau—where speakers on vital community progress topics will be available to all groups.

The future of the program across the state and nation will be decided at the national Jaycee convention in Atlanta — when the proposal will be on the agenda to reorganize the entire U.S. Jaycee organization.

If it is approved, Community Development will become the “hub” of Jaycee programming, and all other programs will be built around it.

From its beginning as a Kentucky Jaycee program in 1956, Community Development has stirred the imagination of city and state leaders in government.

Kentucky has established a Division of Community Development to work with its municipalities, and many other states are studying this expanding area of urban problems.

Municipal government leaders are eager to lead the way on this program, because they realize help on the local level is the most valuable. If they turn to state and federal sources for assistance, they fear they may lose a part of their sovereignty.

Most cities are anxious to study President John F. Kennedy's Cabinet level Department of Urban and Housing Affairs. Leaders in municipal government circles hope to have some say in the establishment of this federal agency.

Spreads Internationally

The Jaycee program has also moved to an international level—with an Oklahoma influence on it.
Community Development is a Tulsan, Larry Benson. He was state editor of the Jaycee magazine last year.

At the World Congress of JC-I in Paris last November, Benson was able to sell the Oklahoma-born advisory councils, seminars and other major parts of the Community Development program to the 63 Jaycee nations of the free world.

In India it will be Village Development, and in the many underdeveloped countries, there will be programs to help them with the basic needs of shelter, food, sanitation, etc., for their cities and towns.

The United Nations has representatives working with JC-I on the program, and one national firm has sponsored it this first year with a $30,000 budget.

The Next Step

Oklahoma’s Jaycees are seeking sponsors for the program during the next year in order to expand it.

Following the seminars on a regional basis, the next step will be the establishment of Community Improvement Clinics in the 82 Jaycee towns and cities.

These clinics will use the talent of professional persons, including city managers, city engineers, social workers, architects, health and recreational workers, educators, bankers, industrialists, and government leaders.

Oklahoma’s Jaycees are determined to continue to lead the way on this program throughout the nation and the world.

The state organization is planning workshops for its officers to train them thoroughly to sell and use this program during the next year. Then workshops will be held for all local Jaycee officers.

All community groups will be invited to participate in the project planning, and action resources will be used to educate, communicate, and enthuse.

There is much talent in each Oklahoma community that is not being coordinated and not being used.

The Jaycees feel if this talent can be brought into organized activity through this program, the “leadership training” phase will be a success.

With increased communitywide awareness and citizen leadership in Oklahoma, its towns and cities will “make no little plans.”

EDMOND WINS 1961 CONTEST

Jaycee Community Development winner for Oklahoma this year is Edmond. They will now compete for top honors in the nation—including $3,000 in cash awards offered by the American Motors Corporation.

Finalists in 1961 State competition were Dewey, Holdenville, Atoka, Bartlesville, and Skiatook.

Jaycee projects earning special recognition include: Altus, Jaycees building new airport terminal building; Broken Arrow, new park and city auditorium; Dewey, city park; Norman, youth recreation areas Enid, youth program; Chickasha, paving projects; Holdenville, highway and street projects; Atoka, community building, city park, and youth programs.

To broaden their scope, Jaycees have voted to re-name the program COMMUNITY AND RURAL DEVELOPMENT for 1961-62.
The First Boy Scout Mothers Club

The First Scout Troop in America

The First Boy Scout Circus
The first Boy Scout Troop in America was organized in Bartlesville, Oklahoma, in May, 1909. Its founder was Rev. John Mitchell, a young Episcopal minister who had just come from England where he had served as Chaplain for Sir Baden-Powell, founder of the Boy Scout movement in England.

Two members of that first Troop still live in Pawhuska; Walter Johnson, former State Commissioner of Public Safety, and Pawhuska's new Mayor, Joe McGuire. Mayor McGuire is still very active in Scouting. He holds the Order of the Beaver, and returned recently from a national Scout meeting in Dallas.

Young Rev. Mitchell was well-versed on Scouting. He wrote to England for a Charter for his Troop, and ordered uniforms, handbooks, and other literature from England. He emphasized "Do a good deed daily."

Walter Johnson recalls, "We wore out all the old ladies in Pawhuska, pushing them from one side of the street to the other. There weren't very many. Only about 1,200 people in Pawhuska then."

Memorable among their early activities is the trip to Bartlesville to organize the troop there. They camped near Bartlesville and had a glorious time, including the flag flying parade down Main Street, streetcar rides to Dewey, and saving a horse that fell into the Caney River. Before returning home they ran out of food, supplies, and spent all their money on the Dewey trolley.

"No one but Daubie Blanc complained of being hungry, and when he weighed in he'd gained two pounds," Walter Johnson recalls. General Clarence Tinker, for whom Tinker Field is named, accompanied the Scouts on this trip. He was a young officer at the time. His younger brother, Alex, was a member of the Troop.

The Pawhuska Kiwanis Club has erected an historical marker which includes the names and pictures of this first Troop.

If a Broadway musical were to be made of the beginning of the Boy Scout movement in America, it would have an Oklahoma setting, and the musical score would call for the historic strains of God Save the King.

The costuming, too, would be colorful and unexpected, reminding one of a Gilbert and Sullivan production. It would reveal the boys wearing knee-high boots, button jackets of an obviously English cut, and hats with one brim turned up, Australian fashion.

Our story would begin with the arrival at St. Thomas Church in Pawhuska, Oklahoma, of a young Episcopal minister of Scotch descent—who came from England to take his first pastorate at St. Thomas. His name was John Forbes Mitchell.

This young minister had known the founder of Scouting, Sir Robert Baden-Powell, in England; and in Pawhuska in May, 1909, Reverend Mitchell founded the first Boy Scout Troop in the United States. The new Troop had three divisions; a Quail, Wolf, and Beaver Patrol.

The Troop grew, vigorous, and active. To show their mettle, on one occasion they marched thirty miles to Bartlesville. Not a single boy dropped out of the march, and near Bartlesville they straightened ranks, and cut loose with their drum and bugle corps.

No Oklahoma boy can ignore a challenge like that—it was not long before Bartlesville had its own Troop!

Our musical's stage-set for the opening scene would have its own nostalgic color to add to our Scout Revue. Pawhuska was then a town of less than 1500 persons; the streets were unpaved and dusty; and the sidewalks were flat stones, laid in the dust. Along the streets and walks could be seen blanket ed Indians and spur jingling cowboys—and of course, Reverend Mitchell's Scouts.

The book for our musical would not be without its comic relief either. Perhaps one might stage an early "good deed" of the Pawhuska pioneer Scouts. They decided to dig out a kitten that had apparently been

Continued
caught under a rock ledge. They were successful—at least they got the kitty out.

But the kitty was costumed too—in black fur with a white stripe all the way down the back. The Scouts shed their costumes and went home in blankets.

The history of Scouting in Oklahoma, unwritten as yet, contains a wealth of such material. Some of the most colorful of early Scouts were the mounted troops. One of these was at Cheyenne. The town was proud of the youngsters, though tradition tells us that an elderly eyebrow was lifted from time to time.

Cheyenne’s mounted Troop, however, did not have a “man killing goat” as did a mounted Troop organized in Oklahoma City in 1912. The goat was given to the Troop by W. T. Hales; thus the Troop got its name, the Ram Patrol.

The chief diversion of the Scouts, when mounted, was to cut loose the goat, and lasso it whenever they could get in range. For this purpose, Scout regalia was not quite appropriate, so the boys of the Ram Patrol were constantly getting out of uniform into cowboy garb, more suitable for bouts with the “man-killing goat.”

Oklahoma Scouts have won fame for other firsts. The Pennsylvania Avenue Christian Church Troop in Oklahoma City organized the first Scout Mother’s Club. It is also responsible for the Thunderbird Patrol, honoring Oklahoma’s famous Thunderbird Division. The idea came from Tom Watkins whose father was an officer in the 179th Infantry. Members of the Thunderbird Patrol are authorized to wear the Division’s red and yellow Thunderbird patch on their right sleeve.

To make Oklahomans aware of the values of Scouting, Oklahoma Scouts developed the first Annual Scout Circus in December, 1933. The program had all the variety one might expect, ranging from Scout clowns and rope twirlers, through chariot races, to such practical demonstrations as first aid and fire making. The Elk City drum and bugle corps, then the only one in the state, furnished the music. The Wheatland Boy Scouts were so skillful in cabin building that they set up the logs of their pre-cut cabin in just under three minutes, including the laying of a thatched roof. Today many Sooner cities stage a Scout-o-Rama annually.

In 1910, the Boy Scouts of America were organized. Since then Oklahoma Troops have been chartered by this organization. One of the requirements for a charter is that the Scout Troop be sponsored by an adult organization.

The results have been varied and interesting. It has become familiar practice for the PTA to sponsor Cub Scouts, with the churches sponsoring the older boys’ Troops, but many other groups have made their contribution to the movement. The YMCA was a great early Scout sponsor. Particularly interesting and successful was the Police Scout unit in Oklahoma City, which in 1947 had 106 boy members and was then the largest Scout Troop in the United States.

Several business groups have sponsored Scout Troops, as have such military organizations as the American Legion, and Veterans of Foreign Wars. The Indian Nations Council, Tulsa, records such Troop sponsors as the Checker Cab Co., Salvation Army, American Airlines, United Automobile Workers, Circle C Roundup Club, and the Spartan School of Aeronautics.

Oklahomans have helped Scouting in far more ways than sponsoring a Troop. Bob Nichols, Scoutmaster of Troop No. 2 at McAlester, decided it would be nice if his Troop could have the flag from the U. S. Submarine
Nautilus—the flag carried in epic transit under the polar ice cap. With the directness and honesty of the Scout creed, he wrote and asked for it.

The letter went through many hands—but no one said no, and the flag came to Oklahoma—a tribute to an Oklahoma Scoutmaster’s imagination, and a commentary on the high regard the military services have for the Scouting movement.

In speaking of his command in the South Pacific, Admiral Nimitz correlates Scouting and earning military medals. According to his record, man for man, soldiers who had been Scouts earned six times as many medals as non-Scouts.

At the age of fourteen the Boy Scout becomes an Explorer. Newest of the Scout groups, it provides a chance for the Scout to carry his Scouting into high-school. Explorers wear dark green uniforms, with the neckerchief replaced by a brown tie. Explorer programs are various. Oklahoma has both Sea Scout “ships,” and Air Scout “squadrons.” New Explorer programs are developing in electronics, engineering, and similar fields.

Last year the Explorers at Chickasha won a thousand dollar award for their disaster unit, a truck organized with radio communication, first aid, rescue, and fire fighting equipment.

Oklahoma has nine Scout Councils; Eastern Oklahoma, Muskogee; Last Frontier, Oklahoma City; Arbuckle, Ardmore; Will Rogers, Ponca City; Great Salt Plains, Enid; Cherokee, Bartlesville; Choctaw, McAlester; Black Beaver, Chickasha; and Indian Nation, Tulsa. The three panhandle counties fall under the jurisdiction of the Adobe Walls Council, Pampa, Texas and counties under the Netseo Trails Council, Paris, Texas. Not an Indian word, Netseo stands for North East Texas, South East Oklahoma.

An important part of the Scouting program at all levels is the camping program. This started with such camps as the Robbers Roost camp, built around 1920, before the site was selected as a State Park. When the Park was established Scouts retained some two hundred acres, which they later exchanged for a new site.

Frank Rush, one of the early supervisors of the Wichita Mountains Wildlife Refuge, established Craterville Park Camp, near Cache. The Fred Darby Camp, on the Barron Fork river, is another early and colorful camp.

The early Camp Chapman was named after the rancher who gave the land. Located near Daugherty, it was later repurchased by the Chapman heirs, and a new Scout camp was built south of Ada, at Bromide.

There are today more than 50,000 boys belonging to some 2,000 Oklahoma Scouting units. Scout camps, with facilities for hiking, swimming, and other camp activities, are located in more than fifty areas, throughout the State.

All the camps emphasize physical fitness, Scout craft, Campcraft, and Aquatics.

From these 50,000 boys — Oklahoma’s liveliest resource — we may expect a sound and constructive contribution to America’s future.
THE new upsurge of interest in community growth in Oklahoma is perhaps the most exciting aspect on our statewide horizon.

The Junior Chamber of Commerce Community Development story opens on page 17 of this issue.

A new competition, COMMUNITY ACHIEVEMENT, made its first awards this year. Sponsored by the State Chamber of Commerce and Development Council, with the Dept. of Commerce and Industry, this is the one contest we know of which no one can lose. For every effort made in the competition results in community betterment—from which everyone benefits.

It is an inspiring experience to read the record books which contesting cities submit to the judges. They relate in words, and illustrate with photographs, how these communities have brought off tremendous accomplishments;

New industries established through the cooperative enterprise and support of the entire community; new hospitals built; schools; churches; ball parks; swimming pools . . .

Recreational centers; homes for the aged; cultural facilities expanded; towns and cities made fresh and bright by new store fronts, paint, improved trash disposal, paving, landscaping and planting, holiday season decorations . . .

Art Centers; Little Theatres; Municipal Auditoriums; Libraries; Historical Societies; you cannot think of any project that one or more of these communities has not attempted and brought to fruition . . . with results showing in expanded economies, more job opportunities, increased bank and savings company deposits, and interest paid.

Awards in this year's competition include:

<table>
<thead>
<tr>
<th>FIRST PLACE</th>
<th>SECOND PLACE</th>
<th>CERTIFICATE OF MERIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIVISION I</td>
<td>CARMEN</td>
<td>CASHION</td>
</tr>
<tr>
<td>DIVISION II</td>
<td>FAIRVIEW</td>
<td>POTEAU</td>
</tr>
<tr>
<td>DIVISION III</td>
<td>FREDERICK</td>
<td>WOODWARD</td>
</tr>
<tr>
<td>DIVISION IV</td>
<td>MIAMI</td>
<td>BARTLESVILLE</td>
</tr>
</tbody>
</table>

EIGHTY ENTRIES HAVE ALREADY BEEN RECEIVED FOR NEXT YEAR'S COMPETITION (ALREADY UNDER WAY) AND IT'S NOT TOO LATE TO ENTER IF YOUR COMMUNITY HAS NOT ENTERED, RIGHT NOW IS THE TIME TO DO SO. YOU CAN'T LOSE!
A YOUNG artist for whom we predict a distinguished career, Joe Beeler has illustrated books for the University of Oklahoma Press, and is now illustrating a Western youth book series for Grosset & Dunlap. He has exhibited his work in Texas, New Mexico, California, and Nevada, in addition to a recent one-man show at the Gilcrease Institute of American History and Art, in Tulsa.

Joe Beeler likes to get the “feel” of a subject first hand. As a result, he is a regular participant in powwows and rodeos. He enjoys helping out his neighbors with their cattle work, and rode so far afield a few years ago as to take part in the San Carlos Apache Reservation roundup, where much of the cow work is done about the same as it was during the days of the great ranges years ago.

“We live out in the country from the little Indian town of Quapaw,” says Joe. “I have my studio in my home where I work and paint all

Continued

THE RENEGADES . . . The Arrogant Apaches would make an accurate sub-title. Here a returning war party has stopped a few hundred feet from an adobe dwelling, as though daring the occupants to protest. Bitter hatred prevailed between the Apaches and the Spanish people of the Border Country. Only the defeat of the Apaches by the U. S. Army ended hostilities.

Artist Beeler has spent much time in researching the raids and wanderings of Geronimo’s band. The Renegades and several other fine action paintings have grown out of that research.

PAINTING BY JOE BEELER
winter preparing for shows in the spring and summer. My wife, Sharon, and I have a little daughter, Tracy, who is going to be an artist—by the look of the walls in her room.”

Joe Beeler has been invited to hold a one-man show at the Montana Historical Society this summer. He now has paintings in important collections throughout the country, and is represented in the permanent collection at Gilcrease.

INCIDENT ON THE DRIVE... In the late 1800's when the great longhorn herds were trailing across Oklahoma toward the railheads of the Kansas cowtowns, there were many things to cause a drover concern. Swollen rivers, summer storms, stampedes, assorted outlaws and rustlers—and Indians. Sometimes the powerful tribes were willing to let herds pass, upon paying a reasonable toll in live beef. But sometimes drovers were unwilling to pay—and sometimes the wild young men of the tribe were more anxious to acquire scalps than meat.

The tall Texas trail boss here has plenty to be concerned about—and in this thoughtful study of suspended action, he is plainly weighing the evidence of past violence, and probing an uncertain future.

Incident on the Drive is now owned by John Justin of the Justin Boot Company.

PAINTING BY JOE BEELEER
OONER Artist's Show Breathe Spirit of Southwest comments the Amarillo Globe Times headline, on occasion of a Charles Banks Wilson one-man show there. Artist Thomas Hart Benton introduced Wilson to President Truman as "America's finest artist historian."

Such superlatives are commonplace in discussions of this famous Oklahoman's work. The most recent honor that has come to him has been his election as a Life Fellow in the International Institute of Arts and Letters, headquarters in Geneva, Switzerland. Several of his paintings are included among the seven exhibits scheduled for showing in seventeen capital cities over the world under sponsorship of the U.S. Information Agency.

Charles Banks Wilson's paintings have been shown in 211 national exhibitions. Most of the nation's leading art museums own his paintings and prints, including the Metropolitan Museum, the Library of Congress, the Corcoran Gallery

**OSAGE ORATOR** Charles Whitehorn, Mon Sha Nah Pah She, Afraid of No Land, Asst. Principal Chief of the Osage. Religious leader of his tribe, fluent in both English and Osage, this distinguished elder is an authority on his people's customs and ceremonials. Now 71, he is portrayed here in Osage costume, wearing the Peace Medal presented to his ancestor by President Zachary Taylor in 1849.

The near life-size painting was commissioned by Russell Gideon, and was recently unveiled in ceremony at the Philbrook Art Center, Tulsa.

PAINTING BY CHARLES BANKS WILSON

Continued
of Arts, the Smithsonian Institution, etc. Millions of Americans regularly see his beautiful watercolors in the Ford Times magazine.

He has illustrated numerous books including such prize winners as Treasure Island, The History of the Hudson’s Bay Company, Henry’s Lincoln and J. Frank Dobie’s The Mustangs. His The Trapper’s Bride, commissioned by John D. Rockefeller, Jr., for the Jackson Lake Lodge in Teton National Park ranks among the nation’s finest murals. Lifelike in detail, it is an authentic re-creation of the times of the far West’s fur trade.

Charles, his wife Edna (a Quapaw princess), his son Jeff, and his daughter Carrie, live in Miami, where he heads the Art Department at Northeastern Oklahoma A&M.
WATERWAYS TOUR

A 40-man delegation of young Tulsa executives recently completed a four-day visit to four southern cities to study industrial development on navigable waterways, port facilities and export trade.

The tour was a follow-up of a similar tour last June of the Ohio Valley industrial complex. Cities visited this year were Memphis, Baton Rouge, New Orleans and Houston.

The purpose of the tour was to focus attention on the expanded opportunities for new business activity which will develop from the completion of the Arkansas-Verdigris navigation channel within the next 10 years.

will be the voices for more than 40 southwest Oklahomans, including soldiers at nearby Fort Sill, who will enact the Biblical story on a huge natural amphitheater stage.

Many of the performers participated in the Easter Pageant, presented for the 36th time last April. A large array of colorful costumes and props also will come from the Pageant association.

The summer drama is free and open to the public. Spectators will be seated on Audience Hill overlooking the mile-long stage.

The Holy City is located on State Highway 49, about 22 miles northwest of Lawton. The area may be reached by traveling six miles west of Medicine Park, or three miles west of Mt. Scott, and 10 miles northeast of Cache.

Take endless space, and endless peace
And earth a coral red,
Add purple sagebrush, here and there
Bent grass the wind has waded.
Take nights so still with quietness
The stars seem close to you.
Tie them with the milky way,
And add the mid-night dew.
Take the rustling cottonwoods,
And sunsets as red as wine
Give the distance purple haze,
The years, no hours, just time.
Take the gentle wind that blows
And add a coyote’s call.
Give it fragrance from the plains,
And leaves to toss, when fall.
Take days with skies of turquoise blue
A bird-song in the morn
The touch of God so very close
Oklahoma, you are born.

... Freda H. Stansberry

NEW BOOKS

The First Bulldogger; Esse F. O’ Brien (The Naylor Company). It is pleasing to see this recognition for one of the outstanding rodeo riders of all time. Bill Pickett, Negro 101 ranch cowboy and Wild West showman, was the first man to perform the trick of bulldogging a steer. He made $53,000 in one excitement-packed performance, bulldogging a Mexican fighting bull before a violently antagonistic crowd in a Mexico City bull ring. Bill Pickett was a great Oklahoman, vastly admired and respected by everyone who knew him or saw him perform.

A DYNASTY OF WESTERN OUTLAWS,
Paul I. Wellman (Doubleday). Enid Oklahoman Paul Wellman has turned out an exciting saga of outlawry in this one. In it he shows how each generation of western outlaws, beginning with Quantrill’s raiders spawned a new generation of outlaws,
through the James Brothers, the Daltons, the Doolins, Henry Starr, Belle Starr, the Spencer Gang, the Cook Gang, on down to Pretty Boy Floyd. Author Wellman's theory of succession through these outlaw bands is a clever one and you will find it interesting reading.

NATIONAL CHAMP

John Capehart, 12, Tulsa, is the new National Spelling Champion. John won in the 25th round by correctly spelling distichous, then clinched his championship by spelling smaragdine.

STARS AND GALAXIES

The anniversary of the famous "Run" of '59 was the occasion for the space "Run" of 1961 when the Frontiers of Science Foundation presented its symposium "Stars and Galaxies."

The Oklahoma City Chamber of Commerce joined with the Frontiers of Science Foundation in presenting the eminent scientist, Dr. Gerald M. Clemence at the Friday Forum luncheon. Dr. Clemence is Scientific Director of the U.S. Naval Observatory, Washington, D.C., and one of the world's best known astronomers.

Astronomy, throughout the ages one of man's most fascinating studies, was the subject of a day-long symposium for Oklahoma's most able high school youth. The fourth annual Frontiers of Science Foundation sponsored event attracted more than 6,000 students.

Speakers and their subjects included:

"Man's Place in Space and Time," Dr. Thornton L. Page, Professor of Astronomy, Wesleyan University, Middletown, Conn.

"Means of Observation," Dr. Leo Goldberg, Higgins Professor of Astronomy, Harvard University.


"Life Story of a Star," Dr. Marshal H. Wrubel, Professor of Astronomy, Indiana University.

"Galaxies, Landmarks in the Universe," Dr. George O. Abell, Assistant Professor of Astronomy, UCLA.

"Radio Broadcasts from the Depths of Space," Dr. Ronald N. Bracewell, Professor of Astronomy, Stanford University.

"The Life Story of a Galaxy," Dr. E. Margaret Burbridge, Assistant Professor of Astronomy, The University of Chicago.

FIRST NATIONAL CONFERENCE ON PEACEFUL USES OF SPACE

The first official announcement at the White House of the National Conference on the Peaceful Uses of Space, held May 26 and 27, in Tulsa, drew nationwide attention. The National Aeronautics and Space Administration and the Tulsa Chamber of Commerce were joint sponsors of the conference, with Aerospace Industries Association of America, Aerospace Medical Association, American Astronautical Society, American Institute of Biological Sciences, American Rocket Society, Electronic Industries Association, Frontiers of Science Foundation of Oklahoma, Inc., and The Institute of the Aerospace Sciences.

The nation's leading space authorities participated in the two-day meeting which drew an attendance of more than 2,000. NBC, CBS, and ABC originated both TV and radio programs from the conference.

A two-week public exhibition on space research and its peaceful application was then held on the Tulsa Fairgrounds. Thousands of students, educators, industrialists, and the general public from the entire Southwest viewed the exhibit.

FRIDAY—MAY 26

MORNING SESSION

National Aeronautics & Space Administration — Space Flight Programs
Chairman Dr. E. C. Brewer, Director of Space Flight Programs
1. Basic Problems and Accomplishments in Space Flight — Dr. Robert S. Low, Chief, Technical Services, NASA Space Flight Center
2. Satellites and Space Probes — Edgar M. Cortright, Ass't Director for Lunar and Planetary Programs
3. Weather and Communications Satellites — Dr. G. A. Wood, Ass't Director
4. Man in Space Program — Dr. George M. Low, Chief, Maned Space Flight

AFTERNOON SESSION

Address by Chairman E. C. Brewer — Chairman, National Aeronautical and Space Science Committee
The Challenge of the Space Age to Education — Panel Discussion
American Space Flight Programs (International)
1. Research for the Space Age — Dr. Martin R. Day, Jr., Deputy Director, Office of Advanced Research Programs
2. Life Sciences Programs — Dr. Arthur M. May, Assistant Director of Life Sciences Programs
3. Nuclear Propulsion for Space Vehicles — Dr. Raymond W. Coster, Manager, AEC-NASA Space Nuclear Propulsion Office
4. Launch Vehicles Programs — Dr. Robert W. Byrd, Associate Director, NASA Space Flight Center

Evening Address by President James E. Webb — Administrator, National Aeronautics & Space Administration

SATURDAY—MAY 27

MORNING SESSION

Recent and Future of Manned Space Flight — Panel Discussion
Chairman Dr. D. A. Whipple, Vice President, Hughes Aircraft Co.
Paul F. Bierly, Director, NASA Flight Research Center
Charles R. Sommers, Vice President, General Dynamics
Robert Griswold, Director, NASA Space Task Group
Dr. W. H. Low, Assistant Secretaries
Dr. G. S. Arco, President, McDonnell Aircraft Co.
Dr. J. B. Ferris, USAF, Commander, Space Systems Division, Air Force Systems Command

AFTERNOON SESSION

Address by Dr. Lloyd V. Decker — Chairman of the Space Science Board, National Academy of Sciences
Applying Space Science to Communication, Weather and Navigation — Panel Discussion
Chairman Dr. W. M. Bryant, Associate Secretary, National Academy of Sciences
1. Communications — Dr. W. B. Disney, Director, Communications Division, NASA
2. Weather — Dr. J. R. H. Riddick, Assistant Director, National Weather Service
3. Navigation — Dr. A. E. Everett, Director, Communications Division, NASA

THIRTY-FIVE

KLAHOMA TODAY
NEXT ISSUE: SPECTACULAR FALL COLOR

THRESHING BEE - NEAR WAUKOMIS
SATYR - NEAR BARTLESVILLE
CITY

REAPING SHOCKS - DILL CITY

DUNES - NEAR WAYNOKA

CORNUCOPIA - NEAR BINGER

AUTUMN SUNSET - NEAR CORDELL

TIMBER HOME - NEAR STILLWELL

PLUS OKLAHOMA EMBLEM SERIES - PLATE II

OUR STATE FLAG