



It is an inherent characteristic of man, when faced by the exacting realities of life, that he take stern measures to assure his own survival. Seldom in history has this been more in evidence than during the early days of the Old West when white man and redman alike faced a situation of "kill or be killed."

The Indian believed the land and the buffalo were his exclusively, and when white settlers began to move in, taking over the land and destroying the massive buffalo herds in the process, he expressed keen resentment. With the elimination of his food and fibre source threatened, the Indian found no choice but to fight.

Thus the intrepid white pioneer, pushing steadily westward by stage and express line, became the inevitable target for Indian attack and raid. For him, too, fighting quickly became a necessity. Self preservation became his foremost thought.

It was at this juncture in history that the U. S. government set about to establish a chain of military posts on the western frontier, designed specifically to protect the pioneer settler from the native savages. Several trails had been established across the central portion of the nation and trade between the East and the new West had reached lucrative proportions.

Two such forts were established in the area later to become Kansas — Fort Larned on the bustling Santa Fe Trail, and Fort Hays, built to protect the stages of the Butterfield Despatch. Both were destined to play

important roles in bringing peace between the warring whites and Indians.

Fort Hays, established in 1865, was to experience a stormy existence before abandonment 22 years later. Built originally on a site 14 miles southeast of present-day Hays, the garrison, then known as Fort Fletcher, was made up of the First U. S. Volunteer Infantry, an organization of Confederate prisoners who had enlisted for service on the frontier.

While busily engaged in their assignment of protecting Butterfield stages, the group encountered its initial contact with the enemy on Nov. 20, 1865. Seven Indians were dispatched to their happy hunting grounds. But the raids became so numerous and dangerous that the stage line was forced to discontinue service and the post was closed on May 5, 1866.

The fort re-opened five months later, this time under the occupancy of regular troops — the Third Infantry. Reinforcements came eventually in troops of the Seventh Cavalry.

Half a year later, Fort Fletcher became Fort Hays, renamed in memory of Gen. Alexander Hays who had been killed in the Civil War Battle of the Wilderness.

Another half year later, disaster struck the new post. A destructive flood poured down Big Creek, inflicting extensive property damage. Several soldiers drowned.

The damage incurred by the fort tended only to speed a decision for

relocation that had been pending for some time. The Kansas Pacific railroad, pushing steadily westward, had by-passed the fort several miles. A new location closer to the railroad had been considered, and the disaster at the original site hastened the decision. Major Alfred Gibbs, who had selected the site, took command of the new fort on June 23, 1867.

Several buildings were constructed, two of which were built of native stone. Both these structures — the guardhouse and blockhouse — are intact today.

Other buildings, all frame, included four barracks, each with mess hall and kitchen; nine store rooms; a bakery; work shop; grain house; ice house; officer's store; and hospital.

By late summer of 1867, life at Fort Hays was at its busiest. Hays City and neighboring Rome — the abortive creation of "Buffalo Bill" Cody — had been established and upwards of 2,000 railroad workers, camp followers, and speculators with get-rich-quick schemes kept excitement at a fever pitch. On the surrounding range, hordes of outlaw Indians continued to raid and pillage, necessitating the presence of large contingents of troops.

Two cavalry troops and four infantry companies stationed at Fort Hays were afforded little respite from their policing duties. In fact, little rest was forthcoming for the next five or six years as Indian raids on railroads and settlers continued.

Indian attacks on railroad construction were particularly ferocious.

CITADELS of the



In the "iron horse," the redman recognized the advance of the white man's civilization—and the ultimate demise of his own way of life. It was natural that he should fight this encroachment with all the hatred and savagery of his being.

As a result of this desperate Indian campaign, 105 companies—or nearly half the U.S. troops in the entire West—were positioned along the proposed railroad route.

During its 22 years, Fort Hays served as "home" for quite a few famous military personalities. Chief among them were Gen. George Armstrong Custer, James B. "Wild Bill" Hickok, William F. "Buffalo Bill" Cody, Gen. Philip Sheridan, Gen. Winfield Scott, and Gen. James Forsyth.

Custer, known as "Yellow Hair" and "The Boy General," often led his famous Seventh Cavalry out of Fort Hays on the more spectacular campaigns against the marauding Indians. Hailed by many as a military genius, he had entered the Civil War as a "shavetail," just out of West Point, and by war's end, had attained the rank of Lieutenant General. At 28, he was actively engaged in scouting out of Fort Hays.

Despite his reputation as a rugged individual of daring-do, Custer also was known as a man of charming manners, with a flare for elegant dress. And because of his social acceptability, he often was chosen to entertain visiting dignitaries, most notably the English nobility who came to Kansas to hunt buffalo.



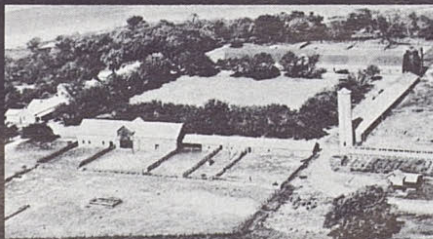
Gen. and Mrs. George A. Custer in camp at Fort Hays. Photo believed taken in 1869.



The 5th Infantry band performs in front of Fort Hays officers' quarters in 1869.



Fort Hays Normal School opened in 1902 in the old hospital building of Fort Hays.



Fort Larned as it appears today, the only completely preserved Indian Wars fort.

With Indian resistance finally overcome, the need for frontier military posts waned considerably. On April 7, 1889, Fort Hays was deactivated. An era of Western Americana had come to an end.

A glimpse into that historical past can be seen today, though, at Fort Larned, six miles west of Larned, Kansas. There, nine stone buildings stand as mute evidence of how the West was won.

Trade along the Santa Fe Trail between Missouri and Santa Fe, New Mexico, had become an extremely important facet in the growth of the West by the mid 1800s. Settlers were pouring into the new territory, but travel on the trail soon became impossible without protection from military troops.

Fort Union in New Mexico had been established in 1851 to protect the western terminal of the trail. But with 500 of the 750 miles of the Santa Fe Trail being in Kansas, further need existed for more troops in the vast expanse between Union and Forts Leavenworth and Riley to the East.

Though the entire Kansas segment of the Trail was subject to imminent attack, two particular sites near Larned created the greatest concern for both travelers and the army. Pawnee Rock, a jutting outcrop from which Indians could carefully observe caravan movements, and Pawnee Fork, a small creek leading into the Arkansas River, afforded excellent positions for Indian ambushes.

With two danger spots so close

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the PLAINS



Mention the word rodeo and chances are good the average tenderfoot will think of Cheyenne's Frontier Days. For the past 69 years, the capital city of Wyoming has staged an annual extravaganza that has become synonymous with the sport of the Old West.

Frontier Days is to the tanbark circuit what the world series is to baseball. It's the major leagues of rodeoing . . . the "Daddy of 'Em All," as they say in Cheyenne.

Cheered by 150,000 fans during the week's six rodeo performances, cowboys try a little harder to "stick" their bronc a little longer, to tie their calf a little quicker, or to wrestle their steer to the ground a little faster. There's always a pot of gold at the end of the Frontier Days rainbow and each big-hatted contestant goes all-out to claim his share.

In the 1965 event concluded August 1, nearly 500 cowboys sliced a prize melon worth \$105,000.

The last full week of July each

In Cheyenne **RODEO** time means.

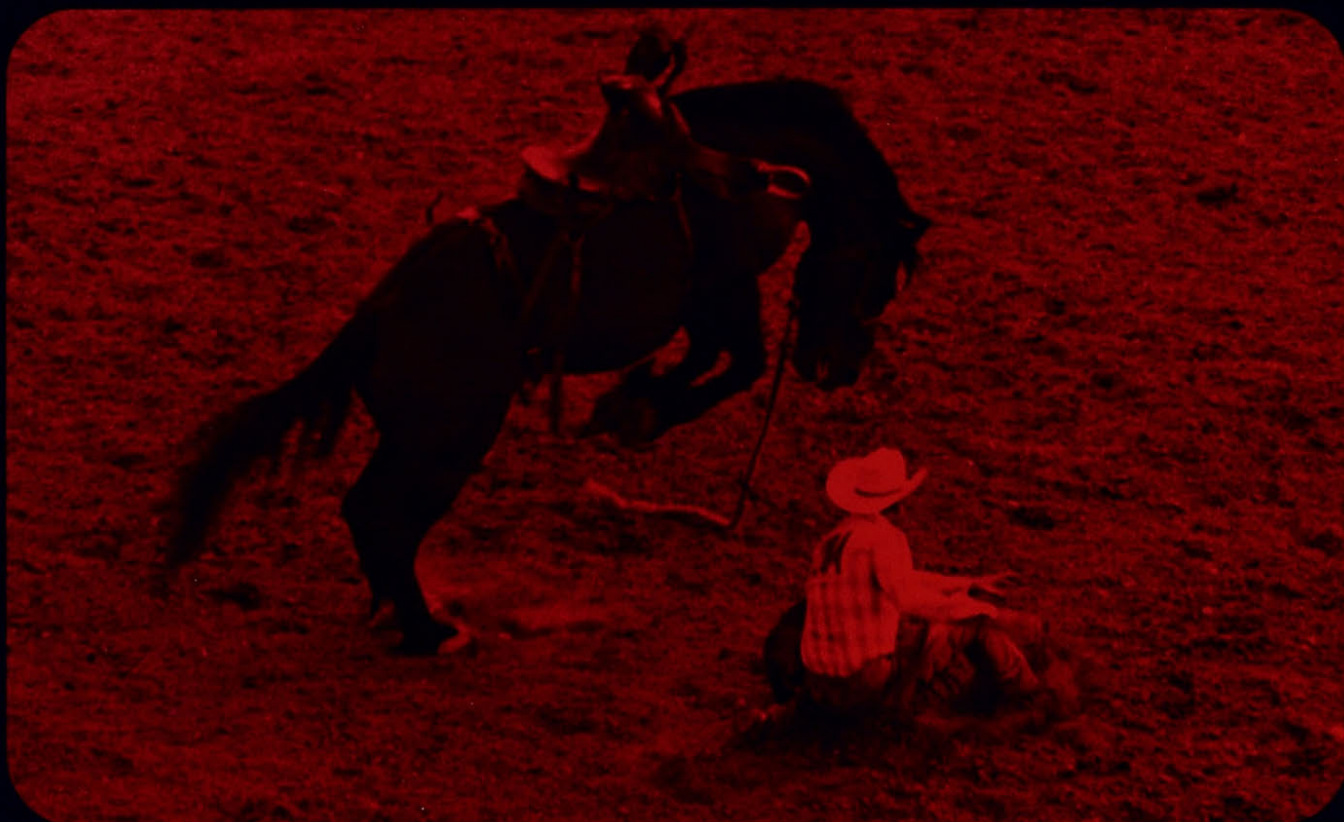
year is traditionally set aside for the big celebration. And while the championship rodeo performances highlight Frontier Days activities, there's more — lots more — to attract the interest of thousands of visitors who flood the city from throughout the nation. Authentic tribal Indian dances, paleface street dances, free chuck wagon breakfasts, night arena shows of top variety acts, and three gigantic street parades featuring the world's largest collection of early-day western vehicles provide almost continuous action and entertainment throughout the week.

Frontier Days is a time of little sleep . . . and lots of fun.

The idea for Cheyenne Frontier Days came to a pioneer citizen in 1897 while riding a train from Denver to Cheyenne. Early cowboys had found that friendly competition added excitement and fun to their daily routines. Rivalries had developed over who could ride a bucking horse or bull the longest, or who



... **FUN** and unfettered **FURY!**





The world's largest collection of vintage vehicles parade through downtown Cheyenne as one of the highlights of Frontier Days.



Sharon Kay Hanson, daughter of a pioneer Wyoming family, ruled as Miss Frontier in the 1965 Cheyenne Frontier Days celebration.

could rope and tie a calf the quickest.

Thus it was the thinking of the unidentified train passenger that day that such rivalries, consolidated in one arena, would be good for the new city and fun for everyone. It would be especially exciting, he reasoned, for the flood of "tender-feet" coming West by rail regularly. By the time the train reached Cheyenne, it had been decided that a one-day event would be staged to determine the "champ" at roping, bronc busting, horse racing and other ranching activities.

From that auspicious beginning, Frontier Days has grown like a prairie fire in a Southwest wind. New innovations have been added from year to year — cowgirls, Indian dances, night shows, carnivals, etc. And the celebration has grown from a one-day stand to six fun-and-thrill-packed days and nights.

Compensation for the contestants has undergone considerable change,

too. In 1907, for instance, the Frontier Days saddle bronc champ pocketed \$75 for his efforts; this year's winner walked away with nearly \$2,000.

Rodeoing, while a sport for nearly 10 million spectators each year, has become big business for the contestants. Cowboys who took part in the early Frontier Days returned to their ranching jobs following the competition. But many of today's cowboys head for the next stop on the rodeo circuit. Professionals in every sense, they depend on this rugged business for their livelihood.

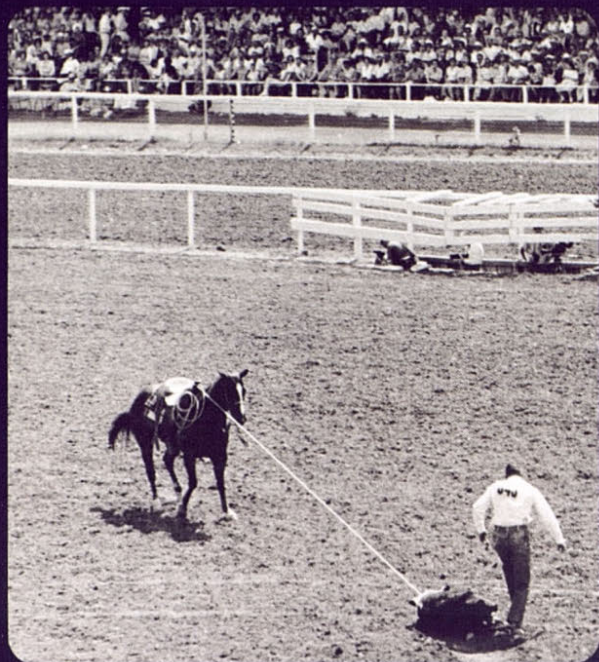
And as rodeoing has become big business for the cowboy, Frontier Days has become a gigantic project for Cheyenne. The celebration lasts six days, but for the nine-member Frontier Days Committee that directs the community affair, it is a year-long endeavor. This group, working without pay, is responsible for finalizing arrangements for the rodeo per-

formances, night shows, parades, publicity, ticket sales, and all other associated events.

The week-long celebration also spells big business for Cheyenne merchants. An estimated 33 boxcarloads of foodstuffs and another 10 carloads of whiskey, beer and other beverages were delivered to Cheyenne for consumption during the week this year. Merchants stocking western wear, food, and film — as well as hotel and motel proprietors — enjoyed a landslide business, retailing their products to tourists and visitors "caught up in the festive western spirit."

An official of the celebration estimated that, altogether, Frontier Days visitors spend \$4.5 million with Cheyenne merchants during the week.

One of the outstanding features of Frontier Days — at least from the viewpoint of the visitor — is the series of three parades through downtown Cheyenne. No ordinary pa-



With his well-trained horse performing expertly to keep a taut rope, a calf roper "wraps up" his animal in the Cheyenne rodeo.



Barely out of the chute, this cowboy finds out the hard way why Brahman bull riding is considered the most dangerous event in rodeoing.

rades, they boast, in addition to the usual mounted riders and commercial and organizational floats, the world's largest single collection of authentic old-time western vehicles, ranging from stage coaches, surries, buggies and covered wagons to horse-drawn fire engines and funeral hearses.

To be chosen to ride one of these early vintage vehicles in the Frontier Days parades is considered a special honor. Each passenger, attired in authentic finery of early-day Cheyenne, is carefully selected with descendants of pioneer families of the area given first consideration.

Six rodeo performances during Frontier Days provide visitors with a full diet of spills and thrills. In addition to the regular events of bareback bronc riding, saddle bronc riding, bull riding, calf roping, steer roping, and bulldogging, spectators are treated to amateur bronc riding, kids' pony bucking, girls' goat roping,

wild horse racing and chuck wagon racing.

The latter two activities have been compared with attempts to saddle and ride a Texas tornado. One, a witness proclaimed, looks about as easy — and exciting — as the other.

In wild horse racing, about the only thing spectators can count on with any degree of surety is pandemonium. A rider and his two "muggers" must, at a signal, saddle the wild animal within six minutes. Then, with only a halter and a shank to hold to and steer with, he must ride a complete turn about the track.

Equally as exciting as wild horse racing — and just as dangerous — is the chuck wagon race, a feature at each night's arena show. An event that grew out of impromptu races staged by cattle outfits on the open range, chuck wagon racing is considered one of the wildest of all rodeo activities.

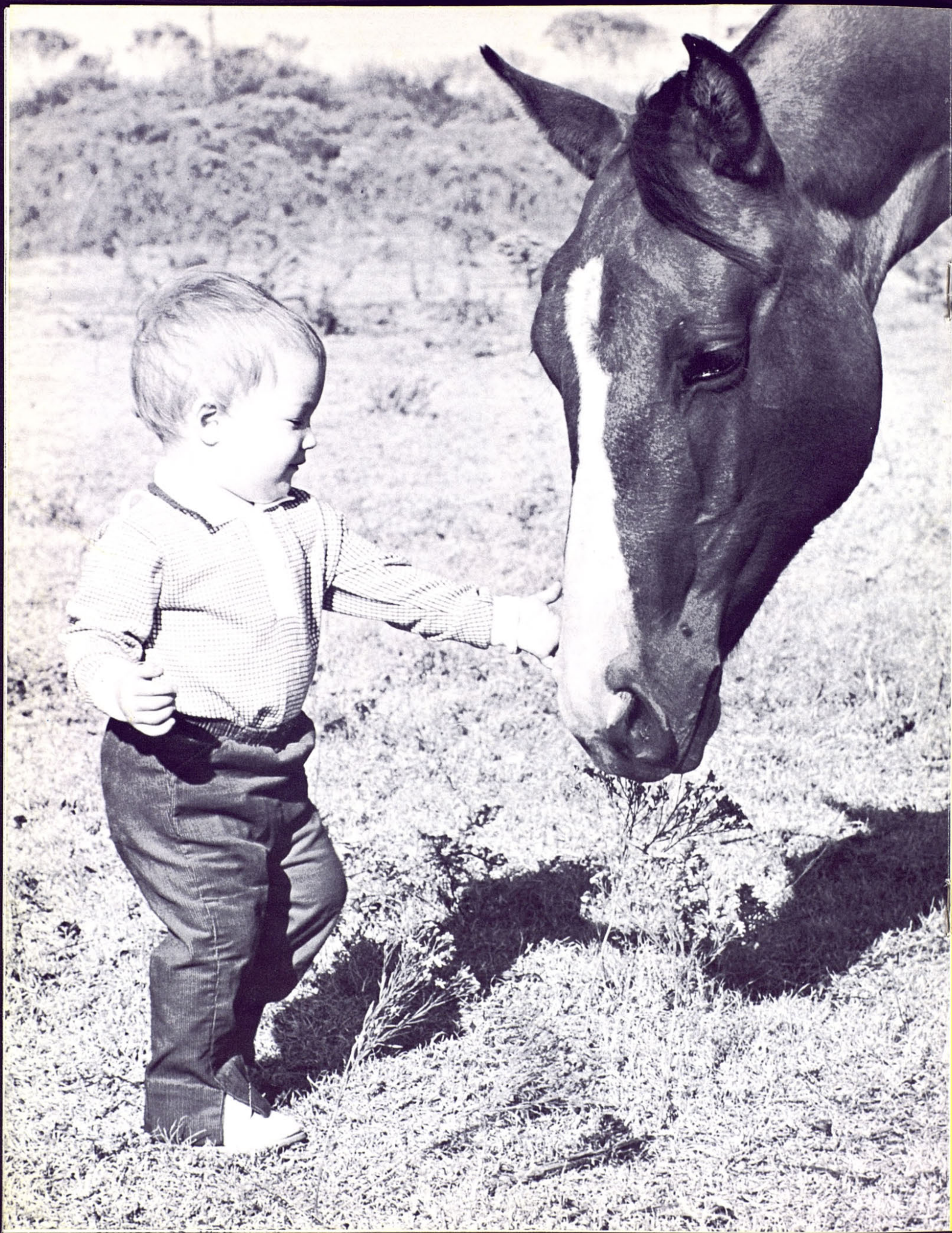
An "outfit" in chuck wagon races

consists of a wagon drawn by four horses, the driver, four mounted outriders, a camp stove, tent poles and flaps. At the start, the outfit loads the gear, the driver climbs aboard the wagon as the outriders mount their horses, and all negotiate a figure eight around two barrels before entering a half-mile track on which they must complete one lap.

With four "outfits" on the track at once, anything can — and usually does — happen during chuck wagon races.

In fact, dull moments in Cheyenne during the last full week of July are about as rare as patent leather cowboy boots. That's a time for fun, excitement and gaiety for all. It's also a time when one may expect the unexpected.

Frontier Days celebrations offer strong evidence that while the Old West may not exist as it once did, it at least comes to life once a year in Cheyenne.



● The old cry has changed . . . now, it's . . .

quarter "GET A HORSE"

Shortly after the turn of the century, "get a horse" had become a rather common cry along the nation's highways. Old Dobbin's reign as king of the road was being seriously challenged by new-fangled horseless carriages, and proponents of old-fashioned horse travel often jumped at the opportunity to level a scornful barb at drivers of the often-balky machines.

But the die had been cast. Progress would not be denied, and the horse—long the backbone of the nation's transportation and sole source of farm power—was destined to virtual obscurity by the evolution of the mechanical age. Animated horse power was no longer the vogue; mechanized horsepower had taken over for both labor and leisure.

Now the horse, once so unceremoniously shunted aside, is enjoying a resurgence of popularity. Once more, the cry of "get a horse" is being heard—not only in the ranching Southwest, but throughout the nation and in many foreign countries. As an effective answer to the mounting leisure time problem, the horse is becoming practically a member of a great many rural and suburban American families.

What horse is the most popular today? It's the American Quarter Horse, the world's fastest-growing and most versatile breed. Gaining rapidly in its reputation as the "horse that can do anything," the Quarter Horse may be found on nearly any ranch, at all rodeos, at more and more race courses, and in thousands of back-yard suburban lots.

A Quarter Horse is not, as a wag once quipped, a horse with two bits in its mouth. A distinct breed, it is a compact, heavily-muscled, gentle and lovable animal that gained its name through its ability to negotiate a quarter mile faster than any other breed of horse.

Paradoxically, it can be said that the American Quarter Horse is both the oldest and newest breed in the nation. Long before the Pilgrims sat foot on Plymouth Rock, what is now the western part of the United States was under exploration by a great many Spanish expeditions, searching for the fabled cities of gold. In the course of their wanderings, many of their mounts strayed or were lost to roam the prairies, proliferating the Arab, Barb and Turk bloodlines at will.

Then came the era of colonialism in the East. With it came settlers from England, bringing with them an innate love for horses—and horse racing. Match-racing was the most popular sport of the times with races run on village streets and in lanes near the plantations. Seldom were the contests run beyond 440 yards—or a quarter mile.

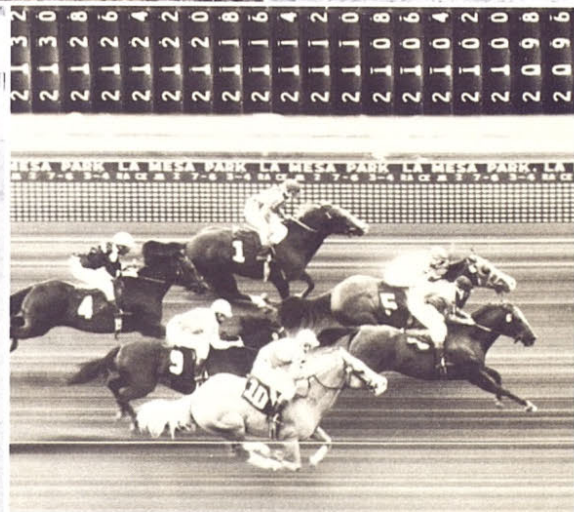
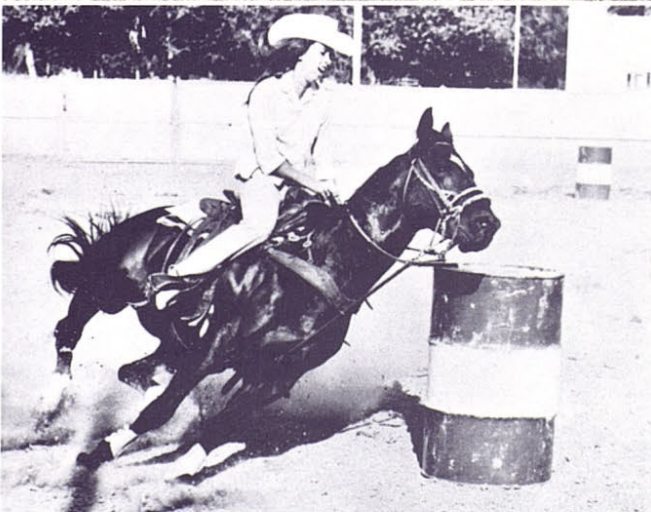
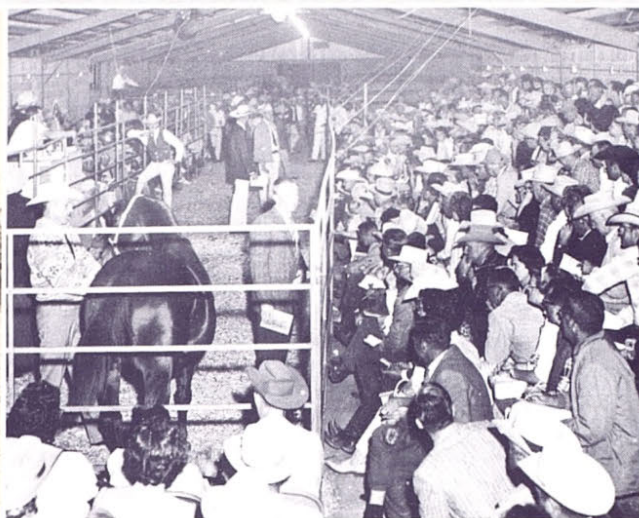
But as most English horses of that era were bred for longer distances, it followed that attempts should be made to produce a breed suitable for the shorter runs. The answer, they believed, lay in cross-breeding.

A band of select racing mares was imported from England while choice male progeny of the roaming Arab, Barb and Turk lines were brought in from the West. The cross-breeding produced a compact, heavily-muscled horse that could cover short distances faster than anything the colonists had ever seen.

The new breed—at first dubbed the "short horse," but later given its present name because of its blazing speed for a quarter mile—thrived for a number of years before sophistication descended on the blue-blooded colonists who turned their favor once again to the long-distance runners, jumpers and hunters. The new Quarter Horse breed was all but forgotten.

It wasn't to be forgotten for long, though. For-

Known as the world's most versatile horse, the American Quarter Horse is used for a great many jobs. From left to right and top to bottom this series of photos shows the Quarter Horse as a competitive jumper, the subject of a spirited auction sale, a working cow pony, a well-trained mount for a rodeo calf roper, a barrel racer, and participants in an exciting run for the money.



• *Continued from page 9*

unately, the spotlight at that time was turning again to the West. New lands were being settled — and a new role was being established for the sturdy, intelligent and gentle Quarter Horse. Here in this rugged animal was the strength to pull wagons, plows and buggies. Here with its stamina and intelligence was a dependable cow pony that could go up the trail with cattle herds, carry frontier preachers and their Bibles to the furthestmost points of worship — and pioneer doctors to tend the ailments of frontier families.

In time, the Quarter Horse was adopted by ranchers and working cowhands and earned recognition as the greatest cow horse in the world. But its popularity is by no means limited to the working cowboy. Rodeo performers, whose fortunes depend on split-second timing, prefer Quarter Horses with their inherent "cow sense." Thousands of American families with increasing amounts of leisure time find room for one or more Quarter Horses in their suburban back yard lots. Race courses throughout the United States (particularly west of the Mississippi) are adding Quarter Horse races to their normal Thoroughbred cards. And in recent years thousands of American youth have taken active parts in Youth Activity programs instituted by the American Quarter Horse Association.

The AQHA grew out of a pressing need for complete and accurate records of the breed. Years of talk around branding fires, cow camps, and cattlemen's conventions emphasized the need for an organization to collect, register and preserve the pedigree of the Quarter Horse. These talks ultimately ignited the spark that was to flame into the largest western equine registry in the world.

It was not until 1939 — at the Southwestern Exposition and Fat Stock show in Fort Worth, Texas — that champions of the breed were able to tie down suggestions for definitely establishing such an organization. On March 15, 1940, a group of men and women from several Southwest states and Mexico met in Fort Worth to formally set up the framework of the American Quarter Horse Association. The sale of stock to finance the initial program was subscribed within minutes.

The original offices of the Association were located at College Station, Texas, but were moved to their present quarters in Amarillo, Texas, in 1946. Today the Amarillo office is the nerve-center of a multi-million dollar business. Here, more than 130 employees register horses, transfer ownership, compile and record data pertaining to registration,

record facts on halter and performance shows, auctions, racing, and similar data related to the industry.

Registration of Quarter Horses alone poses a Herculean task. Since 1941 when the registry was started, more than 400,000 Quarter Horses have been registered by the AQHA. And that figure becomes more obsolete with each day's registration.

More Quarter Horses compete at more shows, in more places, and before more people than those of any other breed. In 1964, 31,899 Quarter Horses competed in 1,061 AQHA-approved shows in the U. S. and Canada.

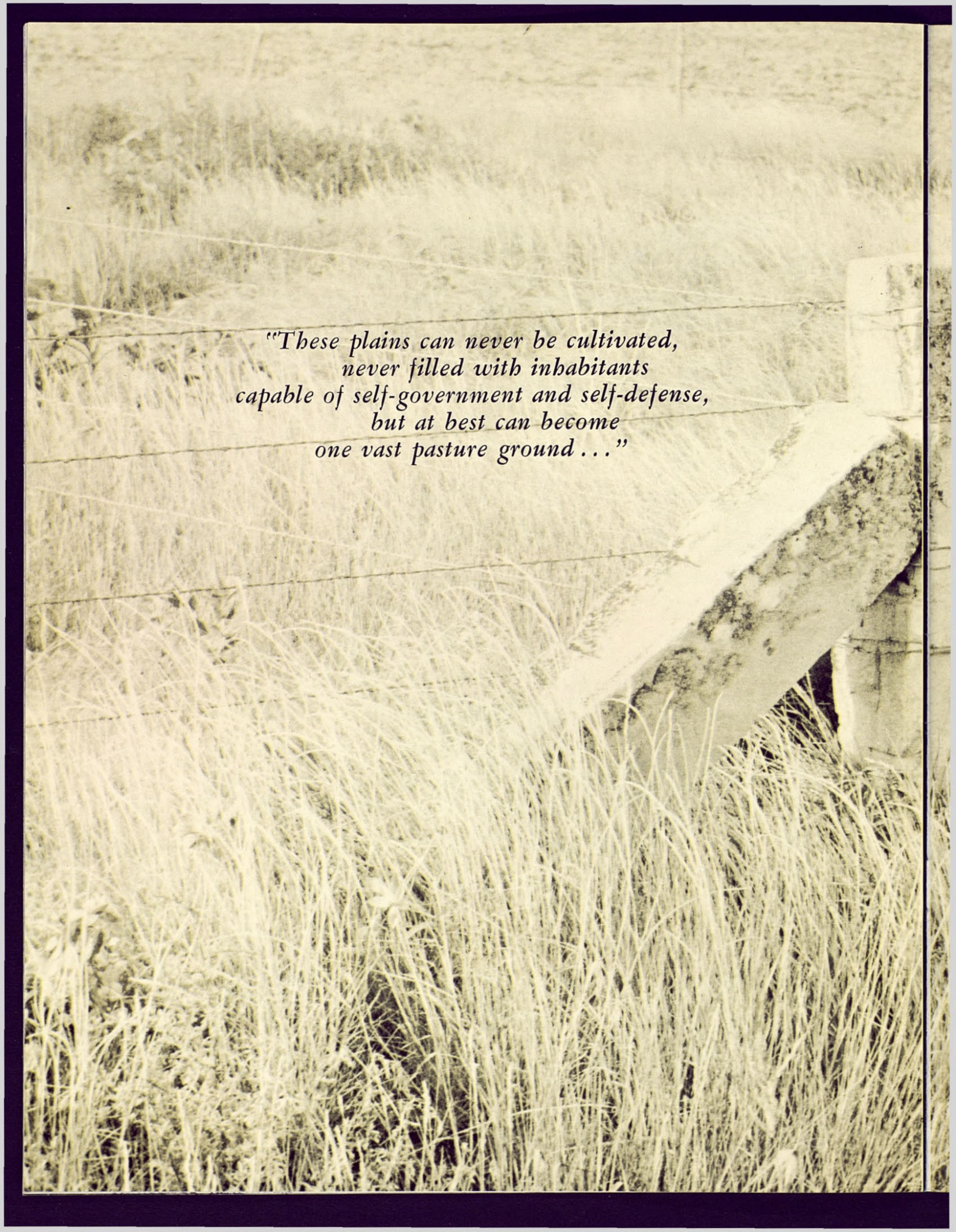
One of the most recent accomplishments by the AQHA was the establishment in 1961 of a Youth Program. Boys and girls 18 years of age and under may compete in this program for handsome trophies and public acclaim in AQHA-approved horse shows. Currently, more than 125,000 4-H horse projects are being conducted and in 1964 several thousand youngsters competed at 611 such AQHA-sponsored shows in the U. S. and Canada.

No other breed can match the Quarter Horse in the wide-spread sport of cutting. No other horse has ever won the annual contest sponsored by the National Cutting Horse Association — and the contest is open to all breeds.

Cutting truly brings out the best "cow sense" in a horse. In this activity, it is the horse's duty to single out a cow or calf and prevent its return to the herd. The horse is on its own to outthink and out-perform the cow, receiving no guidance or signal from its rider. Qualities of stamina, alertness, intelligence and agility place the Quarter Horse far ahead of other breeds in this aspect of cattle handling.

Quarter Horses hold all racing records up to and including a quarter mile. They also compete in the world's richest single race — the All-American Futurity, run at Ruidoso Downs, New Mexico, each Labor Day. The purse for the 1964 race came to a whopping \$302,060 — and soared to an unbelievable \$419,406 for 1965. Dollar-for-distance over a 400 yard course, that's a heap of money to be won in something like 20 seconds!

Supporters of the Quarter Horse breed know no half-way loyalty. Ranchers swear by them. Rodeo performers wouldn't be without them. Race fans are captivated by their dazzling speed. And pleasure riders who prefer to cover ground astride a bundle of bone and muscle find themselves in a fast-growing segment of the American public.



*"These plains can never be cultivated,
never filled with inhabitants
capable of self-government and self-defense,
but at best can become
one vast pasture ground . . ."*



HAYS, LARNED, GREAT BEND...

(They Pooh-Poohed Prophecy)

For all his genius in affairs of the military, Gen. Philip Sheridan proved woefully inept in appraising the potential of West Central Kansas real estate and frontiersmen. In nearly 100 years since the Civil War hero penned the words on the preceding page, the area has waxed fruitful in people, products and prosperity. Vast pasture grounds still exist, but dotting their verdant terrain are waving fields of golden grain, thriving industrial complexes, bustling towns and cities.

Three such urban areas — Hays, Larned, and Great Bend — offer concrete evidence of the inaccuracy of Sheridan's prophecy. Despite auspicious origins and infamous infancies, each has attained a place of prominence in the Central Kansas community. Each has become a typical small American city, proud of its rich heritage, and sure of its future place in the sun.

Oldest of the trio is Larned, founded as a result of, and named for, Fort Larned.

By 1859, the famous Santa Fe Trail bustled with activity as trade between Missouri and New Mexico reached the \$10 million a year level. Gold seekers poured in toward Colorado and settlers sought homesteads in the fertile Kansas territory. The massive influx of white men threatened native Indians with starvation and necessitated the presence of troops as protection against the redman's retaliation.

Fort Larned thus was established in 1859 as a permanent base for troops to guard a portion of the Trail through Central Kansas. The creation of the town of Larned followed as naturally as night follows day.

In the century since its founding, Larned has grown slowly but soundly. As home for slightly more than 5,000

persons, it boasts more than a small town's share of manufacturing plants, hospital facilities, modern schools, and retail business firms. As the seat of government for Pawnee County, Larned is also the home of Larned State Hospital, one of the state's outstanding psychiatric institutions.

Agriculturally, the territory around Larned is virtually unlimited in potential. Two abundant water supplies — the Arkansas and Pawnee Rivers — provide irrigation for more than 25,000 acres of farmland. Still untapped is an underground water supply that authorities claim could expand irrigation to well over 100,000 acres.

Advantageously situated on transcontinental U. S. Highway 40, Larned attracts thousands annually who come to catch a glimpse of the Old West in the remains of Fort Larned, the only wholly preserved military post of the Indian War days.

Hays, now a city of about 15,000, might never have existed had it not been for that inevitable molder of western destiny — the railroad. Instead, Rome might have been the principal city in the area.

Founded in 1867 by "Buffalo Bill" Cody, the town of Rome was destined for short duration. Like the capital city of Italy, Rome in Kansas was not built in a day, but it died almost that quickly.

Actually, the demise of Rome and the creation of Hays occurred almost simultaneously. Fort Hays, originally constructed in 1865 some 14 miles from the present site of Hays, was struck in the spring of 1867 by a disastrous flood that wrought extensive damage and hastened a decision to move the post nearer the advancing railroad. A new site was selected

at the "railroad's end" one mile east of Rome, and a new fort was built.

Unfortunately for Rome, an epidemic of cholera struck about that time and seriously depleted the town's population. This turn of fate, plus killings of railroad workers by Indians, the reestablishment of Fort Hays and the natural urge of the people to be near the post, proved too much for the embryo town. A mass exodus from Rome resulted and a new town was born in its stead.

Hays proved no exception to the rule of the time that "where the railroad ends, lawlessness begins." Made up primarily of gunmen, women of ill repute, desperados, murderers and gamblers, the new town soon owned the reputation as one of the wildest in the West. Human life was held in little regard and human conduct knew practically no restraint. The only law was the law of the six-shooter.

But while the lawless element constituted a majority in Hays, a handful of law abiding folks seeking permanent residence in the new town organized a move to remedy the dilemma. "Wild Bill" Hickok, a two-gun Indian scout with considerable experience in dealing with violence, was employed as marshal. Though he failed to rid the town of all its lawlessness, he achieved considerable progress toward restoring order during his four-month reign.

Not all of Hays' early history was tainted by violent disregard for the law. Religious and cultural elements made their presence felt early and have carried over to be much in evidence at the present. Facilities for city and county governments were forged and dramatic clubs and literary societies flourished.

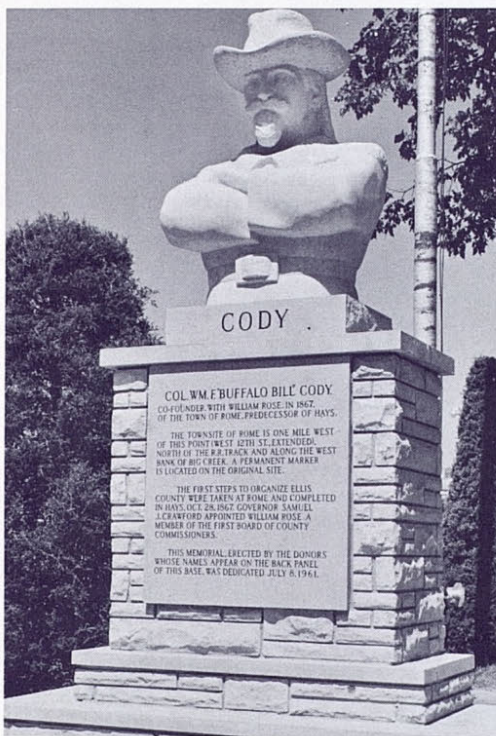
In the interim between the town's founding in 1867 and the abandonment of Fort Hays in 1889, Hays experienced a series of gains and losses in population. Its future often appeared uncertain.

All doubt vanished, though, when Fort Hays was abandoned and the 7,600-acre reservation was set aside for the establishment of a state college, agricultural experiment station, and public park. From then on, the future of Hays was assured.

In keeping with terms of the land grant, Fort Hays Normal School opened its doors to students on June 23, 1902. Since that time, it has pro-



Sheridan Coliseum is a popular spot with students at Fort Hays Kansas State College in Hays.



This statue of "Buffalo Bill" Cody was erected in memory of one of Hays' most famous citizens.



Beautiful Hadley Memorial Hospital in Hays, above. Large municipal swimming pool in Larned, below.



gressed from a prairie dog village to an accredited liberal arts college, housed in one of the state's most attractive campuses.

Known originally as Western Branch of the Kansas Normal School, it later was changed to Fort Hays Kansas Normal School, to Kansas State Teachers College of Hays in 1923, and to its present name of Fort Hays Kansas State College in 1931.

The creation of an agricultural experiment station was also named as a provision in the land grant. In response, the state established the largest dry land experiment station in the world — 3,700 acres of rich silty clay loam on which to find new and improved methods for agricultural stability in Kansas. Its activities annually attract thousands of visitors seeking glimpses of Western Kansas farming procedures.

Hays also is the home of a Capuchin monastery, outstanding medical facilities, and St. Joseph's Military Academy, the only institution in Kansas listed by the ROTC as essentially military.

Rounding out the trio of West Central Kansas cities is Great Bend, the largest at 20,000 persons. Founded in 1871 on a large bend in the Arkansas River, it has become known as the "Oil Capital in the Heart of the Wheat Belt."

Only a year old when the Santa Fe Railroad reached the area, Great Bend quickly utilized its location and the new transportation facility to become a leading cattle shipping center. Ensuing years saw the advance of other forms of agricultural practices as well as the discovery of petroleum and allied petroleum industries.

Qualities of resourcefulness and civic pride evident in the city founders obviously have spilled over to later generations. When floods in the summer of 1965 threatened the entire town, three thousand Great Bend teen-agers worked long and torturous hours filling and placing sandbags to strengthen weakened river levees. Through their heroic efforts, the flood waters were diverted and Great Bend was spared millions in damage.

It is spirit such as this, handed down through generations of sturdy frontier characters, that has belied General Sheridan's prophecy of so long ago.



SOUTHWEST COLLECTION
Texas Technological College
LUBBOCK, TEXAS

This six-sided blockhouse, built of native stone, is one of the original buildings of old Fort Hays. Still intact, it houses a museum of early Kansas mementos.

Continued from page 3

together, it was natural that the army should locate Fort Larned nearby. Built in 1859, it consisted of a quadrangle of nine adobe buildings, measuring 500 by 500 feet. By 1865, all the original buildings had been replaced with stone structures.

Quiet periods were few at Fort Larned, too. As the base of major campaigns against the warring Indians, the post came under siege many times with a reported 500 troopers, plainsmen and Indians killed or wounded in the immediate vicinity.

As treaties were signed with various Indian tribes in ensuing years, Fort Larned became the station from which annuities were handed out to the conquered. The Great Treaty of Medicine Lodge was drawn up in

1867 and Fort Larned sheltered an imposing group of dignitaries. Gifts for the oncoming treaties were shipped for nearly a month from the fort to the treaty grounds. The post later served as Indian agency headquarters for Kiowas and Cheyennes, Plains-Apaches, and Arapahoes.

Fort Larned also played a prominent part in the Civil War in the West. Designated by the army as marshalling point for all west-bound wagons, it is reputed to have dispatched 1,000 covered wagons, four abreast, in a single day.

Those days are gone, but monuments to their memory stand in the form of the nine original stone buildings, housing mementos of one of the most active — and colorful — eras in American history.

COVER STORY

Scenes like the one on our cover are appearing throughout the nation as more and more American families turn to horses as an answer to increased leisure time. And in more cases than not, the choice of animal is the American Quarter

Horse. Here the J. T. Harris family of Amarillo, Texas, relaxes in the shade after an enjoyable canter on their favorite mount — Dutch Clegg, a Quarter Horse. Shown with Harris and his wife, left, are their children, Mike 11, and Sara 15.



"Dedicated to the Progress
of the Great Southwest
and Rocky Mountain Area."

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Those quiet little "klippidy klops" under the hood
of your car may mean that

some of the horses have run off.

As your car gets older, the build-up
of combustion deposits can raise the octane requirement of the
engine. Though it has performed well on regular gasoline,
gradually it starts panting on the hills and straining at the starts.

For a new lease on life,
we suggest a few tanks of Cloud Master,
our premium gasoline.

Cloud Master has the octane rating necessary to
return that errant horsepower to the harness.

It's great therapy for any car that's off its feed.

Try it the next time you stop
at the green and white Shamrock sign.

