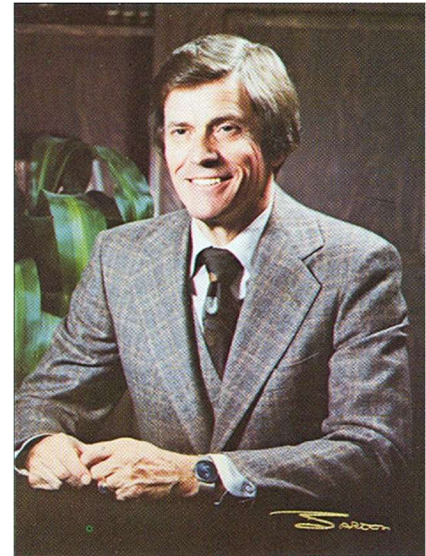


2026 - Robert L. “Bob” Brock

Robert L. “Bob” Brock was a pioneering Kansas entrepreneur who transformed the American hospitality and entertainment industries. Born December 27, 1924, in Pawnee Rock, Kansas, Brock served in the U.S. Naval Air Corps before earning both his bachelor’s and law degrees from the University of Kansas. Alongside his fraternity brother and lifelong business partner Edwin Linquist, Brock began his entrepreneurial career with a small driving range in Topeka — a humble start that would grow into one of the nation’s most successful hospitality empires.

In 1956, Brock and Linquist opened their first Holiday Inn franchise in North Topeka, launching what would become the Brock Hotel Corporation. Under Brock’s leadership, the company expanded to own or manage 75 Holiday Inns across 21 states, employing more than 7,000 people. The Wall Street Journal dubbed him “the guru of the hotel industry.” Brock’s innovations included the Holidome concept combining lodging with indoor recreation, and new ventures such as the Residence Inn, Park Inn, and Park Plaza hotel chains. He also founded ShowBiz Pizza Place, which later merged with Chuck E. Cheese to create one of America’s most recognizable family entertainment brands.

Beyond business, Brock was deeply engaged in civic and political life, serving on numerous Kansas boards, including Kansas Power & Light, Fidelity State Bank, and the Menninger Foundation. Honored as Kansan of the Year in 1973, he also received the KU Distinguished Service Citation and Fred Ellsworth Medallion for his contributions to the university and state. Brock’s vision and innovation left an enduring mark on Kansas entrepreneurship and the hospitality industry nationwide.



2025 - Emerson Carey

Emerson Carey was a pivotal figure in the growth of Kansas industry during the early twentieth century and played a central role in establishing Hutchinson as a major economic center. Born in 1864, Carey helped build one of the state's most enduring Kansas business legacies through the Carey Salt Company, which became both a major employer and a defining part of Hutchinson's commercial identity.

Under his leadership, the company adopted modern mining and refining methods that significantly expanded production and positioned Kansas as a national leader in salt manufacturing. Carey also built a diversified business portfolio. He invested in banking, real estate, and community development projects that strengthened the regional economy and supported local entrepreneurship.

Carey was known not only for his business success but also for his commitment to civic improvement. He supported efforts to enhance Hutchinson's infrastructure, attract new industries, and create opportunities for the workforce at a time when the region was rapidly growing.

Emerson Carey's legacy reflects a combination of vision, innovation, and deep commitment to Kansas. His work helped shape the long-term economic foundation of Reno County and left an imprint on the state that continues to be recognized, especially among historical inductees who celebrate the businesses and community institutions he helped build.



2024 - Mary J. McCann

Mary Jo McCann was born in 1920 in Iola, KS. In 1941, she graduated from the University of Kansas Business School at the top of her class. After her graduation, McCann passed her CPA exam and joined a local accounting firm in Kansas City, making her the first certified female CPA in the state of Kansas. That local firm merged into what is now Deloitte and Touche. Mary Jo McCann was promoted to manager of Touche Ross' Kansas City office in 1962. In 1969, she became the first female partner to be promoted through the ranks at Touche Ross and the first female partner at any Big Eight firm. McCann retired 20 years later as a member of the partnership.

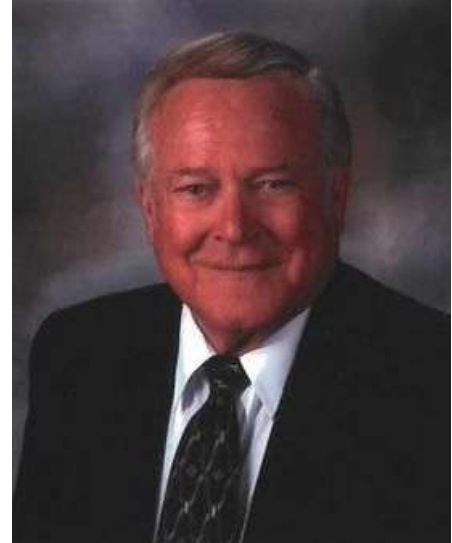


Mary Jo McCann served in many leadership positions in various organizations including co-founding a local chapter of the American Society of Women Accountants in 1951. She was also the national president of the American Woman's society of CPAs. Some of the other organizations that she was actively involved in includes the Women's Chamber of Commerce of Kansas City, Siena Club, the School of Business at the University of Kansas, the Finance Committee at St. Joseph Hospital, the Missouri Society of CPAs, the Board of Trustees at Avila College, and the Administrative Council at St. Lawrence Catholic Campus Center.

Mary Jo McCann passed away peacefully in July, 2011. She leaves behind a legacy of great leadership and service. Mary Jo McCann was a pioneer for women in the business world and was a lifelong supporter of the Kansas City community.

2023 - Charlie Walker

Charlie Walker was born into very modest circumstances on May 27, 1932, in Salina, Kansas. While growing up, he lived with his mother, aunt and uncle, and two cousins. Walker attended Salina public schools through the ninth grade, when he dropped out to begin working. In 1947, the 15-year-old took a job working construction in Dodge City. Soon after, he moved to Pueblo, Colorado, and found employment at the Colorado Fuel and Iron Steel Mill. Although he was satisfied with his job, Walker enlisted in the U.S. Air Force. He served his 4 ½ year term in the flight engineering division, where he learned self-discipline and gained an understanding of what it takes to be successful.



After completing his Air Force term, Walker spent a brief time as a salesman in Seattle, Washington, before returning to Salina, family in tow. In 1957, he started his first business delivering wholesale tobacco and candy to small businesses in the area. By 1963, Walker and his wife had six children. His income was sufficient but Walker was not satisfied with what he was doing. So he moved on to his next venture.

In Colorado, Walker had first seen vacuum trucks used to clean heating and air supply duct work. He felt he could make a better machine, and he did just that. Walker's success with his Power Vac truck gave him an appetite for the manufacturing business. In 1967, he designed a totally self-contained, mobile, power-wash truck that could be used for everything from swimming pools to parking lots to buildings and construction equipment. The concept caught on quickly, and Allied Mobile Power Wash became Charlie's primary focus. In 1969, the power wash line was picked up by the well-known ServiceMaster Company.

Walker noticed that a large part of the customer base for Allied Mobile Power Wash was semitruck drivers. He saw the opportunity to better meet their needs by providing a full service, 24-hour, truck washing facility. Thus, the idea behind Blue Beacon Truck Wash was born. The first facility was opened in May 1973, and the company added locations as quickly as they could as Blue Beacon gained popularity throughout the trucking industry. Today, Blue Beacon operates 112 locations in 37 states.

Walker has done more than his share for the Salina community as well. In 1999, he created Rolling Hills Zoo to showcase native and exotic animals, and to help educate the public to the plight of a growing number of endangered species. In 2005, Walker contributed a wildlife museum to the attraction. The facilities continue to be a source of enjoyment for all who visit. In 2001, Charlie contributed the lead gift to create Salina's teen center, "The City." Charlie's family has also made other significant donations to organizations such as Salina Catholic schools, Salina Rescue Mission, and the campaign to erect the Kaye Pogue Hospice Center.

However, the most meaningful gift given by the family was the lead donation to build Tammy Walker Cancer Center. The center is named in memory of Walker's daughter, who succumbed to lung cancer in 1962 at age 11. The facility provides Salina and the surrounding communities with the same visionary treatments that previously could only be provided by large research hospitals.

In recognition of his leadership success and contributions to the community, Walker was inducted to the Salina Business Hall of Fame in 2005. Charlie Walker died in 2012.

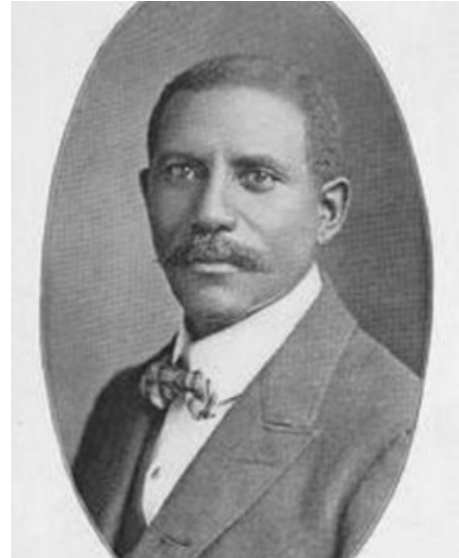
2022 - Joseph and Louis Wenger

Since its founding in 1935, Wenger Manufacturing has been a family-owned business and a manufacturer of industrial grain milling machinery. The sons of Swiss immigrants, Joseph and Louis Wenger built and operated a small custom feed mill to service the local farming community around Sabetha, Kansas. By the 1940s, the two brothers had designed a machine that blended molasses with dry feedstuffs, the first extrusion cooking system used in the making of all commercial extrusion feeding pellets today. Wenger extruders are now used in the livestock feed industry worldwide. Wenger International today has subsidiary offices in Belgium, China, Brazil, the United Kingdom, and Taiwan. As our global community has grown, so too has the agri-business industry which feeds it.



2021 - Junius George Groves

Junius George Groves was born into slavery in Green County, KY, on April 12, 1859. By age 48, Groves established himself as a millionaire farmer and landowner in Edwardsville, KS. In a 1900 Topeka newspaper article, Groves recounted his humble beginnings as a hired hand on a Kansas farm: “By keeping my eyes open, always attending to duty and doing more, rather than less, than was required of me, I soon succeeded in having my wages raised to 75 cents per day. This was considered a very fair price, and I felt that I was on the road to fortune.”



After the Civil War, thousands of emancipated slaves sought to leave the violence and oppression that faced African Americans in the Reconstruction South. An estimated 26,000 “Exodusters,” Groves among them, migrated to Kansas from 1879–1880 seeking freedom and economic independence through business and land ownership. Initially working for landowner farmer J. T. Williamson, Groves moved west to rural areas outside of Kansas City hoping to eventually own land and to farm. In 1880, when he was able to save money for the marriage license fees, he wed Matilda Stewart and together they sharecropped rented farmland growing white potatoes.

Over the next 28 years, Groves purchased property, eventually owning over 500 acres in the Kaw River valley, and successfully producing greater and greater potato crops, reputedly becoming the world’s largest grower of Irish potatoes. In 1900, Groves became a statewide celebrity when the Topeka State Journal newspaper declared him “the wealthiest Negro in Kansas, if not in the entire West.” By 1907, the “Negro Potato King” had an estimated wealth in the millions, in today’s dollars. He constructed a 22-room brick home for his family in Edwardsville, fitted with electric lights, telephones, and hot and cold running water. To accommodate his potato exports, which shipped around the United States and as far away as Mexico and Canada, the Union Pacific railroad built a spur line to his property. Some of Junius and Matilda’s 12 children attended Kansas Agricultural College and brought home and applied their science education to increase production on the family farm. Groves employed nearly 50 black and white hired hands on the farm. He also operated a general store in Edwardsville.

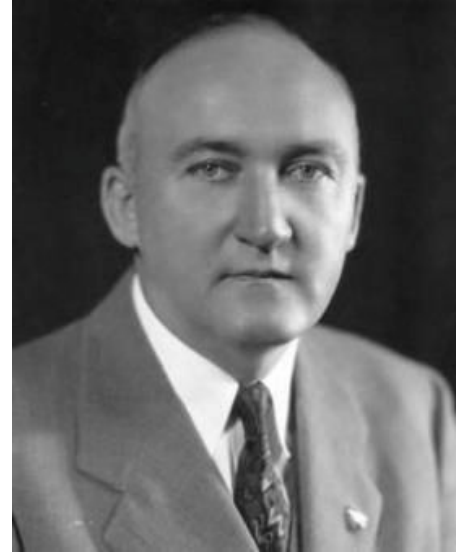
Groves invested in his community and state, establishing the Pleasant Hill Baptist Church Society in Edwardsville and co-founding the Kansas State Negro Business League, the Kaw Valley Potato Association, and the Sunflower State Agricultural Association. He created a golf course for African Americans who were shut out of segregated sporting venues. Groves divided and sold some of his property as small land tracts for purchase by African Americans.

The nationally known Groves was featured in educator and civil rights activist, Booker T. Washington’s 1904 journal article, “The Negro Potato King” and in his 1907 book, *The Negro in Business*. In 1925, Groves died in Edwardsville at age 66. He was later inducted into the Bruce R. Watkins Cultural Heritage Center Hall of Fame in Kansas City, MO.

2020 - Walter H. Beech

Walter Herschel Beech, aviator and pioneering aircraft industrialist, was born on January 30, 1891, in Pulaski, Tennessee. His fascination with flight manifested itself in a failed wood and bedsheet glider experiment at the age of 14. As a young adult, Beech and a friend restored a wrecked biplane and, in 1914, he made his first solo flight. Beech gained valuable flying experience during WWI as an Army pilot, instructor, and engineer. In post-war civilian years, he barnstormed throughout the Midwest, exhibiting flying stunts and competing in speed racing.

As Americans' fascination with aviation grew, in 1921, Beech began his formal employment in the aircraft industry at Wichita's Swallow Airplane Corporation serving as test pilot, designer, and general manager. In 1924, along with fellow aviation industrialists, Lloyd Stearman and Clyde Cessna, Beech formed Travel Air Manufacturing Company, a producer of high wing monoplanes for private and commercial use. By 1929, Travel Air was the world's largest commercial aircraft manufacturer, but the successes faded with dwindling sales after the stock market crash. Travel Air merged with the Curtiss-Wright Airplane Company, Beech then acting as vice president of sales.



In 1930, Walter married Olive Ann Mellor, office manager and secretary to Beech at Travel Air. After the Curtiss-Wright plant closed in Wichita, the couple moved to New York City so Walter could carry out his corporate responsibilities. In April, 1932, during the dark days of the Depression, the Beeches returned to Wichita and established their own manufacturing plant, Beech Aircraft Company. The first Beech airplane flew in November of 1932, with the company eventually rolling out its innovative Model 17 Staggerwing biplane, so-called because the lower of the two wings "staggered" forward of the upper wing giving a margin of safety in the event of a stall. As the company produced additional models, Beech Aircraft reached an impressive mark in 1938 with one million dollars in sales.

During WWII, the company shifted much of its manufacturing attention to military plane production. By the war's end, Beech Aircraft, employing nearly 15,000 people in its one million square foot Wichita factory, had delivered more than 7,400 planes to the country's flying forces.

Olive capably stepped into day-to-day plant leadership during the war years while Walter recovered from a major illness. The aviation duo would refit the company for peace time commercial aircraft assembly, only to step back into defense production during the Korean War.

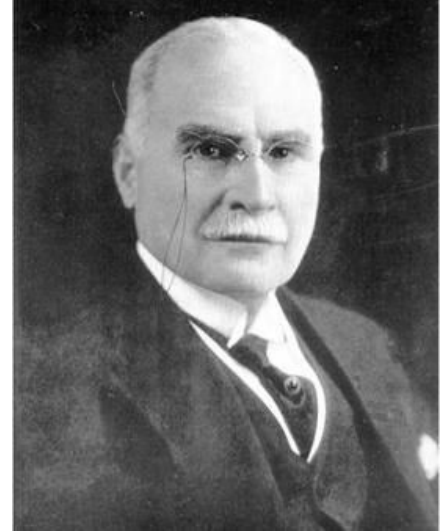
Tragically, Walter Beech's brilliant aviation career came to an end on November 29, 1950, when he suffered a fatal heart attack. Olive Beech became president of the company after Walter's death. The company continued successful aircraft production through the decades, additionally supplying products for the NASA's Gemini, Apollo, and space shuttle programs. In 1980, Beech Aircraft was acquisitioned by the Raytheon Company. Today, Beech planes are a brand of the Textron Aviation Company.

Walter Beech's legacy as one of America's great industrialists and aviation pioneers and aircraft design innovators won him a place in the National Aviation Hall of Fame in 1977.

2019 - Henry David Lee

Henry David Lee (December 9, 1849 – March 15, 1928) was famously known for his wide range of business ventures. He paid great attention to his customers' needs and worked diligently with his team to respond effectively to the demanding markets.

His humble beginnings began as a hotel clerk in Galion, Ohio. He later moved into the real estate business and saved enough money to seize other opportunities, always keeping an eye out for new business ideas. His next path led him to purchase an oil company (Central Oil Co. of Galion). The company was very successful. In 1889, for health reasons, Lee decided to move to Salina, Kansas, and opened H.D. Lee Mercantile Co. His company dominated the food distribution chain between Kansas City and Denver. This is where his most successful business was founded.



Lee was frustrated with his work-wear suppliers. He didn't feel they were reliable or consistent when it came to delivering supplies. After dealing with this for some time, he decided to take it into his own hands and fix the problem. Lee was confident that he could produce his own work-wear line in house, and not only produce it, but excel and make work wear better for everyone.

A short year later, Lee released his "Union-All Work" jumpsuit to the public. It quickly caught everyone's attention and became a staple in American households. From this point on, Lee revolutionized denim. He added a front zipper and two pockets for easy access and storage, thus paving the way for the denim industry and becoming a staple in all jeans.

He constructed the factory in Kansas City. It has been home to Lee for 100 years. Since its first products were released, Lee has always continued to remain focused on its craftsmanship. Lee prides itself on listening to customer demands and innovates all products to make life a little bit easier for its consumers.

Henry David Lee built a strong foundation for Lee to prosper and become the nation's #1 manufacturer of work clothes. Lee has him to thank for the over 100-year life of the company.

2018 - Robert M. Wright

Robert Marr Wright, considered one of the founders of Dodge City, Kansas, was born September 2, 1840, in Bladensburg, Maryland. His family ties reach back to the founding of the United States. His great grandfather, a Presbyterian minister, commanded a local militia and was killed in 1777 at the battle at Gun Hill Meadows by Tories loyal to the British crown. Wright's father, as a boy, aided wounded American soldiers on the Bladensburg battlefield as the British marched on Washington D.C. during the War of 1812. The residence and library of Wright's grandfather was burned to the ground during the British assault on the capitol city.



At age sixteen, in 1859, Wright went west to seek his fortune, settling and farming in St. Louis, Missouri. In 1860, Wright traveled to Denver and worked three years for the Barlow and Sanderson Company stage line which carried mail and passengers between Colorado and western Kansas. General Ulysses Grant, who knew the Maryland Wright family, appointed Robert, in 1867, the sutler or post-trader at the Fort Dodge military outpost. During subsequent years, Robert built wealth estimated in the millions of dollars as a Dodge City merchant, cattleman, and farmer. Wright held several political appointments and offices including serving as Ford County's state representative from 1875-1883, Dodge City mayor, Ford County treasurer, and twice serving as state forestry commissioner.

Wright suffered heavy financial losses later in life and attempted to recoup some economic stability by penning his autobiography in 1913, and by establishing a publishing company in Wichita, Kansas. However a fire destroyed the business and he lost money on the venture. Wright married four times and outlived all but two of his seven children. At age seventy-four, Wright died in Dodge City on January 4, 1915, and was buried in the Maple Grove Cemetery. Wright Park in Dodge, which includes the city's zoo, honors the early founder.

Once describing the lure, danger, and challenges of living on the western prairies, Wright said, "How many of us have often experienced these feelings on the frontier of Kansas in the early days. Yet this kind of a life gives one a zest for adventure, for it is a sort of adventure to which he not only becomes accustomed but attached. In fact, there is a fascination about it difficult to resist, and having once felt its power, one could not permit himself to give it up."

2017 - A.B. 'Bob' Hudson

A.B. 'Bob' Hudson was born in Athens, Texas, on March 8, 1923, and moved to Kansas at the age of 7. Even from this early age, he worked with his brothers as a partner in Hudson Oil Company. When he received his first driver's license at the age of 14, he began driving the business' new trucks to help break them in. He became a partner in 1941, at the age of 17.

Hudson Oil expanded from being a business that only hauled gasoline and oil into one that started running gas stations. When the business was later sold to Koch Oil, Hudson began to create his own companies, Highway Oil, Workingman's Friend and Fairway Oil, that operated chains of gas stations across much of the United States. He began working on his own companies in 1958.



Hudson eventually moved his office to Topeka to be closer to his ranch land. Many people knew of him as a rancher, remembering seeing camels grazing on one of his ranch properties. Throughout his life, Hudson owned and traded thousands of acres of ranch land and focused on raising cattle. He worked to clear that land and to return it to the beautiful grasslands with running water and springs. At one time, he was the single largest landowner in Kansas, as well as the largest independent cattleman in Kansas and Texas for many years.

Hudson gave back a great deal to the community during his life. In many cases, he was an anonymous benefactor, and his donations helped with projects including rebuilding churches, supporting museums, and most recently creating a Foundation to help rebuild Greensburg, Kansas, homes after the devastating tornado in 2007. He also was a major benefactor of the Mayo Foundation.

Hudson received many lifetime honors and achievements, but was most proud of his agricultural impact and its effect on the world. His latest project involved wind energy, further proving his dedication to creating a positive effect in the environment.

Finding his wife late in life did not stop Hudson and Peggye from spending 12 years traveling the world, working on the land, and enjoying their camels together. Hudson passed away in 2008 at his home in Wichita Falls, Texas, due to complications of lung cancer, leaving behind three adult children.

Hudson was a lifetime member of the Shriners. His life desire upon his death was to leave his entire estate to the Shriners to assist in building more Shriners Crippled Children's Hospitals and Burn Centers across the United States.

2016 - Georgia Neese Gray

Georgia Neese Gray (27 Jan 1900 - 25 Oct 1995) is best known for being the first woman United States Treasurer during the Truman Presidency. Georgia was from the small town of Richland, Kansas. Her father owned a majority of the property in Richland, including the town bank, general store, and agricultural centers. Georgia graduated in 1917 from a high school in Topeka, Kansas. Shortly after graduation, she attended Bethany College. This led to Georgia transferring to Washburn University. At Washburn, she was the president of the drama club, which drove her ambition to become an actress. Georgia graduated from Washburn University in 1921, with a major in economics. She moved to New York City, where she attended Franklin Sargent School of Dramatic Art to pursue her love for acting. Georgia toured and performed professionally until 1930, when she returned home to take care of her sickly father.



In 1937, Georgia's father passed away, leaving her to inherit the family businesses in agriculture, retail, and banking. She became the President of Richland Bank in 1938. She also managed the town's general merchandise which was housed in the same building as the town bank. In 1949, the bank had deposits of \$500,000. Additionally, Georgia owned seven farms adding up to over eleven hundred acres, which she managed for over ten years.

Georgia was involved with many organizations, a few including: Treasurer of the Farm Bureau of Monmouth Township, director of Monmouth Township and Richland 4-H clubs, and chairman of the League of Women Voters. From 1936-1964, Georgia served as the Democratic National Committee member from Kansas. The support from this position gave her the nomination of becoming the first woman Treasurer of The United States from 1949-1953. Georgia also served as the first woman on the Washburn University Board of Regents and eventually became chair. Washburn University recognized her contributions in 1950 with the Distinguished Service Award. A campus lecture series in her name began in 1955 after her passing for the purpose of enhancing the status of women and creating a forum for understanding the role of women in decision making and leadership. Additionally, she was named Distinguished Kansan by the Native Sons and Daughters of Kansas in 1982.

She is remembered by the Georgia Neese Gray Performance Hall at the Topeka Performing Center and the Andrew J. and Georgia Gray Theatre on the Washburn University campus.

2015 - Jess Cornejo

Jess Cornejo was born in Wellington, Kansas, on December 24, 1927, one of 7 children. With a fourth-grade education, Jess was able to work the sugar beet fields with his father to help support the family; he learned the meaning of hard work at an early age which led him to the success he had in his lifetime.

Jess left Wellington at the age of 14, and went to Wichita, which began his road to survival as he had many jobs, primarily in the construction field as a general laborer. He did everything from cleaning up job sites to unloading building materials off train cars by hand for new building construction. Jess soon met his future wife, Josephine, and continued working tirelessly. One Sunday afternoon in 1952, Jess came upon a man broke down on the side of the road in a 1936 Ford truck that he had dreamed about. The owner offered it to him if he could take over the payments of \$20 per month, and, in no time, Jess was the proud owner and quickly formed Jess Cornejo Trucking Co.



Through the years, Jess started and operated many companies from trucking and excavating to demolition, which was always his favorite. As his family grew with his five sons: Ron, Don, Richard, Jerry and Marty, he continued, along with his wife Josephine, and worked around the clock. They took the boys wherever they went, on job sites or an evening ride for an ice cream, as he bid his work on the way.

Jess passed away on April 16, 1994, leaving behind a 42-year business legacy and a strong and growing construction company, but more than that, a wife of 25 years and his five sons whom he spent his entire life working for.

As a premier construction company through its many divisions in concrete and asphalt paving and production, demolition, aggregate and sand mining, landfills, concrete ready-mix, concrete and asphalt recycling, and a rail and truck transportation division, Cornejo & Sons continues to grow to this day. Though the family sold the business to Summit Materials, LLC, in 2010, Jess' boys remain at the helm. By partnering with Summit Materials, Cornejo & Sons becomes part of a nationwide company with even more resources than before. The Cornejo family continues to run the company with the same work ethic and determination that was taught to them by their father so long ago.

Cornejo & Sons is saturated in the local community. They play a vital role, not only as a major employer, but also a significant contributor to local organizations, charities, and causes. The company and its subsidiaries provide ongoing employment and increased job growth within the community and the state of Kansas. They take an active role in extending opportunities and support to women, minorities and children. Cornejo has assisted with efforts such as Crime Stoppers, Race for the Cure and many more causes, charities and events.

Jess Cornejo's life was a true rags to riches story and his legacy will live on forever through his bright neon colored trucks!

2014 - William B. Strang

William B. Strang had a remarkable career as a railroad builder all over the country and promoted, financed, and built several railroads in the north, south, east, and west. He came to Kansas in 1885, to continue building railroads, residing in Johnson County. He constructed the Strang Line from Kansas City to Olathe. W. B. Strang built the first self-propelled railroad motor car in the world which he put into service and operated successfully. He organized the Strang Gas-Electric Company of Garwood, New Jersey, where the cars were manufactured. They were one of the transportation sensations of the time.



Strang was born in Syracuse, New York, to Irish emigrant parents on November 8, 1857. He received his education in the public schools in New York, Wisconsin, and Iowa. In 1892, in Wellington, Kansas, he was married to Margaret Morrison of Wellington. They made their home in Overland Park, Kansas.

When he was fifteen years of age, he began his railroad construction career at Sheridan, Iowa. He worked on the building of the Chicago, Burlington & Quincy Railroad until that line reached Ft. Kearney, Nebraska. In 1874, he took part in the building of the Baltimore & Ohio into South Chicago. From 1874 to 1879, he was connected with the construction of the Cincinnati Southern, later the Queen & Crescent, from Cincinnati to Chattanooga, Tennessee. In 1879, he returned to Nebraska and built thirty miles of the Missouri Pacific from Omaha to Falls City. In 1880, he went with Santa Fe and started the first mile of construction from the Kansas line west into Colorado and to Santa Fe, New Mexico. He also assisted in the construction of the switchback over the Raton Mountains in New Mexico before the tunnel was built there.

In 1885, he came to Kansas and built the Wellington & Western twenty miles in the direction of Jasper. In the latter part of the same year, he was instructed by the Santa Fe officials to prepare for quick action and tear up that track before an injunction could be filed. This road had been built to fight a parallel line which was being built by Leavenworth, Lawrence & Gulf Railroad. In 1886, he commenced building the Kansas City, Springfield & Memphis through the Ozarks, which was completed to Memphis in 1889. Upon his return to Kansas, he started the construction of a line of his own from Belle Plaine to Conway Springs. He promoted and financed this road and secured township bonds to assist in the building. He also assisted in the construction of the branch line from Newton to Winfield, Kansas, in 1891.

In the latter part of 1892, Mr. Strang took the contract for building the Sheffield and Birmingham Railroad, which was 100 miles long, and completed that road in the latter part of 1893. In 1894, he took the contract for building the Macon & Birmingham Railroad between Macon and the Alabama state line. At the same time, he took the contract for building the Macon & Atlantic Railroad between Macon and Port Carrollton on the south Atlantic coast near Savannah. The mileage under these two contracts was 375 miles. This work was completed in 1896, and Mr. Strang then went to New York

and took the contract to build the New York, Susquehanna & Western Railroad from Strausburg to Wilkes-Barre, Pennsylvania. The cost of the New York, Susquehanna & Western Railroad was \$69,000 per mile for grading alone and it required four years to complete that road. At the time he was building this road, he was also building the Columbus extension of the Mobile & Ohio between Columbus, Mississippi, and Montgomery, Alabama. Mr. Strang completed the financing, construction, and equipping of this road, including all the roundhouses, right of ways, and terminals. After putting the line in full operation, he turned it over to the Mobile & Ohio Railroad Company for \$4,200,000. This line was 210 miles long. Before those roads were completed, Mr. Strang began building the Detroit & Toledo Shore line between Detroit, Michigan, and Toledo, Ohio. At the same time, he was also building the Detroit and Lima Northern, a line 200 miles in length. Mr. Strang sold the Detroit & Toledo Shore Line in 1904 to Grand Trunk Railroad Company of Canada and went to London, England, to consummate the deal, spending a part of 1905 in Europe.

Mr. Strang was also a partner in building 175 miles of the Kansas City Southern from Fort Smith, Arkansas, south. At the same time, Mr. Strang built the Nova Scotia Southern Railroad, 120 miles from Yarmouth towards Halifax. While constructing this line, he also took a \$1,000,000 contract for the Metropolitan Waterway which furnished the water supply for Boston and its suburbs.

When he returned full time to the Johnson County, Kansas, area in late 1905, the community consisted of farms and pastureland with a few scattered homes and one business. By 1921, when he died, he had established several housing developments, an interurban railroad, and an airfield.

William Strang was fascinated by new ideas. When aviation was in its infancy, he built Aviation Park on 80 acres south and east of Santa Fe and Robinson Streets. Aviation Park included an airfield, grandstands, South Killarney Lake (now South Lake), a baseball diamond, picnic areas and the Pavilion - a large recreation center. Contemporary newspaper articles report that 20,000 to 25,000 people came to Aviation Park on many weekends for camping, hunting, fishing, swimming, trap shooting, dancing, movies, stage shows, baseball games and air shows.

In August 1906, Strang platted several subdivisions. He named one "Overland Park." Starting in September 1906, lots in the various subdivisions were sold and auctioned. To transport people from his new subdivisions into Kansas City and back, Mr. Strang built the interurban Strang Line. Construction began in the fall of 1905 with oak ties and 70-pound rail. The first section from Lenexa through Overland Park to 41st and State Line was completed in early 1906. Mr. Strang made railroad history with his innovative cars. The vehicles were forerunners of today's diesel-electric locomotives. They were entirely self-propelled and did not require electricity from overhead wires. Later, the line was converted to electric trolley operation. The electricity was produced by the company's own generators.

2013 - Dr. Mark Morris, Sr.

It can be argued that no single person made more of an impact on pet nutrition than Dr. Mark Morris, Sr. Born in New Jersey in 1901, Dr. Morris earned his veterinary degree from Cornell University in 1926. Dr. Morris began his practice in 1928 when he opened the Raritan Hospital for Animals in Edison, New Jersey. His focus was on the care of companion animals and their owners. The hospital was only the second of its kind in the country, as the vast majority of veterinary science was dedicated to livestock and farm animals at that time.



Frustrated by the lack of research regarding pet nutrition, Dr. Morris set out to conduct his own. He believed that the disease and illness he saw in his practice could be more effectively treated and, even in some cases, cured with proper nutrition from a balanced diet. However, Dr. Morris knew that in order to treat the animals, he must first work to develop a more efficient and accurate diagnosis process. So, he did just that. In partnership with Dr. Jim Allison of the Rutgers University biochemistry department, he worked to develop his ideas and test his hypotheses. Although his ideas were not always well received, Dr. Morris soon earned a reputation as an expert in his field.

By 1939, Dr. Morris developed his first pet food formula. The mixture had shown promise in the treatment of kidney failure and insufficiency in dogs. That year, Dr. Morris was approached by Morris Frank, a young blind man who was a national ambassador for The Seeing Eye guide dog school. His seeing-eye dog, Buddy, was dying of kidney disease. Frank was desperate to find a cure for Buddy, and he had heard that Dr. Morris might be able to help. Buddy was put on a diet of Dr. Morris' food, and, in a short period of time, his health had greatly improved.

Word quickly spread as Morris, Frank, and Buddy continued their travels. Soon, the demand for Dr. Morris' pet food exceeded the amount he and his wife could produce. The problem was solved when Dr. Morris teamed with Hill Packing Company in Topeka, Kansas, to produce and package his food formulas. Dr. Morris continued to design pet foods to cure various animal ailments and illnesses which Hill's would then market. The historic match grew into a booming business encompassing Hill's Prescription Diet and the more recent Hill's Science Diet lines of pet food. Thus, Dr. Morris is credited as being a founder of Hill's Pet Nutrition. Hill's is currently the leading brand recommended by vets.

In 1948, Dr. Morris established the Morris Animal Foundation which continues to provide funding for pet care and wildlife research as well as veterinary scholarships. The nonprofit foundation is the largest of its kind with close to 50 million dollars in funds at this time. In addition to research regarding cats and dogs, the foundation has made breakthroughs in equine health, as well as innovations in the care of wild animals such as elephants, cheetahs, and gorillas.

Dr. Morris also served as the first president of the American Animal Hospital Association and as president of the American Veterinary Medical Association. His commitment to raising the standards of pet food nutrition created the basis for the Association of American Feed Control Officials. Dr. Morris remained exceptionally active in animal medicine until his death in 1993. In his 92 years of life, Dr. Morris did more to improve the quality of life for companion animals and their owners than any other person in history.

2012 - Dwane L. Wallace

Dwane L. Wallace was born in Belmont, Kansas, October 29, 1911. He attended Norwich High School and then went to Wichita to attend the university. On September 8, 1941, he married Velma Lunt. They were blessed with four daughters. He resided in Wichita until his death in December 1989.

Known as aviation's "Tall Man," Wallace was an industry pioneer and leader of the world's largest producer of general aviation aircraft. He cast a giant shadow over the industry for more than 50 years as the man who had the greatest influence on the steady growth of general aviation. Mr. Wallace's continuing vision and understanding of the needs of the marketplace enabled Cessna to grow from one airplane model line to a model line which covered the entire spectrum of business and private flying from the two-place model 140 trainer to the turbo-fan Citation jet.

Wallace remembered the morning, at the age of ten, when he saw a Jenny winging overhead. Watching the little airplane until it was out of sight, the boy told himself, "That is what I want to do." From that moment, Wallace was convinced that his future was in aviation and he never wavered from that decision. During college days, he flew gliders. On March 18, 1934, he soloed in an OX-5 Travelair with only one hour and forty-five minutes instruction. He held a commercial pilot's license with multi-engine and instrument ratings, and was an active pilot until his death.

In 1929, he enrolled in the University of Wichita - one of only three universities in the country which offered a bachelor's degree in aeronautical engineering. Following graduation in 1933, he joined Walter Beech at Beech Aircraft Company as an engineer for three months.

In January, 1934, he persuaded C. V. Cessna to let him and his brother, Dwight, reorganize the Cessna Aircraft Company - then closed because of the depression. Wallace volunteered to be general manager with C. V. as President and Dwight as Secretary-Treasurer.

Two years later when his uncle retired, 25-year-old Wallace became President of the company and set out to make it the number one light plane manufacturer. Wallace's sharp engineering skills allowed him to create high-quality, low-cost planes that could be made on efficient assembly lines. Securing an important order from the World War II Allies in the early 1940s, Cessna went on to develop aircraft for military, consumer and business needs. By 1958, Cessna was producing more light airplanes than all four of its competitors combined, and eventually controlled 53% of its market. Wallace was firmly credited as having single handedly built the light-plane industry.

Wallace held the position of President until 1964, when he received what he called "my first promotion in 28 years," and moved up to Chairman of the Board. He headed Cessna in that position until 1975, when he retired following a self-mandated "age 65" retirement policy. However, he continued to serve as a Senior Consultant until 1983.

Wallace not only served as President, but also as engineer, salesman and test pilot, which included the testing of the company's first twin-engine T-50 in 1939. A major change in the company's fortunes took place in 1940, when Wallace sold the twin-engine T-50 bomber trainer to the Royal Canadian Air Force. The new contract and ensuing agreements with the United States Army and United States Air Corps helped give the company financial stability.

Following the war, Wallace quickly turned production at Cessna back to commercial aircraft, actively directing development of the company's extensive product line, which at the time was the broadest of any offered in general aviation - from the little two-place 140 to eventually the turbo-fan Citation business jet. This also involved his participation in the organization of a distributorship chain with more than 1,000 employees in the beginning to 15,000. It was the first firm in the world to manufacture 100,000 airplanes, surpassing that mark in 1972. All but 200 of the aircraft built by Cessna were built during Wallace's tenure.



He was instrumental in forming the General Aviation Manufacturer's Association and was named its first chairman in 1969, a position he held for two years. In 1968, Wallace was a founder of the Aviation Progress Committee to support the Airport/Airways legislation. This led to the passage of the important Airport/Airways Development Air Program in 1970.

During the same period, he was named to an advisory committee to participate in a joint Department of Transportation/National Aeronautics and Space Administration policy study of civil aviation research and development. Later, he was a member of the TANSPO advisory committee to Secretary of Transportation, John Volpe.

At the same time, he not only worked hard for his own company, but also combined a lifelong career in aviation with distinguished achievement in public services. He had been recognized for his participation in national and state governments, as a contributor of his time, and for his talent and philanthropic efforts to all areas of society until his death in 1989.

In January, 1975, he received the International Daniel Guggenheim Medal for great achievement in aeronautics - the first award to be presented in the field of general aviation. The Guggenheim Medal Board of Awards selected Wallace for his honor with the following citation: "For his many engineering, management and leadership contributions in the development of General Aviation from a novelty 50 years ago to a key part of the world's transportation system today." The first of these awards was given to Orville Wright in 1929.

In 1981, he was selected to receive the Wright Brothers Memorial Trophy "for distinguished leadership, technical innovation, engineering management, and public service contributing to the development of aviation in United States." This citation was inscribed on the trophy presented to Wallace, as well as on the original trophy displayed in the National Air and Space Museum of the Smithsonian Institution.

He was instrumental in forming the Wichita State University Endowment Association and served as its first chairman. He was recipient of the following awards: University's 1957 Alumni Achievement Award; the first 1968 Distinguished Engineering Alumnus Award; 1971 Kansan of the Year Award; in 1978, he was inducted into the OX-5 Aviation Pioneers Hall of Fame; 1990 Kansas Aviation Hall of Fame, posthumously; and, in 1992, the first Wichita State University Distinguished Engineer Service Award, posthumously. These are but a few of the distinguished awards received by Mr. Wallace.

He served on the Fourth Financial Corporation, Kansas Gas & Electric Company and the Coleman Company boards for many years. Memberships on boards such as United Way, Music Theatre, Metropolitan Wichita Council, etc., were a special contribution to his community.

Committed to their community, Wallace and Velma were eager to make a difference in the lives of students, both remembering how each had worked their way through school. In 1976, Wallace and his wife established the Dwane L. and Velma L. Wallace Endowment which supports scholarships for engineering students and provides funds for the College of Engineering. The scholars program has benefited more than 200 students.

2011 - Joseph G. McCoy

Joe McCoy, as he was known in Abilene, has been called, "A Visionary on the Prairie." Advertising Abilene was a major part of McCoy's plan to develop the town as the principal shipping point for Texas cattle coming up the Chisholm Trail in the late 1860s, destined for the packinghouses in the East and Midwest. Between 1867 and 1871, he succeeded in that objective. Longhorn cattle, cowboys, Abilene, Kansas, and Joseph G. McCoy all became synonymous with the wild, barely tamed life of the drovers on the Chisholm Trail in the late 1860s. McCoy's role as an important innovator in the economy of the nineteenth century cattle trade has been long acknowledged by historians. John Wickman, former director of the David D. Eisenhower Library, wrote his story in the *Journal of West* (January, 1986) and concluded that Joseph G. McCoy would be an excellent honoree for the Kansas Business Hall of Fame.



Joe McCoy was born in 1837, into a moderately prosperous farm family in Illinois. After one year at Knox Academy in Galesburg, he left school to learn the livestock feeder operations and cattle-trading. He worked with two of his brothers. By 1861, he had married Sarah Epler and was settling into a comfortable domesticity. He was buying and selling cattle on his own, apart from his brothers. The Civil War was a boom time for cattle business in Illinois and, by the end of the war, the McCoy brothers were financially comfortable.

McCoy was aware of the growing frustrations of Texas cattlemen who were trying to get their herds through the legal tangle and physical troubles to the westernmost available rail lines. During a visit to the Kansas Pacific Railroad office in St. Louis, he received verbal assurances that if he would set up a loading yard and attract Texas herds to it, the railroad would pay him commission on each car load of cattle. In order to make his venture profitable, McCoy would have to find a location and set everything in motion while the shipping season was on, which meant the summer and fall of 1867. Under the pressure of time, McCoy went to Junction City, Kansas, adjacent to the U.S. Army post, Fort Riley, but found the business climate hostile to his proposal. He went on west to Salina, but that area was already being settled for agricultural pursuits. Coming back east, he settled for Abilene, still undeveloped, able to provide just what McCoy needed and wanted. He bought land east of Abilene in June, 1867, and began construction of his stockyards big enough to hold 1,000 head of cattle, installed scales, built an office and a barn. He also began construction on a hotel and a livery stable and bank building which was everything necessary to conduct business. On September 5, 1867, the first 20 carloads of longhorns were loaded and on their way to Chicago.

McCoy was also involved in the laying out of the Chisholm Trail, along which thousands of heads of cattle were trailed to the Abilene rail head. According to historian Joe Frantz, "Most observers feel that the Chisholm Trail should have been named for McCoy."

The next three or four years were a booming success. But, of course, the livestock business was a seasonal activity. The town, however, had developed another class of citizens which was more permanent: store owners, clerks, suppliers of many types and kinds, railroad personnel, grain dealers, etc. It was this group that was demanding year-round stability in the community, now that it was growing.

On April 3, 1871, McCoy was elected mayor Abilene, a fact which demonstrated his personal popularity among all groups in the town. He hired "Wild Bill" Hickok as marshal to keep the peace among the cowboys. That year was a watershed for Joseph McCoy in other ways, however. His personal fortune had been exhausted by

constant promotion, a family to support, and the shifting winds of the volatile livestock market. Texas cattle were now going to other towns which had emulated the McCoy approach, but where settlement had not yet drawn the lines so clearly.

In 1872, McCoy was selling iron fences out of Wichita. But to be back in the cattle business was his consuming passion. Joseph McCoy was 36 years old when he left Abilene for Kansas City, Missouri. During the next 41 years of his life, he was active in the cattle business in one way or another. He established a commission house in the growing Kansas City stockyards, became executive secretary of a Livestock Men's National Association, and was a publicist for the Wichita, Kansas, stockyards. In 1881, he moved to Wichita. For the remaining years of his life, he was still involved in cattle, first as an agent for the Cherokee Nation in Oklahoma, helping them systemize taxes on cattle crossing their lands, then as an enumerator of cattle for the Census Bureau in the Southwest. In 1889, he moved to Oklahoma. McCoy died October 19, 1915, and was buried in Wichita next to his wife, who had died in 1911.

In 1874, McCoy wrote *Historic Sketches of the Cattle Trade of the West and Southwest*, which is considered one of the best contemporary treatments of the cattle trade in the U.S.

What Joseph McCoy started in Abilene by creating an atmosphere conducive to luring the drovers, facilitating the conduct of their business, and providing the shipping facilities was replicated in the other famous cow towns in Kansas: Ellsworth, Newton, Wichita, Dodge City, and Caldwell. Some lasted longer than Abilene and some not as long. McCoy's vision of prospering by facilitating a merger of the Texas cattle trade and the expanding railroads was a potent mix that lured many to take the same gamble that he took. His major accomplishment was in opening the markets for the trail herds and stimulating a new chapter in the American livestock industry.

2010 - George Powell, Sr.

George Powell, Sr., was born near Linneus, Missouri, at the turn of the century. In 1917, he moved to Kansas City to begin a career in banking. For the next 30 years, Powell worked for Baltimore Bank and Traders Bank, until he moved to the trucking industry in 1947. Powell served as president of trucking company Riss & Co. for 5 years.

In 1952, Powell, along with his son George, Jr., and Roy Freuhauf of Freuhauf Trailer Co., bought controlling share in Yellow Transit Freight Lines. Under George Powell, Sr.'s, leadership, the ailing company was saved from bankruptcy and soon began to see rising revenues. Within months of acquiring the company, Powell and his team restructured Yellow Transit Freight Lines into a more efficient and innovative company. With bases in Oklahoma and Kansas City, the company began to focus on long-haul routes, dropping its short-haul businesses.

The following years have shown incredible expansion. The company acquired several other brands, gained market share, and grew into a Fortune 500 company. The parent company is now known as YRC Worldwide and encompasses several subsidiaries, including Roadway, USF and Yellow Transportation.

George Powell, Sr., was active in the American Trucking Association and the American Institute of Banking. In addition, he led several campaigns to develop the Kansas City area. He served as chairman on the committee that pushed for passage of the Kansas City earnings tax in 1963. Two years later, he chaired the committee that helped create city bonds to fund basic services. He was also instrumental in the bond campaign to construct Kansas City International Airport in 1966 and led the bond drive to create the Harry S. Truman Sport Complex in 1967. In addition, he helped bring public television programming to Kansas with the establishment of Channel 19. He continued to be actively involved in his community until he died in 1981.

Although George Powell, Sr., passed away over several years ago, his impact remains. Organizations in both Kansas and Missouri continue to benefit from the Powell Family Foundation. The Foundation provides funding across the board, although primarily for programs that benefit the youth of Kansas.

Powell's legacy also lives on through the beauty of Powell Gardens. George Powell, Sr., purchased the land that was to become the gardens in 1948. His family enjoyed the land for many years until Powell donated the farm to the Boy Scouts of America in 1969. After use as a scout camp, the area was converted into a field station in partnership with the University of Missouri's School of Agriculture. The idea for the botanical gardens was developed in the mid-eighties and the grounds opened to the public in 1988. Powell Gardens has grown to encompass over 900 acres of meadows, display gardens, and a nature trail and is a great source of enjoyment for all who visit.

2009 - W. Frank Barton

It is unlikely that any discussion of Wichita's business climate would fail to include the contributions that Frank Barton made during his life. After starting his career in 1940 as a salesman at the Montgomery Ward store in Shawnee, Oklahoma, Barton became a store manager. He moved to Wichita in 1949 as a regional sales manager for Western Auto's Wichita division. Three years later, Barton made a crucial decision—he started his own business, Barton Distributing Company, which handled appliances, electronic equipment and consumer durable goods.

Barton Distributing served more than 300 dealers in nearly 80 percent of Kansas, and he was recognized as one of the leading distributors in the nation for companies such as Gibson, Motorola and Coleman Heating and Air Conditioning.

Barton teamed with Tom Devlin in 1973 to start Rent-A-Center, which became a nationwide chain of rent-to-own stores featuring furniture, appliances and electronic equipment. Barton sold his distributing company six years later to devote his full attention to the new and prospering venture. In the fall of 1987, Rent-A-Center was sold to Thorn EMI, a British firm, for \$594 million.

Targeting a considerable amount of generosity on Wichita State University, the alma mater of his wife, Patsy, Barton gave \$12 million to endow WSU's College of Business Administration. In gratitude, the university conferred a Doctor of Humane Letters degree upon Barton and named its business school the W. Frank Barton School of Business.

Mr. Barton died September 28, 2000. His wife, Patsy, still resides in Wichita. Of his five children, three survived him—Steve, Linda Wiens, and Craig, and one granddaughter. Mr. Barton was preceded in death by a daughter, Shera, and a son, Clay.



2008 - Fred Harvey

Fred Harvey was born in London on June 27, 1835, and came to America when he was fifteen. Nine years later, he opened a restaurant in St. Louis, but it went out of business when his partner ran off with their cash at the start of the Civil War.

Harvey eventually moved to Leavenworth and worked as a traveling freight agent for the Chicago, Burlington, and Quincy Railroad. As he traveled about his territory by train, he was amazed at the poor eating conditions for rail passengers.

The menu was often the same - greasy stew and bitter coffee. Several times, Harvey was the victim of a popular trick by dishonest trainmen and restaurant owners: Railroaders collected passengers' money before their train made a meal stop. Then - just as hungry passengers were served their food, the engineer whistled and began to pull away from the station. Customers ran to catch the train, leaving uneaten food that the restaurant owner resold to unsuspecting travelers on the next train. Harvey soon got his fill of this treatment.

Fred insisted that his company operate a clean, well-run restaurant in a depot. The CB&Q's managers laughed and sent him to a struggling new railroad, the Atchison, Topeka and Santa Fe. Santa Fe officials liked Harvey's idea. In 1876, they invited him to Topeka where he opened the first Fred Harvey restaurant in the AT&SF depot. Because it offered good food, clean surroundings, and polite service at reasonable prices, it was an immediate success.

Soon Harvey opened more eating houses. Eventually, they grew into a chain of restaurants and hotels spaced every 100 miles along the Santa Fe's main line. At each Harvey House, he insisted on using only the finest furnishings and table service, not to mention the highest quality food. To meet Harvey's tough standards, his company kept its own beef herd in western Kansas, operated its own dairies at Newton and other points, and shipped tank cars of fresh water to restaurants in desert areas.

Perhaps the most popular part of his service was the "Harvey Girls." Harvey imported many of these waitresses from the East. He gave each a weekly salary of \$17.50, plus room and board in the local Harvey House.

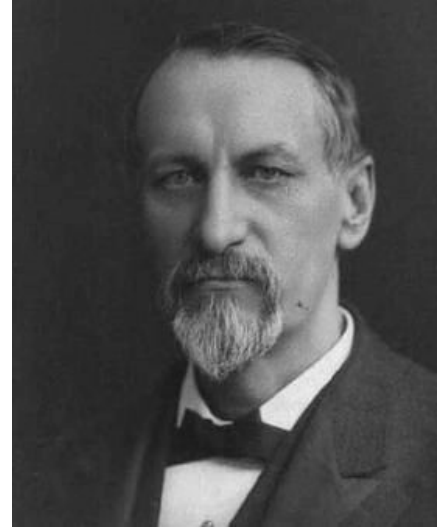
In their plain black uniforms with crisp, white collars and aprons, the Harvey Girls quickly became a symbol for the restaurant chain's respected reputation. They were trained to handle hungry crowds of train passengers quickly, efficiently, and politely.

Before a train arrived, Harvey Girls had tables set and drinks ready to pour. As a train pulled in, the restaurant manager rang a gong to signal the waitress into action. Customers were quickly seated, served, and eating with no complaints.

To make sure there was nothing to complain about, Harvey inspected all his restaurants and hotels personally, often by surprise. If he saw improperly set tables, he jerked the tablecloths away, flinging silverware and dishes onto the floor. His high standards also meant that all male customers had to wear dinner jackets in his dining rooms. Each restaurant kept extra coats hanging near the door for men who tried to enter without one.

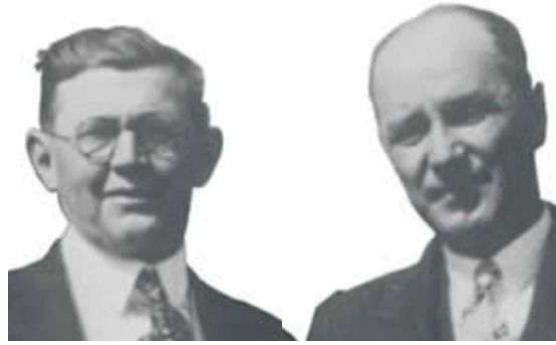
When the Santa Fe Railroad introduced dining cars in 1890, Harvey took charge of that service, too.

After his death on February 9, 1901, his family continued to operate the company. For many years, Fred Harvey's name meant the finest food and accommodations in the West.



2007 - Edgar Waldo (E.W.) 'Billy' Ingram & Walter Anderson

White Castle® System, Inc., was formed in Wichita, Kansas, in 1921, by a partnership between Walter Anderson, a professional cook, and Edgar Waldo "Billy" Ingram, a local real estate and insurance agent. In 1916, Anderson developed a different method of preparing a hamburger sandwich by flattening a ball of ground meat and cooking it with onions on a hot griddle for a short period of time. Prior



to Anderson's method of preparation, the hamburger sandwich consisted of a thick ball of ground meat cooked slowly on a griddle for an indefinite period of time. His hamburger sandwich proved popular enough for Anderson to open three hamburger stands in Wichita between 1916 and 1920. In March 1921, Ingram joined Anderson as a partner in the operation of a fourth location under the name White Castle®. The company incorporated, in 1924, as the White Castle® System of Eating Houses.

Anderson and Ingram opened another hamburger stand in Kansas City in 1924. Over the next six years, they rapidly expanded their company's operations to include locations in twelve major cities in the eastern half of the United States. This expansion created the need for a more centrally located corporate headquarters, so, in 1934, the company moved its business operations to its present location in Columbus, Ohio. By this time, White Castle® was wholly owned by Billy Ingram, who bought out Anderson's share in the company in 1933.

The company's rapid expansion was due in part to its development of the methods required to operate the first chain restaurant in the country. With the help of suggestions from employees, the company also developed much of the equipment used at its restaurants. One of the company's patented developments, a paper hat for restaurant employees, resulted in the formation of a corporate subsidiary, the Paperlynen Company.

White Castle® was innovative in the company's marketing of its products. In the 1920s, the average American had a negative perception about the hamburger sandwich. In an effort to change this attitude and to expand its carryout business, White Castle® pioneered the newspaper coupon. First used in St. Louis on June 3, 1932, a White Castle® coupon was good for a carryout order of five hamburgers for the cost of ten cents. The coupon offer proved an overwhelming success and helped the company introduce its hamburger to a wider audience. Other company innovations in marketing included the use of free handouts such as score pads for bridge, golf, and bowling, all containing advertisements for White Castle® products and a listing of its restaurant locations.

White Castle® also developed another subsidiary, White Castle® Distributing, Inc., to market its line of frozen, microwave hamburgers after a series of highly publicized "carryout" orders of thousands of White Castle® hamburgers to the Marines in Beirut, Lebanon, in 1982, and to various cities in Arizona and California during the 1980s. White Castle® remains a privately-held company owned by the Ingram family and operates close to three hundred restaurants and a number of subsidiary businesses.

Today, Columbus, Ohio-based White Castle® remains committed to both the innovative, entrepreneurial spirit that inspired the chain's co-founders and the traditions that have contributed to White Castle's® success.

2006 - William Allen White

Born in Emporia, Kansas, on February 10, 1868, William Allen White is one of the state's best-known native sons. He was reared in Butler County, where he learned the printer's trade under the tutelage of T. P. Fulton of the El Dorado Republican. In 1891, White joined the staff of the Kansas City (MO) Journal and subsequently worked for the Kansas City Star. In 1895, the ambitious young journalist purchased the Emporia Gazette, which he owned for nearly a half century, until his death on Kansas Day, January 29, 1944.



Although a Pulitzer Prize winning author, he was a successful businessman and recognized as such. He regularly used the pages of his newspaper to "boost" his state and community, and to do what he could to foster a climate attractive to outside investors of capital and, therefore, conducive to economic development. White inaugurated the first of many Emporia Street Fairs in 1899, as a major promotional event. Ray Call noted in his recent book that these fairs helped establish Emporia as a major market place in the area.

During the intervening years, White developed a wide reputation as an editor, journalist, author, and political advisor and pundit. He wrote five novels and articles for various popular, national magazines. He served as associate editor for the reorganized American Magazine. By writing a "What's the Matter with Kansas?" editorial, he caught the attention of McKinley Republicans and gained a national political reputation. A lifelong Republican, White could be something of a maverick and supported the Progressive candidacy of Theodore Roosevelt in 1912, and ran as an independent for governor of Kansas in 1924.

In later years, he chaired the international and bipartisan "Committee to Defend America by Aiding the Allies" (White Committee). This committee supported efforts by Franklin D. Roosevelt to make the U.S. an active supporter of those resisting Hitler.

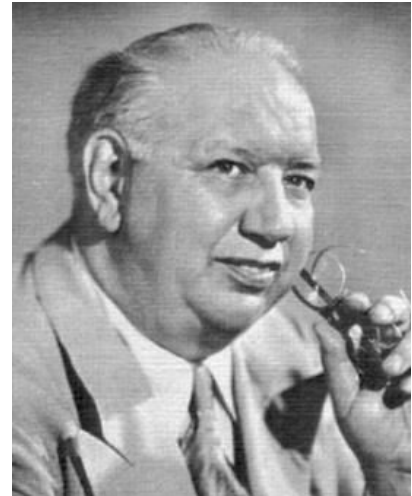
Upon learning of White's death, President Roosevelt wired his "deepest sympathy" and lamented: "The newspaper world loses one of its wisest and most beloved editors in the death of William Allen White. He made the Emporia Gazette a national institution. As a writer of terse, forcible and vigorous prose, he was unsurpassed. He ennobled the profession of journalism which he served with such unselfish devotion through more than two score years."

The business he ran for nearly fifty years continues its successes, still run by his family descendants, these many years later, as a successful Kansas family business.

2005 - John J. Vanier

John J. Vanier parlayed his success in the milling industry into the founding of CK Ranch and the many activities that operation has exemplified over the years.

John Vanier was born to Jacob C. and Julia A. Vanier, in 1897, on a farm which his grandfather had homesteaded in Pawnee County, Nebraska. While still a boy, the family moved to Kansas City, Missouri. As a young man, he secured employment there with the E.D. Fisher Commission Company in the Board of Trade Building where he came in daily contact with the grain trade and milling industry. Later, he became a salesman for the Abilene Flour Mill in Abilene, Kansas.



Following his service in the Marine Corps in World War I, he returned to the mill in Abilene and through hard work and, carefully planned investments, accumulated enough capital to secure controlling interest in the Western Star Milling Company at Salina, Kansas, in 1925. Having served a solid apprenticeship in the milling business, Mr. Vanier immediately displayed his industrious nature and faith in his own convictions for he took the Western Star Milling Company from its floundering status to an efficient, profitable firm that became the cornerstone upon which he gained ownership and assumed guidance for several other grain and milling firms in Kansas, Oklahoma and Nebraska.

His success in the milling industry provided substantial financing opportunity that resulted in the founding of CK Ranch. He knew when something needed bought. When the country was in the depth of depression and sour economics brought financial ruin and despair to so many, John Vanier believed that land values, at their lowest in the early 1930s, afforded great opportunity for sound investment in good farm and ranch property. It was this conviction that prompted his entry in the ranching business with the purchase of land in Ellsworth County, Kansas, in 1933.

The initial purchase of 5600 acres included what had been known as the E. S. Root Ranch, including a large stone ranch house built by Mr. Root in 1912, in the Brookville, Kansas, area. It was near the Terra Cotta Stockyards that had represented the end of the railway line, those many years ago. Brookville, in the 1870s, had been a thriving headquarters for drovers, cattle buyers, railroad headquarters and roundhouse people. Eventually, the CK Ranch included farm and ranch properties at Hunter, Dorrance, Herington, Manhattan and Salina in Kansas. In addition, commercial cattle ranches and a feedlot were established in Wyoming, Colorado, Oklahoma and Kansas. Mr. Vanier also built a business empire that included milling plants, elevators, soybean plants, warehouses, food processing plants, livestock feed mixing plants and dehydrating and pelleting plants that were located in a half dozen midwestern states, as well as other real estate interests that developed along the way.

John Vanier served on the Board of Directors of the American Hereford Association and as its President in the 1952 fiscal year. He was one of five living inductees among the first 38 people who

were chosen, in 1978, for inclusion in the Honor Gallery of the Hereford Heritage Hall in the American Headquarters building.

The Red Circle "No Money" Auctions are a outstanding example of the many projects and activities John Vanier sponsored via his many business interests. The Gooch Feed Mills made a practice of providing a customer coupon sewn into each feed bag in the form of a red circle tag. The tag coupon was usable by farm and ranch youths as "money" in the special Red Tag sales at CK Ranch. There was no limit as to how many coupon tags a youngster could use so it was standard procedure for ranch kids in the area, where Gooch feed was distributed, to collect feed tags from sacks purchased not only by their parents but solicited from neighbors or anywhere that they were available.

From the start, the Red Circle sales were successful. People came from eight to ten states, with many arriving at the ranch a day or so early and camping out or otherwise enjoying the area. There were educational as well as fun programs for participants. The first sale attracted 360 registered bidders to vie for 10 steer calves, some Holstein heifers and several gilts. By the fourth sale in 1954, the offerings were 150 calves. In 1972, the last year of the annual event, attendance had reached 4,500 people.

"J.J.," as he was known, was active in his broad community, actively supporting Kansas Wesleyan, St. John 's Military School and Marymount. He donated the land to the City of Salina where the Community Theater now stands. His philanthropy toward Kansas State University was substantial. He supported the football stadium projects. He always supported the Animal Husbandry Department with money, land, cattle and opportunities for extra activities often held at the CK Ranch. He was co-chair of the building of the grain science facility and grain milling department at KSU (a world leader). There have been countless people through the years that have related stories on the help and support that he constantly gave to individuals that have gone unrecorded, because he wanted it that way.

In 1970, Mr. Vanier sold the major portion of his vast food manufacturing, processing and marketing facilities to Archer-Daniels Midland Co. of Decatur, Illinois. That sale did not include any of the farming and ranching operations.

John Vanier died of a stroke at the age of 83 years on February 20, 1980, while at his winter home in Phoenix, Arizona. Daughter Joyce, and sons Jack and Jerry, and their families, all have various ranching interests to carry on the legacy begun by John J. Vanier.

2004 - William Powell Lear

William Powell Lear is best known for designing and building the Learjet, the world's first cheap, fast, mass-produced business jet. He is also credited with inventing the car radio, the eight-track stereo tape player and cartridges, the autopilot for jet aircraft, the navigational radio, and the radio direction finder for general aviation aircraft. Lear founded and sold a number of different businesses and also held more than 150 patents.

Born on June 26, 1902, in Hannibal, Missouri, Lear was the only child of Reuben Marion and Gertrude Elizabeth (Powell) Lear. Leaving home with an eighth-grade education, Lear learned electronics as a World War I Navy radio operator. Lear began to apply his knowledge of electronics to aviation, designing and producing radio-operated direction finders and navigation systems, electronics, automatic controls and fluid handling devices. He started in business early, establishing Quincy Radio Laboratories in Quincy, Illinois, in 1922, and Lear Radio Laboratory in Tulsa, Oklahoma, in 1924.



While working for Grigby Grunrow in Chicago, he redeveloped the "B" battery to get rid of the hum in other B batteries. He joined with Paul Galvin Manufacturing Company, in 1930, to create the first working car radio. He later sold his radio and coil company to Paul Galvin, whose company would become known as Motorola.

In 1940, Lear introduced the Learmatic Navigator, an ultra-high frequency device enabling pilots to automatically hold a course by tuning in radio broadcasts of any kind. This invention won the prestigious Frank M. Hawks Memorial Award. From 1949 until 1962, he presided as Chairman of the Board of Lear, Inc. During his term, he moved to Grand Rapids, Michigan, because the wartime demand for his direction finders, actuators, and other components outpaced the capacity of his earlier plant. In Grand Rapids, Lear developed and tested the F-5 autopilot. This contribution won the prestigious Collier Trophy in 1949.

In 1962, his dream to build a business jet became a reality when he moved his operations to Wichita. On October 7, 1963, the first Lear Jet took off as did his main legacy in aviation history. In 1967, Bill Lear sold Learjet Industries to the Gates Rubber Company and bought land and buildings adjacent to a deserted air force base in Reno, Nevada. He wanted to produce a pollution-free automotive engine. After many months and millions of his own money, he came to the realization that while his engine was operationally successful, it was not as fuel efficient as a conventional engine. He then moved on to his next challenge and began development on a new plane called the Lear Fan.

On May 14, 1978, William Powell Lear succumbed to leukemia in Reno, Nevada. His family later spread his ashes over the Pacific Ocean. Today, the Lear Foundation is involved in theater activities, women in aviation, aviation-related activities, Corporate Angel Network, and the Kansas Aviation Museum.

2003 - Clara and Russell Stover

Russell Stover was born in 1888 in a sod house about ten miles south of Alton, in Osborne County (north central), Kansas. Clara Lewis was a farm girl, too. She was born six years earlier in Iowa. They met at the University of Iowa and renewed their acquaintance several years later. They courted by correspondence, married and moved frequently. Even then, Russell was a candy salesman. But it was she who ended up making the candy he sold.



Their first sweet enterprise was the introduction of the Eskimo Pie, a chocolate-covered ice cream bar. It was a big success, but the patent was too expensive to protect, and they sold that business for \$25,000, and moved to Denver. There, they began "Mrs. Stover's Bungalow Candies." She made the candy, he was the salesman. In 1931, they moved their thriving business to Kansas City and eventually became a world-wide, multi-million dollar enterprise.

It wasn't always easy, of course. They barely weathered the Depression and the sugar-short World War II years that followed. The company's memorable headquarters were downtown. It was a sweet-smelling factory with a pastel "garden" office on the fourth floor. The company name became Russell Stover Candies. The three principles of quality, service and value, allowed Russell Stover Candies to remain, "Only the Finest." In 1960, the ownership partnership was dissolved and the company was purchased by Mr. Louis Ward. At the time, the company had 35 retail stores and more than 2,000 agencies selling its candies.

In 1996, the Alton PRIDE organization and the Russell Stover Candy Corporation erected the Russell Stover Birthsite Marker, approximately 10 ½ miles south of Alton next to the field that was the site of the home where Russell was born in 1888, dedicated to the "pioneer spirit" of Kansas.

Russell Stover Candies now operates six candy-manufacturing kitchens (including Iola and Abilene, in Kansas), two box-manufacturing plants in the United States, and ten distribution centers covering North America, Australia, New Zealand and China.

Boxed treats are Russell Stover Candies main business. Whitman's Sampler and Pangburn's Millionaires are the biggest sellers. The company is now owned by the Ward family and led by brothers Tom and Scott Ward.

Sixty-six year old Russell Stover died May 11, 1954. Clara Stover survived him by 20 years. She made her home in Mission Hills, Kansas. She carried on the candy business until selling out in 1960. At age 93, she died on January 9, 1975. But her candy lives on under the same familiar name.

2002 - Charles Quarles Chandler II

Born in Rocheport, Missouri, in 1864, Charles Quarles Chandler II moved to Elk City, Kansas, in 1883, to begin a career in banking that would span more than a half century. When he died in Wichita in 1943, he was one of the wealthiest men in Kansas, and he left a legacy of a family of bankers who currently operate banks of their own and whose influence extends throughout the state.

Many people may be familiar with INTRUST Bank, but what may come as a surprise is the truly great Kansas story that provides the foundation these community banks are built upon.



Charles Quarles Chandler II descended from a family with deep English roots. The Chandler name was prominent among the landed gentry in colonial Virginia as it had been in England. Charles Quarles' grandfather migrated from Virginia to Missouri in 1836, and his father was a prominent physician in Rocheport, Missouri, who died when his son was 12 years old.

Under the tutelage of William Woods, an uncle who became president of the Bank of Commerce of Kansas City, Missouri, young Charles Quarles Chandler II was sent to Elk City, Kansas, to assess the banking opportunities in the south-central Kansas community. After engaging in banking in Elk City, Chandler moved to Medicine Lodge where he took charge of the faltering Citizens National Bank which he renamed the Citizens State Bank and transformed it into one of the strongest financial institutions in the region. Chandler made substantial loans to ranchers in the region during the recovery of south-central Kansas after the depression of the early 1890s.

During the late 1880s and 1890s, Chandler bought interests in banks in Ashlund, Meade, Liberal, and other communities in south central and southwestern Kansas and northwestern Oklahoma. Chandler's reputation soon extended throughout the Kansas banking community, and his colleagues elected him president of the Kansas Bankers Association in 1900. At the Association's meeting when he was elected president, he argued that state funds be placed in banks offering the highest interest rates in contrast to the state practice of limiting investment to Topeka banks.

Chandler developed the reputation of a sound manager. He observed that banks with limited resources suffered more losses during periods of "bust" than they could recover from in "boom" times. He advocated growth that contributed to stability of financial institutions.

In 1900, Chandler arranged the purchase of the Kansas National Bank of Wichita with the assistance of E. E. Masterman, Dr. W. S. Woods (his uncle), and J. W. Berryman, all related to each other. They became directors of the bank. In 1919, Chandler negotiated the merger of the Kansas National Bank of Commerce with the First National to form the First National Bank in Kansas, whose welfare became indissolubly bound with that of the community.

There were at least 57 banks in 53 cities or towns in five southwestern states (New Mexico, Colorado, Texas, Oklahoma, and Kansas) in which Chandler personally had "been interested, both financially and responsible for the management." According to business historian Billy M. Jones, "C.Q.'s object in each case was to provide appropriate financial services for the communities in which the banks existed, and to extend through resident bank presidents the type of personalized assistance which businessmen and farmers needed, given the requirements of the environment. In those cases where the resources of the local banks were incapable of handling larger loan requests, those opportunities were referred to the Kansas National Bank in Wichita in an arrangement not unlike contemporary correspondent banking."

Chandler banks survived every business downturn, including the Panic of 1907 and the Great Depression in 1929 without experiencing failure. Over the years, Chandler dismantled his community banks and, in many instances, members of the immediate family acquired them.

Chandler also invested in a grain merchandising operation, the Red Star Milling Company. When he sold his interest in 1929, the new company that formed was General Mills, Inc. In 1928, Chandler became involved with Northwestern Mutual Life Insurance Company as a member of the board of directors and served until 1942.

Chandler's philanthropy had an important impact on Kansas. His daughter, Margaret, became ill from infantile paralysis in 1912. The experience of his daughter's condition had a dramatic impact on Chandler's life. The family sought treatment which included care by an orthopedist in Philadelphia. Chandler began to pay for the therapy of disabled children, and an orthopedic clinic was established in Wichita with his assistance. Eventually, Chandler broadened his vision of assisting disabled Kansas children by facilitating the creation of the Kansas Crippled Children Society in 1925. Chandler was elected the first president. In 1931, the legislature enacted a law supporting the Society's efforts.

Chandler left the legacy of one of the strongest financial institutions in Kansas and a family of bankers who inherited his commitment to proven banking practices and service to community to their respective communities and the State of Kansas. His work with the "crippled children" of Kansas is a legacy that also survives.

2001 - Cleyson L. 'C.L.' Brown

At the height of his power, C.L. Brown managed a multimillion dollar empire in telephone and electric utilities in Kansas. Hundreds of people in Colorado, Missouri, Indiana, Ohio, Pennsylvania, and New Jersey worked as telephone linemen, operators, and managers in companies controlled by Brown. These companies were the base upon which Sprint Corporation was built in later years.



Cleyson L. Brown was born February 3, 1872, in Adams County, Pennsylvania. He came with his family to Dickinson County, Kansas, in 1880. His father, Jacob Brown, was a miller by trade and obtained rights to a grist mill on the Smoky Hill River south of Abilene, where he ground grain and sawed wood for neighboring farmers. Ten-year-old C.L. Brown lost his right arm when he got his elbow caught in the grist mill machinery. Instead of using his hands to make a living as a farmer or a miller, he grew up as a young man looking for a business opportunity. He was going to have to use his head to make a living, not his hands. After graduation from high school in Abilene, he taught in a country school, attended a two-year business school in Burlington, Iowa, and managed a creamery in Wichita before venturing into utilities.

At age 26, in 1898, the old grist mill his father had bought was remodeled to generate electricity for Abilene street lights. Abilene Electric Light Works was the opportunity for which he had been looking. He expanded first to serve local businesses and residents, then extended into other nearby communities.

United Telecom was founded in 1899, by C.L. Brown and Jacob Brown, to deploy reliable, reasonably-priced telephone service to the rural area around Abilene. At the time, Bell service was expensive and poorly managed in rural towns. The Browns installed their first long-distance circuit in 1900, and chartered their own company, the Brown Telephone Company, in October 1902. In March 1903, they joined with 14 other Kansas independents to incorporate the Union Telephone and Telegraph Company, which would provide long-distance service to Kansas City.

In September 1911, C.L. Brown consolidated the Brown Telephone Company with three other independents to form a new alliance and the second largest telephone company in Kansas, the United Telephone Company, which controlled seven major telephone exchanges. He formed United Telephone and Electric (UT&E) in 1925, in order to purchase stock in subsidiary companies across widely scattered geographical areas, eventually controlling more than 68 other companies. More than two-thirds of these were telephone companies.

Brown also diversified his personal investment interests by buying a grocery store chain and grocery warehouses, a gravel and sand company, hotels, more power companies, a news service and broadcast station, and an oil company.

C.L. Brown's consuming passion in his later years was the Brown Memorial Foundation, incorporated on November 15, 1926.

"All my wealth is nothing more than for service," Brown wrote, "and outside of enough to care for my family reasonably it all goes into this Foundation."

By 1930, the Browns had endowed it with more than \$1,000,000 and the income from this was sufficient, at the time, to maintain its numerous activities. When asked why he established the foundation, Brown replied, "Every man tries to accumulate wealth and it's all to buy six feet of ground. Others enjoy the fruits of his effort and he never can see how much they enjoy it. But I want to see people enjoy mine while I am alive."

The Great Depression caused more than three million telephone subscribers to give up their phone service between 1931 and 1933. Consequently, UT&E suffered severe financial strain and had to seek protection to reorganize under the bankruptcy laws. All but six of his 85 companies, all battered by hard times, survived and some were showing profits again in 1936. During the reorganization, a number of companies were merged and later phased out. The reorganization plan received final approval in late 1937. UT&E was dissolved, and its assets placed under the new company, United Utilities, Incorporated.

Much of the credit for the basic soundness of UT&E must go to C.L. Brown. Over 30 years, he had built a reputation as a competent telephone and utility manager. Later, in 1964, when Paul H. Henson, a 1995 KBHF Contemporary Honors Award recipient, became president of United Utilities, Inc., he almost immediately reorganized the company in accordance with C.L. Brown's belief that centralizing some of the company's functions would result in greater efficiency, cost reductions, and growth.

Unfortunately, C.L. Brown did not live to see the recovery and renewed growth of his companies. In the fall of 1935, he became ill and died on November 12. C.L. Brown is buried on the grounds of the Memorial Park he developed in Abilene, Kansas.

2000 - Alva Lease Duckwall

Alva Lease Duckwall was born on a farm in Ohio in 1877, and moved to Kansas with his family in 1898, where they settled in the town of Greenleaf. Lease, as he was called, opened a shop where he sold and repaired sewing machines and bicycles. In 1901, Duckwall sold his shop in Greenleaf for \$413, borrowed an equal amount, and bought a Racket Store in Abilene. The store sold most of the small items needed in a home. After a bit of time, Duckwall was joined by his brother, Wilbur, and they called the store "Duckwall Bros. RACKET STORE - A Little of Everything." In those early years, Lease Duckwall would hire a horse and buggy on Sunday afternoons, and, with a big bucket of red paint and a brush, drive around the countryside asking the farmers if he could paint a sign on their barns or gates. He usually got their consent and painted - "There are others, but none like Duckwall Brothers." Later, he advertised in all the county papers - "Meet your friends in Duckwall's." And, everyone did, for the farmers all came to town on Saturday night. The Duckwalls knew them and were glad to see them. The store was always open on Saturday nights and Christmas Eve until the last person left.



A second store was opened in Salina, in 1906, which Wilbur managed. More partnership stores were opened. Number 3 was opened at Manhattan, with Leslie Wagaman as manager. Later, two other brothers joined in partnership stores. Medrith managed a store that opened in Clay Center in 1910. Eldon worked in the Abilene store when Lease needed to spread his time among the other stores, the office, and the wholesale business that had been started to serve the stores. The Concordia store opened in 1911, followed by Junction City, and by Great Bend in 1914. A.L. Duckwall, as he was then known, was a partner in each of the seven stores.

In 1915, a corporation was formed, which became "The A. L. Duckwall Stores Company." A.L. was President and General Manager. The warehouse and distribution business was incorporated as The Western Merchandise Company in 1918, with A. L. Duckwall as President and General Manager. Two qualities attributed to Duckwall in news accounts of the time were "square shooting" and his ability to get the most out of men without driving them.

A. L. Duckwall married Retta White in 1904. Their family included two daughters, Doris and Donna, and one son, Junior. He belonged to the Lutheran Church, the Commercial Club, the Country Club, Rotary, Knights Templars, Shrine and the Democratic Party. He was a director of The Farmers National Bank, the Dickinson County Building & Loan, and the Abilene Realty Company, among others.

At the time of his death, a heart attack at age 59, in 1937, Mr. Duckwall had built the company to a chain of over 40 popular price variety stores throughout Kansas and Colorado.

With this foundation, in 1999, there were now 96 "Duckwall's Hometown Variety Stores" in 11 states operating under the Duckwall-Alco Stores, Inc. umbrella, based in Abilene, Kansas.

1999 - Lloyd Stearman

Lloyd Stearman was an aviation pioneer who was instrumental in founding the aircraft industry in Wichita, Kansas. Together with Clyde Cessna and Walter Beech, Lloyd Stearman formed the Travel Air Manufacturing Co. in 1925. The trio's efforts produced the first Travel Air bi-plane that year.

In 1926, Stearman formed his own company, Stearman Aircraft Co., in Venice, California, which he moved to Wichita the following year. Suffering from the stock market crash of 1929, Stearman merged his company with United Aircraft Corp., later known as United Airlines. The Wichita plant became the Stearman division of Boeing, which produced his famous biplane design, used extensively for training thousands of American pilots during World War II.



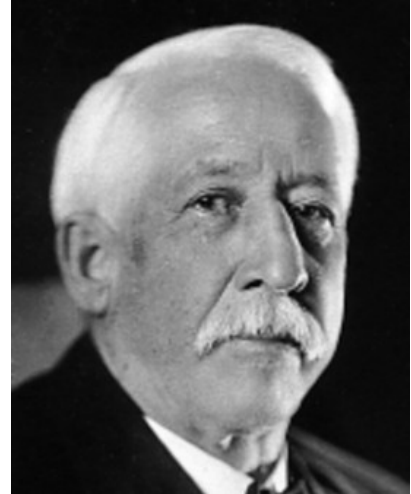
Returning to California in 1932, Stearman invested in the near bankrupt Lockheed Aircraft Co., became its first president under reorganization, and turned the company into an aerospace giant. The famous Lockheed Electra, designed by Stearman, was flown by the legendary Amelia Earhart.

In the early 1940s, Boeing produced some 10,000 Stearman biplanes, whose sturdiness helped make it the primary trainer for Army and Navy air cadets in World War II. About 1,000-1,500 of those original Stearman's are still buzzing around happily, thanks to the loving care of the Stearman Restorers Association.

A native of Wellsford, Kansas, Stearman was an architecture student at Kansas State University, and earned his wings as a Navy pilot in World War I.

1998 - Albert A. Hyde

Mr. A.A. Hyde was born in Lee, Massachusetts, in 1848. In 1865, he left Massachusetts and moved to Leavenworth, Kansas, with his brother. He was employed as a bank clerk until 1872, when his employer decided to send him to Wichita to assist in the opening of a new bank. He remained with the bank until 1887, when he resigned and began to devote all of his energies to the booming real estate market. However, when the "boom" collapsed, Hyde found himself busted and \$100,000 debt.



Hyde, whose options were limited, entered into a partnership and created the Yucca Company (later to become the Mentholatum Company). The Yucca Company produced and sold toilet soap in the beginning. In 1889, Hyde bought out his partners and became the sole proprietor of the company. The company's sales depended on word-of-mouth, the persuasiveness of salesmen, and the cooperation of druggists. This proved to be successful, but Hyde was still always in search of new products. It was at this time Hyde became intrigued with the properties of menthol. Hyde developed the product known today as "Mentholatum." Like many medical products during this time, Mentholatum was known to cure many ills.

It was Hyde's acumen as a businessman that led in large measure to the development and success of Mentholatum. At no time during the early period of growth, however, did he link his name with the product. Yet, the name of Mentholatum came to be indissolubly linked with that of A.A. Hyde. So strong was this link that by 1915, the company adopted for its use as a trademark the facsimile signature of A.A. Hyde.

With the quick success of Mentholatum, Hyde soon realized he would become a wealthy man. Hyde decided, due to perhaps his bad luck in real estate or his religious beliefs, to give away all of his money. When Hyde passed away in 1935, it was clear that he had fulfilled the goal which he had set for himself. He died without accumulated wealth.

1997 - Warren Bechtel

One industry analyst has noted that the achievements of the Bechtel Group as the largest U.S. construction and engineering firm have reshaped more of the earth's landscape than virtually any other human efforts in history. As a private and predominantly family-controlled business, Bechtel Group., San Francisco, California, has long been averse to publicity. Most of Bechtel's business comes from building traditional electric utility plants, although the company also has played a key role in the development of the domestic and foreign nuclear power industries.



Warren A. Bechtel was born Sept. 12, 1872, the son of John Moyer and Elizabeth Bentz Bechtel. In 1884, when Bechtel was 12, he moved with his family from a farm in Illinois to Peabody, Kansas. After high school graduation and an unsuccessful music career, Bechtel returned to the family farm. Poor farming conditions left Bechtel with nothing but 14 healthy mules. When the Chicago Rock Island and Peoria Railway Company pushed westward in 1889, Bechtel gathered up his team and worked his way across the continent grading railbeds for frontier train lines. He eventually sold his mule team but continued working for the rail industry in a variety of manual labor positions.

He managed to accumulate a small fortune and formed the W.A. Bechtel Company with his three sons and his brother. The young company began many new ventures, including construction of the Northern California Highway and the Nowman Dam, which was at the time the second largest rock-fill dam in the world. By the time the company incorporated in 1925, Bechtel was the largest construction firm in the western U.S.

When a six-company consortium received the \$49 million contract for the construction of the Hoover Dam, Warren Bechtel became president of the group, known as Six Companies, Inc. The dam was the largest engineering project of its kind in the world. The contract called for a dam 730 feet high and 660 feet thick at its base, forming an artificial lake 115 miles long, the largest in the world. Work on the enormous dam lasted from 1931-1936. Warren Bechtel did not live to see the project completed. However, he died unexpectedly in 1933, at age 61 in Moscow.

His achievements as a construction engineer stamped him as one of the leaders of his profession in the U.S., yet success left him unspoiled. Through all his triumphs he remained the simple, unaffected kindly pioneer type of western contractor who commanded public esteem and respect.

Bechtel was one of the charter members of the Associated General Contractors of America, of which he was national president in 1929. He was a 32d Mason 4, an Elk, and a member of the United States and the San Francisco chambers of commerce.

1996 - Charles H. Hyer

Charles H. Hyer, an Olathe boot maker, moved to Olathe in the 1870s, where they had hired him to teach leather working at the State Asylum for the Deaf and Dumb. He and his brother Ed opened a small shoe shop where, about 1880, they made their first pair of cowboy boots. Soon, Hyer Brothers (later Hyer Boot Company) was specializing in the manufacture of handmade boots. By 1919, the company had found a national reputation and was selling more than 15,000 pairs of boots a year.



Charles H. Hyer (1852-1921) not only was an expert shoemaker and successful business executive, but a man who took interest in his community and its progress. No other Kansas boot maker enjoyed the fame or produced boots on the scale of Olathe's Hyer Boot Company. This family enterprise gave Olathe one of its most prosperous industries and one of the unique manufacturing establishment of the state.

Charles H. Hyer came to Kansas from Illinois about 1876, and soon went to work for the Olathe School for the Deaf, where he trained students in shoemaking. Believing the town of Olathe could support another shoe shop, Charles sent for his brother, Ed, and helped him set up a business. The firm's first advertisement appeared in the Olathe newspaper in November of 1880. Olathe was close enough to the Kansas City stockyards that cowboy boots soon became Hyer's major product.

Charles became the company's sole owner when the brothers parted in the 1890s. He knew that to survive as a cowboy boot maker, he had to reach the western ranches. He began traveling to western shows, sales, and rodeos to take orders. The company's first mail-order catalog appeared in 1890. In subsequent years, Hyer became a leader in the mail-order business.

During the 20th century, Hyer was one of the world's largest manufacturers of cowboy boots. By 1919, the company had found a national reputation and was selling more than 15,000 pairs of boots a year. The business grew, and for some years enjoyed the distinction of being the largest handmade boot and shoe factory in the country, employing 70 workers.

The company also gained much attention from famous citizens who wore Hyer cowboy boots. Buffalo Bill Cody was a regular customer. Movie stars William S. Hart, Gene Autrey, Will Rogers, and Clark Gable and U. S. Presidents Teddy Roosevelt, Calvin Coolidge, and Dwight Eisenhower all wore Hyer boots.

After Charles H. Hyer died in 1921, his sons kept the company prosperous through boom decades and bad. The Hyer Company closed in 1977, but its legacy lives on in contemporary Kansas boot makers.

Hyer served as council member from the Second Ward for several years. He and other associates and business people were responsible for laying the foundation for a better and larger city through street paving and increased water supply. Hyer represented Johnson County for a term in the Kansas House of Representatives, was a member of the Kansas State Historical Society, and an official in the Presbyterian Church.

1995 - Kenneth A. Spencer

With grades throughout high school and college noted as poor to average, Kenneth Aldred Spencer did not appear, academically at least, to be a successful businessman in the making. He did have, however, devoted parents, examples of successful businesspeople among his family and friends, and clearly self-defined expectations. When his Kansas University fraternity house collected from its members written goals to be placed in a time capsule in the cornerstone of a new frat house building, Spencer wrote he expected to run an “integrated coal and chemical business.” In the coming decades, Spencer proved his abilities, establishing himself as a prosperous industrialist.



Kenneth Spencer was born in Columbus, Kansas, on January 25, 1902. In the early 1900s, his grandfather John and later his father Charles owned the Columbus Coal company in southeast Kansas where nearly 60% of the state's coal was produced. In 1911, Charles, considered the Kansas leader and pioneer in surface mining processes, purchased controlling interest in the Pittsburg & Midway Coal Mining Company (P&M) and moved his wife Clara, a devout and pious Methodist, and his three sons from Columbus to Pittsburg, Kansas. Kenneth benefitted from living in a neighborhood of coal mining culture and coal industry pioneers such as Thomas McNally, Jr.

Hoping to play collegiate football, Spencer participated in team sports throughout high school until a vertebrae injury sidelined him. His father, wanting Kenneth to be exposed to hard labor, insisted he work summers not at the family company, P&M, where he might be less motivated, but for their neighbor Thomas McNally's boilermaker company. In 1922, Spencer enrolled in the University of Kansas, graduating in 1926 with a major in geology and chemistry. Kenneth returned to Pittsburg, became a junior engineer with P&M, and soon married a high school classmate, Helen Foresman.

In 1935, Charles organized a subsidiary of P&M, the Mineral Products Company, which utilized Kenneth's invention of machinery and a process to remove pyrite from coal. Pyrite is a source of damaging sulphur emissions and corrosive acid in drainage. During the pre-World War II years, Kenneth lobbied the U.S. government to establish ordnance plants in the Midwest and was eventually granted the construction and management position of the Galena Kansas, Jayhawk Ordnance facility, which produced weaponsgrade ammonia nitrate. In 1942, Charles died, leaving equal shares of P&M to his three sons. Kenneth succeeded Charles as president of the company, continuing successful and innovative coal mining processes. In 1951, he purchased the ordnance facility from the U.S. government, renaming it the Spencer Chemical Company, began to produce ammonium nitrate agricultural fertilizer, and expanded factory operations to four other states.

During these successful business years, Kenneth and Helen established the Spencer Foundation and saved money to make charitable donations eventually totaling over \$18 million, educational institutions and museums among the beneficiaries. Kenneth did not live to see much of the good of his foundation, dying suddenly of a heart attack in 1960 at age fifty-eight years. His name adorns the Spencer Research Library and the Spencer Museum of Art at his alma mater, University of Kansas; the Spencer wing of the Collins Library at Baker University; and the Spencer Chemistry building at the University of Missouri, Kansas City. Annually, the Kenneth A. Spencer award, which recognizes meritorious contributions in the field of agricultural and food chemistry, is presented by the American Chemical Society.

1994 - Thomas J. McNally Jr.

Thomas J. McNally Jr. was born in 1882, to Irish immigrants living in Grand Rapids, Michigan. His father, Thomas Sr., learned the boilermaker trade and, in 1889, moved his family and his business ambitions to Pittsburg, Kansas, to take the town's offer of land and a building. Suffering a financial setback and failed business during the Panic of 1893 and a coal strike, McNally Sr., started operations anew with funds from his recently deceased mother-in-law's estate.



In 1903, Thomas Jr., became partner in his father's boiler repair shop on West Third Street in Pittsburg. After his father's death in 1906, he assumed full ownership of the small concern. With financial assistance from a large coal company in the region, the shop expanded to include a machine shop, specializing in repairs of power coal shovels. McNally's business boomed during the World War I years when the coal mining industry in southeast Kansas rapidly expanded.

McNally designed, manufactured, and erected in a Pittsburg coal field the first all steel tippie, which reduces and screens mined coal into sellable sizes. In 1931, not slowed at all by the Great Depression's economic downturn, the firm became the McNally Pittsburg Manufacturing Company opening its first foreign location and constructing entire coal processing plants. These were filled with innovative McNally designed machinery such as specialized coal washers. By 1951, McNally Pittsburg employed over five hundred people locally, greatly contributing to the region's economy. The company acquired two of its major competitors and expanded foreign operations, becoming the world's largest supplier of coal mining equipment.

McNally served as president of the company until 1955 and was known to be interested in civil affairs and in businesses beyond his own industry. He served as a trustee of the Menninger Foundation of Topeka and of Rockhurst College of Kansas City. He was a member of the industrial advisory board of the Federal Reserve Bank of Kansas City and served on the board of directors of the Kansas Gas and Electric Company of Wichita, the National Bank of Pittsburg, and the Kansas City Southern Railway.

1993 - Ray Hugh Garvey

Preparation, anticipation, and “that it was not the circumstances so much as how management dealt with the circumstances” were key principles in the successful, diverse business endeavors of Raymond Hugh Garvey. Garvey shared with his peers and managers a slogan he once saw on the wall of a Wichita, Kansas, business: “Nine-tenths of wisdom consists of being wise in time.” And timing was everything as Garvey built a superlative business empire in agriculture, construction, and oil production.

Ray Garvey was born in Phillips County, Kansas, on January 3, 1893. Always knowing he wanted a college education, the teenaged Garvey grew wheat on rented property and later worked two paper routes to fund his schooling at Washburn University in Topeka. After graduating with a law degree in 1915, Garvey moved to Colby, Kansas, to open a law office. With funds made from the sale of his paper routes and also with earnings working as the Thomas County attorney, Garvey invested in a farm and, in 1916, married his college sweetheart, Olive White. After practicing law for three years and partnering in a land business, Garvey found entrepreneurship suited him better than a law career.



In 1928, Ray, Olive, and their four children moved from Colby to Wichita for educational and business opportunities. Now a corporation, Garvey Farms amassed 100,000 acres of farmland in Kansas and Colorado and, in 1947, under the management of John Kriss, the Farms posted a world record annual harvest of one million bushels of wheat. The Garvey-Kriss partnership implemented innovative and sustainable farming techniques: custom combining and summer fallow farming, keeping some land out of production during a regular growing season.

During the World War II and Korean War years, Wichita’s aviation and war materiel plants boomed with military production which drew thousands of new workers to the city. A severe housing shortage developed. To meet the demand, in 1940, Garvey and his son Willard established Builders, Inc., a residential real estate development business which built and managed over two thousand apartments, attached fourplexes, several hundred single family “cottages,” and four shopping centers. Garvey used his powerful persuasion and business savvy to move city government to sell him foreclosed lands for the developments and tapped the Federal Housing Authority for capital and building supplies which were in short supply during the war years.

In 1948, Ray further diversified his business holdings and established Garvey Drilling and Petroleum, Inc., eventually owning and operating more drilling rigs and oil and gas wells than any other person in Kansas at the time. Into the 1950s, Garvey bought when he could and built when necessary enormous grain elevators, the world’s largest in Wichita, to store his own wheat and the U.S. government’s subsidized stockpiles.

By the late 1950s, Garvey was considered the most civically active multi-millionaire in Wichita and the richest person in the state of Kansas. To recognize his achievements, Ray’s alma mater, Washburn University, awarded him, in 1958, an honorary doctorate degree. From the beginning of their marriage, when each of his businesses grew large and successful, Ray always appointed Olive as vice president on the board of directors and included her in corporate business meetings. In July of 1959, Garvey, age sixty-six years, was killed in an auto accident near McPherson, Kansas. After Ray’s tragic death, Olive, until age 99, and his children continued to head Garvey, Inc.

1992 - Fred C. Koch

In the 1920s, Fred Chase Koch's firm was effectively sidelined from doing business in the United States by competitors' lawsuits. The Winkler-Koch Engineering Company developed an innovative refining process which more efficiently converted crude oil to gasoline. This cutting-edge process paved the way for small refineries to compete with the industry's big companies. Keen on eliminating the rival companies, the major refineries filed forty futile patent suits against Winkler-Koch, tying the firm up in court litigation for years. In contrast to those trying earlier years, a 2019 Forbes business magazine ranked Fred C.'s legacy firm, Koch Industries, headquartered in Wichita, Kansas, as the second largest private company in the United States with 130,000 employees and \$110 billion in revenue.



Koch was born in Quanah, Texas, on September 23, 1900, to Mattie and Henry Koch, a Danish immigrant. A gifted student with math and science aptitude, Fred attended Rice Institute, now Rice University, and graduated from the Massachusetts Institute of Technology (MIT) in 1922 with a degree in chemical engineering. Following graduation, Koch worked for the Texas Company (Texaco) Refinery and then in a position with Medway Oil in Kent, England, where his English boss considered him to be the "soundest chemical engineer in the world". Returning to the United States, Koch teamed with an MIT classmate, P.C. Keith, and L.E. Winkler to form an engineering firm. Keith eventually left the partnership and the firm was renamed Winkler-Koch Engineering, the company which developed the new "thermal cracking" oil refining process in 1927.

The firm turned to refinery projects in Europe due to stateside patent litigation. During the late 1920s and early 1930s, Winkler-Koch oversaw the construction of refineries in pre-World War II Germany and in the Soviet Union. In his business dealings with the Soviets, Koch grew to fervently detest Communism and its oppressive rule. Upon his return to the United States, Koch became co-founder of the John Birch Society, a staunchly anti-Communist organization.

In 1932, Koch married Mary Robinson of Kansas City and the couple had four sons. Concerned that a life of privilege would diminish his sons' sense of self-determination and cause them to rely on his successes, Fred gave the boys no allowances, but paid them for and required them to do manual labor working alongside ranch hands and living in the bunkhouses during summers at his Flint Hills and Montana ranches.

Koch formed a new firm in 1940, the Wood River Oil and Refining Company, which later became Koch Industries. Second son, Charles, took over practical management of the company in 1966 and continues as chief executive officer to the present day. More than a dozen separate companies, ranging from ethanol plants and cattle ranching to building materials production and medical technology development, form the giant conglomeration of Koch Industries.

Once described by a friend as a "typical old country boy who turned everything he touched into money," Koch, who suffered with heart disease, died in 1967 at age 67 years while on a hunting trip. Koch Industries, his legacy company, is philanthropically and politically active.

1992 - Clyde Cessna

“Raider to Bombard Wichita. Birdman on Night of Rally Will Show How an Enemy Could Cast Bombs from the Sky. Clyde Cessna to Give Demonstration.” These headline teasers appeared in the April 7, 1917, edition of the Wichita Daily Eagle newspaper. The article goes on to assure readers “there will be no damage done” as Cessna, a self-taught pilot, plane designer and builder, and a household name in the region, demonstrated military maneuvers over a patriotic World War I rally. In the decades to follow, Cessna established himself as an historic aviation pioneer and innovator.



Clyde Vernon Cessna was born December 5, 1879, in Hawthorne, Iowa. When Clyde was two years of age, his family moved to Rago, Kansas, southwest of Wichita. As Clyde grew, he displayed an aptitude for mechanization and design as he repaired and improved farm machinery, and in the process, helped support his parents and siblings. Eventually, he plied his skills to automobile repair. In 1907, as a married man with his own family, he moved with wife, Europa, and son, Eldon, to Enid, Oklahoma, to become manager of the Overland Auto Company.

During the early 1900s, aviation and modern airplanes were quickly developing. An inspired Cessna determined to build his own plane and teach himself to fly after learning of the first crossing of the English Channel by a monoplane and after viewing a flying exhibition in Oklahoma City in 1911. By June of that year, Cessna tested a spruce wood and fabric kit plane on the Salt Plains near his Enid home. Finally, on a thirteenth attempt, the plane took a short flight to the height of fifty feet.

Cessna continued to build improved planes and attempted to support his family with earnings from exhibition flying. Financial issues, however, required Cessna to return to the family homestead in Rago, Kansas, to resume farming while continuing his plane projects during the winters and flying exhibitions in the state and county fair seasons. In 1916, the owner of the Jones Six motor car factory in Wichita offered Cessna the use of one of the empty plant buildings to construct his monoplanes, the first planes built in the city. Cessna also opened a flight school on the factory grounds, enrolling student pilots and training them in his monoplanes.

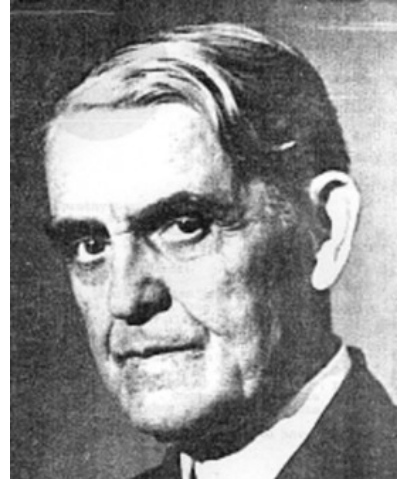
In 1925, Cessna partnered with aviation innovators, Lloyd Stearman and Walter Beech, to form the Travel Air Manufacturing Company. After two years, Cessna left Travel Air due to disputes with Beech and Stearman over producing a biplane or Clyde's preferred monoplane design. Striking out alone, Cessna opened his own firm, the Cessna Aircraft Company, and designed and constructed a fully cantilevered wing monoplane. Because the Great Depression economy led to a severe decline in aircraft sales, Cessna filed for bankruptcy and shuttered the firm in 1931. In 1934, Cessna reopened the plant and shortly sold the company to his nephews, Dwane and Dwight Wallace. With their uncle serving as firm president and as an inspiring example of an inventive aviator, the Wallace's led the company through successful decades of military contract manufacturing during World War II and, as the world's leader, into post-war production of innovative light planes.

Cessna died on November 20, 1954, age 74, in Wichita. He was posthumously inducted into the National Aviation Hall of Fame and the International Air & Space Hall of Fame.

1991 - Arthur Capper

On January 18, 1926, Time magazine's cover featured native Kansan, Arthur Capper, whose political and journalistic publishing influence was felt throughout the state and the nation in the first half of the twentieth century. With his flourishing journalistic career paralleling his service as Kansas two-term governor and five-term U.S. Senator, Capper proved to be an advocate for the state's agricultural industry, for child care, and for educational issues.

Capper was born to Quaker parents just after the end of the Civil War on July 14, 1865, in Garnett, Kansas. At age fourteen years, Arthur worked as a printer for the Garnett Journal newspaper, paid one dollar per week. After high school graduation, he followed his journalism interests and worked nine years as a typesetter and then as city editor and legislative reporter for the Topeka Daily Capital newspaper. Soon after his marriage in 1892 to Florence Crawford, daughter of former Kansas governor Samuel Crawford, Capper, yearning to expand his journalism experiences, moved to the east coast, first working one year as a reporter for the New York Tribune and then as Washington D.C. correspondent for his former newspaper, the Topeka Daily Capital.



Following ambitions to be a newspaper owner and publisher, Capper returned to his home state and purchased the Topeka Mail and the Topeka Breeze newspapers. In 1901, he bought controlling interest of the Topeka Daily Capital.

In 1912, Capper, a Republican, unsuccessfully ran for the governor's seat. A second attempt for the office was successful. Capper served from 1915-1919 as the first native-born governor of Kansas. During his two terms, he guided the state through the World War I years, first advocating for American neutrality in the war, but then, after Germany began unrestricted submarine attacks on Atlantic Ocean shipping, supporting the nation's entrance into the conflict. With deep concerns for agricultural production in the state, his administration promoted backyard vegetable gardens, canning clubs, and the goal of millions of bushels of wheat produced by Kansas farmers. Capper's Topeka Daily Capital urged residents to "win the war with wheat."

Immediately moving from the state house to the national legislature, Capper won election to the United States Senate, serving five terms from 1919-1949. Capper served on Senate agricultural and forestry committees, notably co-sponsoring, among other bills, the 1922 Capper-Volstead Act which exempted farming cooperatives from anti-trust laws and the 1928 Capper-Ketchum Act which provided federal funds for state agricultural extension services under which the youth 4-H clubs were organized. He supported President Roosevelt's New Deal policies during the Great Depression, recognizing the need for assistance for his state's citizens. Within the state, during his Senate years, he continued his annual birthday party in Topeka which drew thousands to enjoy free food and festivities, established the Capper Foundation which aided children born with physical disabilities, and expanded his media holdings by purchasing two Kansas radio stations.

After retiring from the Senate, Capper returned to Topeka and remained active in his publishing businesses until his death on December 19, 1951, at age 86 years. Capper was inducted into the Kansas Agricultural Hall of Fame and the Topeka Business Hall of Fame. His charity, the Easter Seals Capper Foundation, continues today working to "enhance the independence of people, primarily children, with disabilities."

1991 - Walter Chrysler

America's heritage is full of "rags to riches" stories about men and women who started with humble beginnings but, through hard work and perseverance, became enormously successful in their careers. Just such a Horatio Alger story can be said about auto maker Walter P. Chrysler, a Kansas boy who built the nation's third largest automobile company, the Chrysler Corporation.

Born in Wamego in 1875, Chrysler's family soon moved to Ellis, where he spent most of his spare time tinkering with small models of locomotive engines. His father was an engineer for the Union Pacific Railroad and, through his father's influence, Chrysler's fascination with engines grew. His first job was delivering groceries in town. From there, he became a janitor working in the Union Pacific Railroad shops for a dollar a day. He worked his way up as a locomotive mechanic and finally as a Works Manager for the American Locomotive Company.

His already successful career with the railroads soon changed into a career in auto building. In 1905, Chrysler bought his first car, which he immediately took apart in order to see how it worked. Realizing that automobiles could be vastly improved, he resigned from his position with American Locomotive and started to work with the Buick Motor Company in 1911. When Chrysler joined Buick Motors, they were turning out only 45 cars a day. Through his guidance and his plan for reorganizing the company, eight years later they were producing 600 a day.

Chrysler then moved on to the failing Maxwell Motor Company and applied his philosophies for reorganizing and improving production again. At the time, they were several million dollars in debt. Within seven years, mostly through his guidance, the company was 88 million dollars in the black.

Chrysler began his own company in 1924. It was soon successful enough to absorb Maxwell Motors and became the third largest auto maker in the United States. Walter Chrysler became a hometown Kansas boy that went on to enormous success. Kansans back home in Ellis and Wamego remembered him fondly, even years after he had left the Kansas plains. One Ellis man interviewed in the 1960's remembered Chrysler as simply a "hard worker and a good guy." Today, his boyhood home still stands in Ellis as a tribute to a young man who wanted nothing more than to work on engines but who became one of the pioneers of the American automobile industry.



1990 - Dane G. Hansen

Throughout his lifetime, Dane Gray Hansen demonstrated a creative and entrepreneurial mindset which translated into successful business ventures still serving communities in northwest Kansas. Today, his foundation, established on his amassed wealth and ranked as one of the top contributing foundations in the state of Kansas, pursues the goals of reversing population decline, increasing economic opportunities, and strengthening critical community services.



Hansen was born on January 6, 1883, in Logan, Kansas. His father Peter, a town founder and a successful businessman, emigrated from Denmark in 1872 and married Alpha Gray, a Logan school teacher. Young Dane displayed business savvy waiting at the nearby river crossing, watching for farmers hauling their wheat crops to town for processing. Hansen would request a ride and then direct the farmers to his father's mill. As a young man, Hansen later partnered and worked with his parents in the family's general store, lumberyard, and ranching and Hereford cattle breeding operations.

With the United States' entrance into World War I and the military's need for mules to transport materiel, Hansen began buying mules from ranchers and farmers in the northwest Kansas region, collecting the animals on his ranch to sell to the U.S. Army. Operating the mule supply operations successfully until the war ended in 1918, Hansen found himself left with nearly one hundred mules. Solving a problem with a creative solution, Hansen established a road construction business using the mules to pull the grading and paving equipment. Eventually, the road construction business became Logan's largest industry, employing up to two hundred men during peak construction seasons.

In 1941, with the discovery of oil near Logan, Kansas, Hansen diversified his business holdings to include oil explorations and land purchases, ultimately becoming one of the state's largest independent oil producers. He served as vice president and director of the Kansas Independent Oil and Gas Association and as chairman of the Kansas Contractors Association Pension Trust Plan.

With a keen interest in politics, though with no desire to hold political office, Hansen served his friend, President Dwight Eisenhower, on the President's Commission on Inter-Governmental Relations from 1954 to 1955, and as vice president of the board of trustees for the Eisenhower Foundation.

Hansen supported educational efforts and youth organizations in his community with generous donations, most notably awarding college scholarships to Logan High School graduates and purchasing and donating 270 acres for a camp on the Kirwan Lake Reservoir to the Boy Scouts of America. Dane G. Hansen died on January 6, 1965, his 82nd birthday, and was remembered for his honesty, generosity, and deep love for and interest in the people of northwest Kansas.

1990 - William Coffin Coleman

“Nothing is really sold until it gives satisfaction.” “Be a true brother to your employee and your fellow worker and he will do wonderful work under your captaincy.” These mottos, among others, relay foundational philosophies on which William Coffin Coleman established and grew the Coleman Company, which is one of the most famous and successful manufacturers of camping and outdoor recreational equipment in the world.

Coleman was born in Chatham, New York, on May 21, 1870, to a young couple who later migrated to Labette County, Kansas. Coleman’s father died when William was eleven years of age. William worked to support his family, became a schoolteacher, and eventually enrolled in the University of Kansas School of Law. Coleman ran out of money to finish his degree and became a traveling typewriter salesman, promoting his products in the southern United States. According to Coleman Company history, while taking an evening walk down the main street in Brockton, Alabama, Coleman noticed the intense steady light of a gasoline-fueled lamp in a drugstore window, light which was superior to the flickering gas lights, smoky kerosene lamps, and dim carbon filament bulbs used in most homes and businesses of that era.



Thoroughly impressed with the quality lighting, Coleman arranged to sell the lamps manufactured by the Irby-Gilliland Company of Memphis, Tennessee, and returned to the Midwest, and began his new business venture in Kingfisher, Oklahoma. Dismayed by initial slow sales, Coleman discovered the town’s shopkeepers had recently been swindled by another salesman who had sold them poorly performing lamps and then quickly left town. Undaunted, Coleman offered to rent his lamps to shopkeepers for one dollar per week if they were satisfied with the lamp and serviced the products himself. Rentals skyrocketed and Coleman broadened his lamp leasing business to surrounding communities, eventually establishing the Hydro-Carbon Light Company.

As demand for the lamps continued, Coleman borrowed funds from family and moved his company to Wichita, Kansas, in 1902. He bought rights to the lamps, improved its design and efficiency and began marketing them as Coleman Arc Lamps. Among other applications, the Coleman Arc lanterns lit the field for one of the first ever night football games at Wichita’s Fairmount College. As design improvements made the lamps appropriate for outdoor use and in inclement weather, the lamps became popular with farmers and campers. While growing his company, Coleman served as mayor of Wichita from 1923-1924.

Responding to the economic downturns of the Great Depression and the rural electrification projects of the Roosevelt New Deal programs, the Coleman Company continually developed new product lines, portable gas stoves, oil space heaters, and gas furnaces. During World War II, the Coleman Company was called upon by the military to produce artillery shells, bomber plane parts, and, most notably, one million “GI pocket stoves” carried by American servicemen in Europe and in Asia. Famous war correspondent Ernie Pyle declared the Coleman pocket stove and the Jeep to be the two most important pieces of noncombat equipment developed during the war.

The Coleman Company continued booming growth after the war, reaching \$34 million in sales by 1950 and establishing manufacturing plants nationally and internationally. From the early 1900s, Coleman initiated notable and ground breaking employee benefits for his workers, including reduced work days, from ten to eight hours; holiday pay; worker’s compensation; paid vacation days; continuing education classes at the plant; and profit sharing. William Coleman was still active in his company when he died on November 2, 1957. He was succeeded by his son and then his grandson as company executives. The Coleman Company was eventually purchased by the Sunbeam Corporation in 1998.

1989 - Bernhard Warkentin

Two years after Bernhard Warkentin's death, a statement by F.D. Coburn, Kansas State Board of Agriculture, was published in the May, 1910, Saturday Evening Post: "Thirty years ago Kansas was not much of a wheat-growing state.... At the present time and for ten years past Kansas has led in wheat growing, and much of the credit for making Kansas a great wheat state belongs to one man, the late Bernhard Warkentin, of Newton, Harvey County, Kansas. It was through his efforts that the variety which has made the Sunflower commonwealth famous and rich, known as Red Turkey, or Russian hard winter wheat, was introduced...."



Bernhard Warkentin was born June 18, 1847, in a prosperous Mennonite village in the Russian Ukraine. In the 1870s, the Mennonites, who were pacifists, grew restless because a government exemption from military service would end in 1880. Young Warkentin, son of a miller credited with turning the Ukraine into the breadbasket of Russia, left his home in 1871 for America, hoping to establish another successful wheat industry. He traveled for two years through Canada, the Dakotas, and Minnesota with several fellow well-to-do Mennonites searching for suitable terrain to settle. In Kansas, they found the ideal climate to grow Russian wheat, Turkey Red, a high yield hard winter wheat which would dominate the state's wheat production for decades. In 1873, Warkentin established his farmstead near Halstead and built Harvey County's first grist mill.

Through the 1870s, Warkentin worked with Carl Schmidt of the Atchison, Topeka and Santa Fe Railroad Company to arrange purchases of rail line right of way property by thousands of Russian Mennonites immigrating to Kansas. Flourishing communities and productive farmsteads took root throughout the central region of the state.

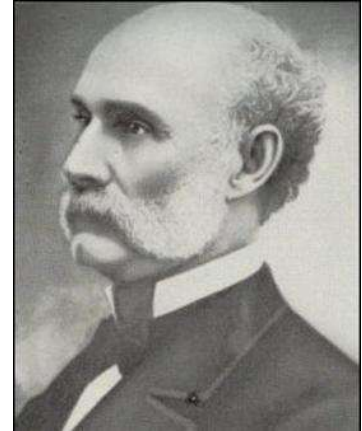
In 1885, Warkentin left the Halstead mill and, in 1886, established a flour milling and elevator company in Newton, Kansas. Warkentin commissioned his nephew, still in Russia, to buy and ship thousands of bushels of Turkey Red winter wheat to Kansas, to be distributed among the Mennonite farmers. Soon the hard wheat crowded out the softer wheat varieties and became the crop that earned Kansas the nickname "bread basket of the world."

Warkentin established the Newton and Kansas State banks and was a visionary leader in the founding of Bethel College in Newton, which is the oldest Mennonite college in the country.

On April 1, 1908, while touring through the Middle East with his wife, Wilhelmina, Warkentin sustained a gunshot wound when a firearm accidentally discharged on the train he was traveling. He died several hours later in a Beirut, Lebanon, then Syria, hospital.

1989 - Cyrus K. Holliday

One of the first immigrants to Kansas territory after the enactment of the 1854 Kansas-Nebraska Act, visionary Cyrus Kurtz Holliday made enduring contributions to the settlement and growth of his new home state. Connecting towns from east to southwest, Holliday's Atchison, Topeka & Santa Fe Railroad Company proved to be the nexus for regional economic development. Born April 23, 1826, near Carlisle, Pennsylvania, Holliday graduated from college with the intention to practice law, but soon recognized his interest in and abilities for business. After a brief venture into a partnership with a short line railroad company, making \$20,000 when the business was sold to a larger railroading concern, Holliday determined better business opportunities were to be found in the West.



In June, 1854, Holliday wed Mary Dillon Jones and, in a few months, temporarily leaving his new wife in Pennsylvania, he traveled to and settled near Lawrence, Kansas, October, 1854. In December, Holliday and eight other men determined a site for a new "free state" community and organized the Topeka Town Association. Serving as the Association's first and only president, Holliday and the other founders negotiated land purchases and planned the layout of the new town, which incorporated on February 14, 1857, with a population of six hundred.

Between the years of 1859 and 1870, Holliday was elected to three non-consecutive terms as mayor of Topeka and served as Topeka's delegate to the Wyandotte Constitutional convention, which determined the territory's organization, its bid for entrance into the Union in 1861 as a free state, and established Topeka as capital city. In 1862, Holliday donated twenty acres for the site of the capital building grounds. Also, during this period, Holliday helped found the Kansas Republican Party, served in the state senate and as Kansas's adjutant general, recruiting soldiers and organizing supplies for the Union Civil War efforts.

Initiating his most indelible mark on the state and as a businessman, Holliday, in 1859, wrote a charter establishing the Atchison & Topeka Railroad Company, serving as its president and obtaining congressional land grants to construct a rail line which moved people and goods from Atchison, Kansas, on the Missouri River to Topeka. In 1863, with broader plans to extend the rail line through the state to the southwest by following the Santa Fe Trail wagon route, the name changed to the Atchison, Topeka and Santa Fe Railroad Company (AT&SF). In 1880, rail line construction was completed to Santa Fe, New Mexico. After stepping down as president, Holliday served twice on the AT&SF board of directors.

Holliday is an honoree in the National Cowboy Hall of Fame/Hall of Great Westerners and in the National Railroad Hall of fame.

In an 1854 letter which represents a prelude description of his future life in Kansas, Holliday writes his wife, "A more lovely country I certainly never saw...Here, Mary, with God's kind permission, we will make our home; and I have every reason to believe a home it will truly be." Holliday died March 29, 1900, and was eulogized two days later in his hometown paper, the Topeka Daily Capital, as the "'author and finisher' of Topeka...[which is]now his monument."