



Topeka's Birdman, Phil Billard. pp. 3-7

Historical Highlights
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PRESIDENT'S MESSAGE

On June 5 the Topeka Community Foundation organized Topeka Gives, a wonderful fundraising festival for Topeka charitable organizations. Your Shawnee County Historical Society participated for the 6th year by having an information table at the event. The event raised nearly \$600,000 for all charities combined and friends and patrons of SCHS contributed \$2196 specifically to us. We are grateful to you who are wonderfully generous.

We are a history organization. It strikes me that Topeka Gives is historic. The ultimate test of success is longevity which is as true in charitable activities as in business. After six years of commitment by the Topeka Foundation leaders and expanding participation by charities and growing

charitable gift totals by generous Topekans, Topeka Gives emerges as a success that is meeting the test of time.

Shawnee County has a legacy of generosity from the first missionaries who ministered to Kanza and Potawatomi (even though at times misguided and hurtful); abolitionist who helped slaves escape brutal exploitation; suffragists who advocated women's right to vote; to a legal community who pressed for children of different races to be educated equally and together. The roll call of generosity is enormous both in time and treasure continuing to this day.

Your Shawnee County Historical Society has, since 1946, captured, interpreted, taught and celebrated (when appropriate) the unique history of Shawnee County. We are a charity surviving on the generosity of members and donors. Topeka Gives is a historic event we will gladly add to the triumphant history of Shawnee County.

Thank you.

— Tom Ellis

Meet the Staff and New Board Members

The Shawnee County Historical Society has added a new staff member. Tom Ellis, President of

the Society announced that Bob Totten joined the society as its office manager and tour coordinator on May 1. Totten recently retired from the Kansas Contractors Association where he worked for the past 27 and a half years promoting a safe and reliable state highway system. He will be working part-time, coordinating tours of the Ritchie House at 1116 S. Madison and fulfilling other duties associated with the maintenance of the building.

In addition, two prominent Topekans joined the board of trustees of the Society. They are Christina Valdivia-Acala and Linda Jeffrey.



Bob Totten, SCHS Office Manager and Tour Coordinator

2018 Preservation Awards

The Shawnee County Historical Society in partnership with the **Topeka Landmarks Commission** recognized six individuals or groups who have completed significant preservation work in Shawnee county. The annual celebration occurred on May 12 at the state capitol with past Shawnee County Historical Society President David Heineman serving as Master of Ceremonies. Those honored were:

- **Tyler Johnson** and his wife, **Michelle Butler** for their efforts on Architectural Preservation at 1550 SW Westover Road.
- **Mark Burenheide** for his makeover of the Assumption Catholic church school into the Jackson Street Lofts located near 8th and Jackson.
- Adaptive Re-Use and Preservation, **Cody Foster** for his efforts to redo the Pennant at 915 S. Kansas.
- Cultural Heritage Recognition: **WREN Radio** and the **Dairy Queen** at 17th and Medford owned by Mike Swickard and John Zweisler received awards.
- History Promotion on Facebook: **Marti and Brandon Rison** for “The Topeka History Geeks”

In addition to the awards presentation, students from Seaman High School shared their History Day senior documentaries. **Michael Conaway** and **Noah Belt** presented their documentary called “Don’t Ask, Don’t Tell, Don’t Pursue: The Fight for Equality in the United States Military” and **Destiny Cole** presented her program called the “The Invisible Man of the Civil Rights Movement.”



above: **Tyler Johnson & Michelle Butler** accept Architectural Preservation award from David J. Heinemann



right: **Marti Rison** is presented History Promotion on Facebook award by David J. Heinemann

2018 Topeka Gives

Over 165 groups from Shawnee County participated in the Topeka Gives effort held at the Fairlawn Plaza in Topeka on June 5th. The program was created in 2013 by the **Topeka Community Foundation** and it encourages charitable giving which is a mission of the Community Foundation. The Shawnee County Historical Society again participated and received **\$2196**. Thanks to all of those that stopped by our table in June. Overall, Topeka Gives continued to grow in its sixth year, collecting \$597,421 program for local nonprofit organizations. That’s an increase of \$1,756 from 2017. The organization gave \$80,500 to match the \$516,921 given by Topekans.



TOPEKA'S BIRDMAN, PHIL BILLARD

July 24, 2018 marks the 100th anniversary of the death of **Louis Philip Billard**, Topeka's first premier aviator. This article by **Doug Wright** describes his daring flying exploits and his unfortunate death in World War I.

On an August day in 1915, Topeka born aviator Phil Billard and his airplane were a featured attraction at the St. Mary's fair in Pottawatomie County.¹ Billard had made quite a name for himself as the Birdman of Topeka, flying his Longren 60-horsepower bi-plane at county fairs and exhibitions in and around Topeka. On this day, he had already flown once, circling the field three times before his engine developed problems. As the day grew late, Billard took his airplane back up for a second flight, perhaps too soon and without assurance that his engine was in good running order. But, Billard saw some in the crowd leaving, and he wanted to give those who stayed a good show. Billard and his plane rose about fifty feet off the ground and flew a short distance before the engine stopped running. As Billard quickly scanned the area looking for a good landing place where he could glide his airplane in safely, the plane clipped a tree, turned nose downward and



crashed to the ground. According to newspaper accounts of the accident, Billard suffered a sprained back and right wrist, bruised right leg, and wrenched hip. His plane was a total loss, with damage estimated at approximately \$5,000. Shortly after the accident, which was Billard's third airplane accident, Billard announced he



was through flying, saying "I've had enough."²

Billard's daring flying exploits had been the talk of Topeka since he bought the plane from aircraft builder Alvin K. Longren three years earlier. The August 9, 1912 *Topeka Daily Capital* ran a story about one of Billard's early

flights. Taking off from his hangar south of Vinewood Park, Billard flew his racing bi-plane over Berryton and Highland Park, flew near Pauline and raced with the Santa Fe Number 2 train that he quickly outdistanced "as if it had been standing still." Passengers on the train gazed from the windows and vestibules and waved at the aviator as he sped by them. When he was asked how fast he had been flying, Billard said, "I don't know just how fast I was going. I had the throttle wide open all the time and the machine can make eighty miles an hour, so I guess that's about it."³

Over the next few years, Phil Billard's flying thrilled all Topekans who watched as he circled the State House dome or as he dipped and soared his machine at low altitude down Kansas Avenue. The Majestic Theater used his name to advertise their weekly shows, writing "Get your goggles on—hold fast to your seat. We are 'going some' this week. Phil Billard ain't got a thing on this show for speed..."⁴ *The Topeka State Journal* observed that "among the little boys of our town the hero worship goes pretty unanimously to

Phil Billard, the airman."⁵ And despite his pronouncement that he was through flying after crashing at the St. Mary's fair, —cont.➔

¹*Westmoreland Recorder*, Aug. 5, 1915.

²*The Topeka Daily Capital*, Aug. 21, 1915.

³*The Topeka Daily Capital*, Aug. 9, 1912.

⁴*The Topeka State Journal*, Jan. 26, 1918.

⁵*The Topeka State Journal*, Feb. 21, 1917.

in just a few weeks, Billard recovered from his injuries and vowed to give flying another go.

Phil Billard was the youngest son of J. B. Billard, a prominent and wealthy businessman who arrived as an 8-year old boy with his family in the Topeka area in August 1854, a few months before the Topeka Town Association founded the city in December of that year.⁶ The Billard family fled France in 1851 after Napoleon III abolished the republic and re-established the monarchy. J. B. Billard grew up and prospered in Topeka, graduating from Washburn, founding the Mutual Ice and Cold Storage Company, operating the Central Mill and Elevator and founding and serving as a director of the Shawnee State Bank. He served 4 years as Mayor of Topeka from 1910 to 1914 and ran unsuccessfully as a Democrat for Governor of Kansas in 1912. He seems to have had the financial wherewithal to indulge his son's passion for fast cars and airplanes. At one time, Phil and his brother Robert owned 16 automobiles⁷ and J. B.'s bank account was no doubt the source of funds for their cars and Phil's airplanes as a limerick published in the *Daily Capital* suggested:

A young man in Topeka named
"Phil,"
Who is a "four flusher" no doubt
of great skill;
How his mobile swerves,
As he dashes around curves;
And "the old man" foots the bill.⁸

Phil did earn a little money from his flying, charging local passengers \$1 per minute to ride with him. At out-of-town exhibitions, Phil doubled the price, charging an away-from-home price of \$2 per

minute.⁹ In October 1916, Billard flew along the Union Pacific railroad tracks from Russell to Topeka at an average speed of 85 mph, arriving in 2 hours 18 minutes to set a speed record. *The Topeka*



Daily Capital called it "the greatest flight ever staged in Kansas".¹⁰ A few weeks later, Billard became the first person to fly from Topeka to Kansas City.

But, Billard wasn't content to fly for his own satisfaction or the amusement of the locals at county fairs. A war was raging in Europe and Billard felt a strong desire to defend his family's French homeland from the German invaders. He persuaded the Kansas adjutant general to establish an aeroplane corps as a division of the Kansas National Guard, with himself as Captain. The aeroplane corps was to be funded by Congress and stand at the disposal of the Army in the event the US was drawn into the war.

Once the aeroplane corps was established, Captain Billard decid-

ed it needed an airplane, and without waiting for an appropriation from Congress, Billard advanced \$10,000 of his own money to Alvin Longren to build a larger tractor-style¹¹ bi-plane with a 125-horse-

power engine. After the first test flight, Billard said, "The machine is all I expected and even more. Mr. Longren's workmanship in my mind is superior..."¹²

In the spring of 1917, the US Army designated retired Major Alvarado M. Fuller, to witness and test Captain Billard's flying skills. Billard passed all three tests required of the regular army aviation service. The first test was to make a 25-mile flight which —cont.➔

⁶Topeka was founded on Dec. 5, 1854.

⁷*The Topeka State Journal*, Mar. 28, 1916.

⁸Submitted by R. Hunsecker of Eskridge, Kansas and printed in *The Topeka Daily Capital*, June 14, 1911.

⁹*The Topeka Daily Capital*, June 28, 1917.

¹⁰*The Topeka Daily Capital*, Oct. 9, 1916.

¹¹A tractor-style aircraft had the propeller in front and pulled the plane rather than pushing it from the rear.

¹²*The Topeka State Journal*, Sept. 9, 1916.

Billard performed by flying from Topeka to Lawrence and back, a distance of 55 miles, in 42 minutes. This was said to be a flight speed record for Kansas. The second test required Billard to make a dead stick landing from an altitude of 2,500 feet and land within a target area of 500 meters. Billard rose to 3,000 feet, stopped his engine and glided to a stop within 50 feet of the target. The third test was for Billard to fly a tight figure 8 over two points 500 meters apart. Captain Billard successfully performed this test and then as an encore he performed, for the first time, the "loop-the-loop." He followed up with 12 more loop-the-loops over the heart of Topeka which the *Topeka Daily Capital* wrote "almost caused heart failure to those who witnessed the performance."¹³

Despite Capt. Billard's marvelous flying talent and the cadets he personally recruited for the unit, Congress chose not to fund the Kansas aeroplane corps. As it disbanded, Captain Billard announced he was offering his personal services and his flying machine to the French aviation corps.¹⁴ He also was in touch with the War Department, seeking a commission in the regular US army that would send him to Europe.

Before the French government responded, he chose to accept a position in the US Army, registering on June 5, 1917. He was ordered to San Diego for training and, true to his daring nature, he chose to drive to California, setting speed records along the way. His trip from Topeka to Manhattan covered 63 miles in one hour and 15 minutes. He arrived in

Goodland, a distance of 396 miles, in 12 hours, which included a one hour stop at Fort Riley and a stop at Beloit. Both were Kansas land speed records. He reached Los Angeles 8 days after he left Topeka, establishing another record. Phil was accompanied on his run to California by Harry Southwick, Mike Trent and Charles Ahlstrom, although Southwick left the trip in Salt Lake City after the party experienced 115-degree temperatures.¹⁵

In California, Private Phil Billard was assigned duties as an airplane mechanic while other, less experienced pilots, were trained, commissioned and sent to Europe. Phil was frustrated with his assignment and shared his frustration with his father who spoke to the local newspapers. J. B. Billard said the officers in the aviation service were jealous of Phil's prowess and were deliberately hampering his advancement.¹⁶ J. B. Billard called on Senator Charles Curtis, whose assistance helped move Billard to Mineola, Long Island where he completed his flight training before receiving his commission and traveling to Europe. *The Daily Capital* spoke for all Topekans by writing, "Phil Billard is on his way. If you wish to speculate on the identity of the first American into Berlin, place your money on Phil."¹⁷

In February 1918, Lieutenant Phil Billard finally arrived in France, hoping he would soon have a chance to fight and to fly in battle. However, he was assigned to the Third Aviation Instruction Center at Issoudin, France where his orders were to test damaged airplanes after they were repaired. In a letter home he wrote that his

"work was dangerous and important, but I long for real service where I can meet the enemy."¹⁸ In another letter, Billard wrote, "It is very interesting, but at times I get up in a kite that 'shore do fly queer,' and it's a case then of wonder and hope – if I'll get the darn thing back, whole. I always have up to now, but have had several itchingly close calls."¹⁹

On June 16, Phil, experiencing what was referred to as an attack of homesickness, took a break from his military duties. He climbed into an airplane and flew one and one-half hours to his family's ancestral home of St. Leon, landing in a field where he scared the horses and oxen. The mayor's secretary was dispatched to get the name of the airman so he could report him to the local prefect and was astonished and delighted to learn he was the grandson of Gilbert Billard who was held in high esteem in the village as an opponent of the monarchy. Very soon, as news spread, Phil was besieged by relatives and was said to have been wined and dined by kinfolk he never knew he had. The town council convened and adopted a resolution in Billard's honor, which read in part,

"Today a happy incident occurred which is a good token, and brought among us a young aviator, a son of Free America, yesterday unknown, but in whose veins runs the blood of —cont.➔

¹³*The Topeka Daily Capital*, Mar. 19, 1917.

¹⁴*The Topeka Daily Capital*, Mar. 26, 1917.

¹⁵*The Topeka Daily Capital*, July 22, 1917.

¹⁶*The Topeka Daily Capital*, Oct. 28, 1917.

¹⁷*The Topeka Daily Capital*, Oct. 27, 1917.

¹⁸*The Topeka State Journal*, July 31, 1917.

¹⁹*The Topeka State Journal*, Feb. 21, 1917.

St. Leon. The aviator, L. Philip Billard, born in the United States in 1891, in Topeka, Kansas, grandson of Gilbert Billard, former mayor of St. Leon, exiled by the Coup d'Etat of December 2, 1851, came flying on a filial pilgrimage to the cradle of his father and grandfather."



Topekans awoke on July 31 to the sad news that Phil Billard, Topeka's Birdman, was dead. Phil's brother, Robert, announced the family received a brief telegram that stated, "Phil Billard killed airplane accident July 25." Details of Billard's death trickled in over the next few weeks and months. The date of the tragic accident was ac-

with assurance to Billard's family that his grave would be properly marked and kept by the US Government.²³

Tributes poured in for Phil Billard. *The Daily Capital* wrote,

"The death of Lieut. Phil Billard in the aviation service in France will be learned with sorrow in Topeka, where he was known to every man, woman and child, one may say, in the city...There was no more courageous or daring officer in the aviation branch than Phil Billard. Of French extraction, he gave his life for France as well as his own country."²⁴

The Shawnee County Democratic Club, the Women's Democratic Club, and the Topeka City Commission adopted expressions of sorrow. Senator Charles Curtis expressed his sorrow in learning of Phil's death and wrote that the people of Kansas all mourn his death. Marshall's Band, in which Phil Billard at one time played the cornet, held a special memorial concert. A fellow pilot, Lt. Roy E. Keeling, who became a close friend of Phil's during their training, wrote to Billard's family saying they should not mourn his death, but see it as "the exultation (sic) and pride that he died the death of a soldier, sacrificing himself for the glorious cause of liberty and leaving behind him a heritage worthy only of himself."²⁵ —cont. →

The Council viewed Billard's visit as a prelude to a brighter future.²⁰ Phil enjoyed St. Leon so much that he returned again during his time in France.

Back at Issoudin, Phil's flying skill and his daring, and perhaps reckless nature, were put on display for a number of visiting French generals. Lieutenant Billard was chosen by the base commander to treat the visitors to an aeronautical exhibition. In a letter to his brother, Phil wrote that he took up a two-seater plane in which he made 98 successive loops in rapid succession and, after descending to a lower altitude, he and the officer flying with him changed seats before landing safely.²¹

On July 24. On that day, Phil took Sergeant Robert Holt of the 32nd Aero Squadron up in a DeHaviland 4 with a 450 horsepower Liberty motor (photo). Phil was seated in front, the sergeant behind him. Eyewitnesses said Phil made several loops and then suddenly the plane nosed down and struck the ground with the motor wide open. No specific cause of the accident was determined although speculation was that the sergeant had fainted during one of the loops and slumped forward on the dual controls making it impossible for Phil to recover. Both Phil and Sergeant Holt were killed instantly and after a funeral conducted with full military honors, they were buried in a corner of the airfield²²

²⁰*The Topeka State Journal*, Sept. 7, 1918.

²¹*The Los Angeles Times*, Aug. 16, 1918.

²²*The Topeka State Journal*, Nov. 5, 1918.

²³*The Topeka State Journal*, Aug. 22, 1918.

²⁴*The Topeka Daily Capital*, July 31, 1918.

²⁵*The Topeka State Journal*, Aug. 22, 1918.

The Topeka Rotary Club, of which Phil Billard was a member, held the local public memorial service for their deceased member. Remarks were given by several, including Governor Arthur Capper, who expressed sorrow over the loss of “our boy” and told of Phil’s rush to get into service the day after the United States entered the war against Germany.



A few years later, the Topeka Rotary Club commissioned sculptor Robert Merrell Gage to create a bronze memorial to Phil Billard. His work, titled “Flight,” is a figure of a man coming out of the earth ready to take to the air.”²⁶ The sculpture was displayed for years at the Memorial Building and later at Topeka’s Municipal Airport which was dedicated in April 1940 to the memory of Topeka’s first airman, L. Philip Billard. The sculpture is now in storage at the Kansas Museum of History.

On Armistice Day, November 11, 1923, the Shawnee County Victory Highway Memorial was dedicated to the memory of those county residents who served their country in the world war and to the memory of these who “gave their last full measure of devotion.” This monument, which now stands in Gage Park, bears the names of 97 individuals, including Phil Billard.

In 1924, Phil Billard’s remains were exhumed at his father’s request from the cemetery at Issoudin, France. His body was cremated and, on what would have been Phil’s 33rd birthday, his ashes were scattered by his brother, Robert, in a park not far from St. Leon, France.

²⁶The Topeka Daily Capital, Oct. 22, 1920.



Ritchie Project Clean Up

Our thanks to our volunteers (trustees) of the Shawnee County Historical Society who helped in cleaning up the yards of the two houses located at 1116 and 1118 SE Madison on **Saturday, June 16**. Thank you, **Bill Wagon, Linda Jeffrey, Jon Boursaw, Tom Ellis** and **Mike Lennen** for making the effort to keep the Ritchie Houses in good shape for others to enjoy. The Ritchie House is the oldest home in Topeka, built in 1856, and is rich in history leading up to Kansas’s statehood.

If you would like to tour the buildings, please call us at **785-234-6097**. Office hours are **9am-1pm Tuesday thru Thursday** but other arrangements can be made to accommodate your needs. If you are interested in supporting the organization or would like to join, please visit **Shawneecountyhistory.org** and fill out the paperwork. Become a conservator of Shawnee County History. *We look forward to hearing from you.*



Coming: Ritchie Birthday Party, July 22nd

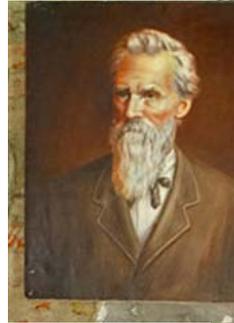
The Shawnee County Historical Society on Sunday, July 22nd will celebrate the **201th birthday of John Ritchie**, a Topeka settler and abolitionist from Indiana, at the Ritchie House, 1116 S.E. Madison Ave.

The event, slated from **3 to 5 p.m.**, is **free and open to the public**, but **donations are encouraged**. The **Santa Fe Band** will perform at **4 p.m.** and ice cream and water will be served.

According to the Kansas Historical Society, Ritchie was an abolitionist who moved to Topeka from Franklin, Ind., and helped settle the area. He was described as both an ultra-abolitionist and the radical of radicals. "He was an early pioneer," said George Bernheimer, SCHS past president. "He was active in Free State politics, working to have Kansas enter the union as a free state. He fought in the Civil War in a

Calvary unit, and afterwards was instrumental in assisting blacks who wanted to relocate from the South to Northern cities. He helped many relocate to Topeka and he was a strong proponent of equal rights for everyone, blacks and women. All of this, of course, was very unusual for a man of that time."

The event will also note the legacy of **Arthur Capper's birthday parties** for Topeka children. [Read the history of this event, below.]



above: **George W. Bernheimer as John Ritchie**
Photo by: **David J. Heinemann**

History: Capper Birthday Parties

Arthur Capper was born on July 14, 1865 in Garnett, Kansas. He married Florence Crawford, daughter of former Kansas Governor Samuel Crawford, on December 1, 1892. Before he began his political career, Capper worked his way up from typesetter to editor of the Topeka Daily Capital and owner of WIBW radio station. The Cappers' were unable to have children of their own so they sponsored activities for children. He established agricultural clubs that loaned money to students so they could start modest businesses. These clubs eventually merged into the 4-H movement. To benefit children with disabilities, Capper formed a foundation in Topeka in 1920. However, the event that reached the most children was the annual Capper Birthday Party on July 14.

The first party, which was called the Daily Capital Children's Day, was held in 1908. Over the years, this annual event was attended by thousands of children and by 1916 was called the Capper Birthday Party. Initially held at Vinewood, an amusement park in east Topeka, children could ride the street cars for free. Once they arrived at Vinewood, they received free tickets for the rides and an ice cream cone. It was said the lines for ice cream would be a quarter of a mile long and some children would get their ice cream cone and get right back in line for another one.

The parties were like a carnival with rides, music from the merry-go-round and the WIBW gang of musicians, and shouts and laughter from happy youngsters.

In 1912, the site of the party was moved to Garfield Park in North Topeka and fifteen to twenty thousand children attend each year. The final two were held at Ripley Park. The parties were held through 1950, with the 1951 party cancelled by the 1951 flood. Capper died on December 19, 1951. He had served as the 20th Governor of Kansas from January 11, 1915, to January 13, 1919. After two terms as Governor, he was elected U.S. Senator, holding that position from 1915 through 1949. He attended his public birthday party while holding these positions, missing only if he had to be in Washington, D.C.

"Arthur and Emily," were created by Melissa Kingman Rau and displayed at Capper's 90th Birthday celebration at Gage Park, July 14, 2011. Melissa molded hands and faces in ceramic clay. Body structures are of metal and wire mesh. The figures wear fabric clothing and real shoes.



I want to support:

- Heritage Education for kids
- Shawnee County Preservation
- Historical Programs/Lectures
- Bus Rental Grants for School Field Trip (to help make field trips possible)
- Ritchie House restoration and maintenance



\$ _____
 \$ _____
 \$ _____
 \$ _____
 \$ _____

I also want to renew my annual membership:

- General Membership \$35
- Patron Level Membership \$50
- Renovator Level Membership \$100
- Sustaining Level Membership \$150+

\$ _____
 \$ _____
 \$ _____
 \$ _____
Total \$ _____

Visa Mastercard Discover Credit Card _____ Exp. ____/____

Donate Online at <http://www.shawneecountyhistory.org/support-us>

Shawnee County Historical Society is a 501(c)(3) organization. FEIN 48-6141221 I wish to be anonymous

**New SCHS Members/
 Donors since June 1st**

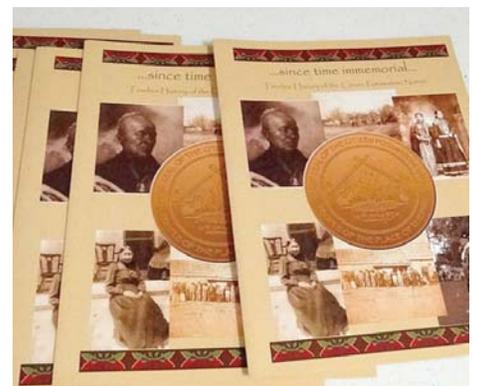
- Melvin Bruntzel
- Bill Cutler
- Brenda Dietrich
- Kate Fowler
- Anne Greitl
- Richard/Dorothy Hanger
- Jim/Kathy Maag
- L Morse
- Jerry Palmer
- Ritchie Patterson
- Bill Riphahn
- Mike Stubbs
- Elisabeth Suter

Coming: Road Trip

Join other Shawnee County Historical Society members in a **trip to Rossville on Thursday, September 13 at 6:30 p.m.** to learn about the **history of the Citizen Band Potawatomi.** **Jon Boursaw**, SCHS board member and tribal member, will be the speaker. We will meet in the **Citizen Potawatomi Nation Community Center.** The CPN Community Center is located on the east edge of Rossville near US-24. Directions to the Community Center follow: Turn south off of US-24 on Industrial Traffic Way (access road to Wehner's Grocery), then left on Nishnabe Trail, proceed east to parking lot in front of the Community Center. .



Photos here include **Jon Boursaw** and past SCHS events focusing on Citizens Band Potawatomes.





P.O. Box 2201, TOPEKA KS 66601-2201

*Lighting Freedom's Pathway;
Building Heritage Culture*

Mark Your Calendars **Society Events, July-December 2018:**

Historical Highlights

*July
2018*

- Jul. 22** Ice Cream Social - 3-5 PM Cox Communications Heritage Education Center
- Aug. 20** Board of Trustees Meeting - 5:30 PM Cox Communications Heritage Education Center
- Sep. 13** Tribal History Program - 6:30 PM Citizen Potawatomi Nation Community Center, Rossville
History of the Citizen Band Potawatomie by Jon Boursaw
- Sep. 17** Board of Trustees Meeting - 5:30 PM Cox Communications Heritage Education Center
- Oct. 15** Board of Trustees Meeting - 5:30 PM Cox Communications Heritage Education Center
- Nov. 19** Board of Trustees Meeting - 5:30 PM Cox Communications Heritage Education Center
- Dec. 9** Annual Membership Meeting - 2 PM Cox Communications Heritage Education Center

