

# Oklahoma Home of the Red Man



By BEATRICE STAHL

IN the pictorial map at the top of this page, Vinson Lackey of Tulsa has told two epic tales (both vital to Oklahoma history): the story of the red man's golden dreams, and the white man's dream of gold.

The third epic of how, later, black gold did come to enrich both the Indian and his brother, is barely hinted here. (See one tiny derrick far up in the Cherokee history.)

Lackey's story-telling map covers several decades of history with devotion of detail to that period between the Act of 1830, which made this area exclusively "red man's land," and the historic date of April 22, 1889, when the shot was fired that poured white settlers, by the galloping hundreds and thousands, into that section of unassigned lands, known as "Old Oklahoma."

Save this sheet and if, on some winter evening, you can lure an old Old-Timer into a talking mood, spread it out on the table before him. Then, while the same wind that whistled across the prairies rattles the branches of your own well-trimmed trees, the spirit of the Indian country will breathe it into life. It will cease to be a flat bit of paper.

Before you will lie wind-swept plains, rolling hills, blackjack woodlands and unspanned rivers. Across this land will bawl the long-horned herds, driven northward to be sold for gold. Westward through it will rattle stagecoaches and creak covered wagon wheels. (Gold in California, in '49.)

Red men will gallop over buffalo grounds in the annual hunt for winter food. On the hills ceremonial dances will honor ancient gods. Along the trails will seek trappers and traders. Outlaws will seek hidden caves. And into the wilderness to the northeast will struggle earnest churchmen bearing the white man's creed.

Headed toward the western outposts will canter troopers of the U. S. Cavalry, and into the open spaces will pour tribe after tribe of stranger Indians, driven from their own home lands to the north, east, south and west. Some will come by horse, some by rivers. But most will walk, leading sagging ponies, weighed down under their tribes remaining "all." The shoulders of children will bend under loads designed for their fathers, while the backs of their elders will carry the very old, the very young and the very sick.

And as you listen to the thunder of hoofs, the rattle of stages, the crack of gunfire, the shout of the hunt, or the creak of wagon wheels—penetrating all will be a long, low wail . . . Walking barefoot from the south and eastward, on bleeding, aching feet, will struggle the remnants of a cultured people—on the last lap of the Trail of Tears.

The map can tell a throbbing story of a west that was sometimes crimson, but never drab. Lackey, however, accompanies it with a brief, matter-of-fact statement, which reads:

"Prior to the Act of 1830, which made this area a part of the Indian Territory, it had been occupied by the Tawakonis,

Wichitas, Caddos, Wacos, Comanches, Kiowas, Apaches, Quapaws and Osages . . .

"It had been crossed by Coronado in 1541, visited by DeSoto the same year, and by La Harpe in 1719, claimed by La Salle for France and ceded to Spain (1763) . . . Ceded back to France in 1801, it was purchased by the U. S. in 1803 as part of Louisiana and placed under the jurisdiction of the Indiana Territory in 1804. . . .

"Then by a series of treaties the several tribes ultimately were settled as shown. "It was included in Arkansas territory in 1817, and part of it remained therein until 1828 . . . After the Kansas and Nebraska Act of 1854, it was the only remaining Indian Territory."

"Old Oklahoma" opened (for the purpose of white settlement) April 22, 1889: Pottawatomie and Absentee Shawnee reservation, Sept. 22, 1891; Cheyenne-Arapaho, April 19, 1892; Cherokee Outlet, Sept. 16, 1893; Kickapoo, May 23, 1895; "Greer County" autumn of 1896; Wichita and Kiowa-Comanche, autumn, 1901 . . . "No Man's Land" was opened by the "organic act" of 1890; Iowa and Sac and Fox lands, Sept. 22, 1891.

"The Dawes Commission, appointed in 1893, obtained agreements from each of the Civilized Tribes to accept individual allotments. The Choctaws, Chickasaws and Seminoles agreed in 1897, and the Cherokees and Creeks in 1900."

Today, when the state of Oklahoma numbers among its citizens nearly one-third of all the Indians in this country, few can picture these things: The strength of the "red man's world" found by Columbus—a two-continent Indian Territory, reaching from the Arctic to Cape Horn . . . The powerful tribes, roving free on vast prairies, of which Coronado wrote, "They are a kind people. They are faithful friends." . . . The chiefs of numerous small tribes, being treated by General Washington as though each were a mighty king, while the first president established the custom of dealing, always, by treaty.

Yet, none of the many threads that finger into the past, tax the credulity of the present day Oklahoman, like the tragic tale of how these lands, named the "Indian Territory" in 1830, became the last refuge of some three-score homeless tribes

This illustrated map of the Oklahoma country, or "The Indian Territory West of the Arkansas," was drawn by Vinson Lackey, one-time reporter on the old Oklahoma News. Lackey, who received his B.A. and B.F.A. degrees at OU, is rapidly becoming one of Oklahoma's foremost historians, by way of drawing pencil and paintbrush. He has just completed one series of 58 historical Indian paintings for the Thomas Gilcrease Foundation at Tulsa, and is beginning work on a new series. In this pictorial document—printed in honor of American Indian day which this year falls on September 27—Lackey has set forth several decades of authentic Oklahoma history, covering (in particular) that period from the formation of "The Indian Territory" (in 1830) to the opening of its several red men's nations and reservations for the purpose of white settlement. The Panhandle is not shown on the map because it did not figure to any extent in the state's history.

little more than a century ago. (Historian Grant Foreman names 60 tribes whose blood is still represented in Oklahoma, while less than half a dozen of these are native to this land.)

Oklahoma is Choctaw for "red people," or freely translated, "home of the red man." And such this ground was to become when tribes from the east and south were pushed back across the Mississippi to seek a home on lands, which (it was thought) no white man would ever want. Tribes from the north, west and southwest were made homeless by seekers for land and gold.

To list these tribes and tell their stories would be to fill a five-foot shelf with books you wouldn't believe anyway. No more pathetic chapter would be there than the story of the Quapaw Indians, once owners of vast lands south of the Arkansas (which included much of present Oklahoma). These lands (30 million acres) they sold to the government by treaty for \$1 per thousand acres—one-tenth of one cent per acre.

Later, by another treaty, they were divested of remaining lands and removed to Red River lowlands. There they planted three times the first year. The first two plantings were flooded out, the third died in drought. Their only remaining food being a meager supply of fish, 60 of the tribe actually starved to death. Young women were found in the agonies of death, one with a live baby tugging at her breast—a dead child by her side.

The whole sad story of the thousands of immigrant Indians, converging from a score of states, is best illustrated by that part of the Southern exodus, called the Trail of Tears. This saga of the spectacular moving of some 60,000 human beings from the lands of their ancestors is a tale of human suffering beside which the anguish of the exiled Arcadians pales.

Prior to 1830, the Five Civilized Tribes

(Choctaw, Creek, Chickasaw, Cherokee and Seminole) prospered and grew in culture in Georgia, Alabama, Florida and neighboring states. Gold was discovered in 1829 in the Old Cherokee Nation in Georgia. The state promptly claimed the land, and all gold and silver therein. That same year, Andrew Jackson assured assembled tribal leaders that the land of "the Indian Country," to be given them out west, should remain theirs "as long as the grass grows and water flows."

Jackson had an axe to grind. He'd been elected to the presidency in 1828, partly upon a plank in his platform promising the Indian removal. In due course, treaties were signed by various means that would have given Washington's peruke a permanent wave. A letter written by Jackson, still on file in the library of congress, says plainly: "We were compelled to promise to John Doe (and others) the sum of \$1,000 (each) to stop (their) mouths."

No one need write the rest of the story. Just open the record anywhere, and read what was jotted down by men who walked the Indian trail, 116 years ago.

William S. Colquhoun, special agent in charge of part of the Choctaw immigration, wrote, Dec. 10, 1831: "The weather is colder now here than ever known before and the rains have been incessant. The (boat) which I intended for Little Rock put the Indians out at the Post . . . This error has thrown together . . . about 2,300. I understand they have no other means of transportation than 40 wagons and the roads are impassable . . . The party (just arrived) . . . are a wretched set of beings nearly naked and have marched the last 24 hours through sleet and snow barefooted. If I could have done it I would have given them shoes."

About a thousand of the Choctaw emigrants tried to make their way through the swamps to Louisiana, and became lost in a wilderness of ice and snow. One of the

rescuers who kept a diary, said he "saw a hundred of their horses standing up in deep mud, frozen and stark dead."

Capt. John Page, in charge of 630 Creeks, Dec. 1834, wrote: "We were up every morning by 4 o'clock let the weather be what it would . . . and worked hard and suffered much from day light until sun down to get six and sometimes ten miles. It rained, snowed and hailed almost every day and freezing at the same time."

"We were compelled to thaw the tents and blankets before we could roll them up to put them in the wagons in the morning. The children and sick Indians had to go in the wagons on top of their baggage and to prevent them from freezing we were compelled to have fires along the road and take them out and warm them, dry their blankets . . . and replace them again in the wagons."

"Strict attention had to be paid to this or some must inevitably have perished and there was continued crying from morning to night with the children. I used to encourage them by saying the weather would moderate . . . and it would be warm, but it never happened."

Capt. J. T. Sprague, in charge of another party of Creeks, of whom 29 died on the way, jotted down that "with nothing more than a common cotton garment thrown over them, their bare feet exposed to ice, to sleet and frozen ground" they made futile pleas to him to clothe their nakedness—while he "could do nothing."

The diary of an officer with a group of Chickasaws tells of terrible days in the swamps, when their wagons bogged down and broke apart under the awful strain; and 70 or 80 ponies, exhausted by their struggles through the mud were left dead—stuck in the mud. In their extremity, those who finally reached Little Rock were induced to continue by steamboat and, thereby, found a variation of misery. Smallpox broke out on the Itasca, and when the boat reached its destination 500 of the Indians had died.

Apparently, but one man on the Chickasaw trek had any good out of the journey. Capt. Gouverneur Morris (grandfather of the author) found a sure cure for the headache. He learned to catch a garter snake and coil it inside his hat—a practice continued throughout his lifetime.

Many of the wealthy Cherokees moved of their own accord on their own wide-bottomed flatboats, taking their treasures and slaves, when the state set up a lottery under which white people were permitted

to take chances and draw for themselves the homes of these cultured people. But those who refused to believe such a calamity had befallen, those who fled and hid, were ferreted out by soldiers and driven westward by herds.

Journals of many pages detail their story. One churchman, writing at the Moravian mission reported: "We were disturbed by the arrival of a company of soldiers with 200 poor prisoners, Indians, soaked through by the rain, whom they drove through the Chickamauga river like cattle . . . It was pitiful to see the poor folks, many old and sick, many little children, many with heavy packs on their backs, and all utterly exhausted. In the confusion, some had left behind their children . . . other children had run away from their parents in terror."

On June 10, the Moravian brother wrote again: " . . . (another) company of soldiers passed, with a large party of prisoners, and in spite of the rain they drove them before them like cattle."

This was the "human cattle drive" on which 4,000 Indians perished—the Cherokee "Trail of Tears."

Last to move were the Seminoles, who put up a fight for the swamps and hummocks of Florida which they called "home." So bitterly did they defend their right to the dank and moss-grown land, which held the bones of their fathers, that it cost the government \$20 millions in money and the lives of 1,500 soldiers to dig them out, put them in chains and ship them west. Historians say some killed their young children, lest the feeble cries of starving babies reveal family hiding places.

With the passing of years more enlightened treatment came from the successive "Great White Fathers" in Washington. By the turn of another century, members of the Five Civilized Tribes had accepted individual allotments of ground. Schools were built, hospitals provided, agencies improved. Lands were cultivated, cattle increased and oil came.

Yet, today, the red man's problems are manifold. In little more than one generation the Indians of Oklahoma have lost 27,000,000 of the 30,000,000 acres of land they once owned. And when the "White Fathers" in Washington heard the cry of economy after World War II, that economy began with the Indian services. They

(Continued on page 12, this section)



## Truck Drivers To Compete In Fair Road-eo

C. M. Bozeman is 38 years old, and has been driving trucks almost half his life. In 16 years behind the wheel of commercial motor carriers he has logged one and one half million miles.

For the past 10 years he has driven for Lee Way Motor Freight. For them he has pushed a big tractor-trailer 850,000 miles without a serious accident.

Sunday he and a group of other Lee Way drivers will have a contest. The winner will drive in the Associated Motor Carriers of Oklahoma 1947 Truck Road-eo September 24-25 at the State Fair.

**Two Lines Compete**  
Two motor carrier lines in the city are having contests among their drivers for the distinction of competing in the state contest. Others have chosen drivers on their record, or by vote of the drivers themselves.

Whoever the contestants, these things are assured: they have been driving for their company for at least one year; they have driven the equipment in which they compete for at least two-thirds of that time; and they have driven for that year without a chargeable accident.

Already 33 drivers have been entered in the contest. Two more will be chosen in the inter-company contest held Sunday at Lee Way and Sooner Freight Lines.

**Expenses to Los Angeles**  
The winners of the two-day contest at the fair will get an all-expenses-paid trip to Los Angeles, where they will compete in the national American Trucking association contest.

The Oklahoma contest will be divided into three classes. One, the Oil-field class, is a special contest held only in this state. It is not recognized at the ATA national Road-eo. Winners of the oil-field contest will receive \$150 first prize, \$75 second prize, and \$35 for third place.

The tractor and semi-trailer class and the straight truck class are the nationally recognized divisions. In the Road-eo here next week winners of the tractor-trailer class will get a cash prize of \$150. First prize money for the straight truck class is \$100. Other cash prizes in the two divisions here are: Tractor-trailer—second prize, \$75; third prize, \$35. Straight truck—second prize, \$50; third prize, \$25.

**Cash Prizes Offered**  
At the national contest, where winners of the two classes in each state holding a Road-eo this year will compete, the first prize is \$50 a month for 12 months. Second prize is \$30 a month for a year, and third prize is \$20 a month for the same period.

The Road-eo consists of three parts. First drivers must pass a physical inspection, in which they are graded on their personal appearance. Second they take three written examinations on safe driving rules, the trucking industry, and first aid. Third are the field, or driving, tests.

The field tests will be the big drawing card for spectators at the Road-eo held at the state fair here. In them the driver demonstrates his ability to inspect his vehicle; maneuver through a narrow space; back up to a dock in a narrow alley; park parallel to the curb; drive down a line of stakes; and put out a fire.

Added difficulty is given the tests



More than 35 Oklahoma truck drivers, each representing his company, will compete in the Associated Motor Carriers of Oklahoma 1947 Road-eo at the State Fair Sept. 24-25. C. M. Bozeman, 2216 NW 11, will compete with other drivers of his company Sunday to choose the man to drive in the Road-eo for Lee-Way Freight Co. Because of the name of the truck drivers contest, Bozeman tries on his spurs for size.

by the equipment used. At the beginning of the contest new equipment is parked on the field. None of the drivers has ever driven the trucks in which he will compete.

In the case of tractors and trailers, the tractors will be parked in a line, and the trailer parked some distance away. The driver must drive to the trailer and hitch it up as part of the test.

Trucks of all makes will be provided on the line, so drivers may pick out the one they wish to drive in the Road-eo. Then they take the field tests in a strange vehicle.

The oil field contest, special Oklahoma attraction at the Road-eo, will require drivers to demonstrate their

## State Business Is Tabulated

NORMAN, Sept. 20—(Special)—How's business in Oklahoma?

The University of Oklahoma's bureau of business research has been answering that question for those who are interested for 19 years. The information supplied by the bureau in its monthly publication, "The Oklahoma Business Bulletin," is based on scientific, unbiased studies made by a staff of faculty members and advanced students in the OU college of business administration.

Sent free to those who ask for it, the publication which carries a summary of business conditions not only in Oklahoma but also in adjoining states now has a mailing list of 1,200. The circulation jumped from 800 in only five months and still is growing.

One new feature of the publication is the use of summary tables comparing the previous month's business changes and those occurring in the first six months of the year with the same periods a year ago. Charts also are used to outline trends.

Francis R. Cella, director, explains that the bureau attempts only "to interpret general business trends and to show what's happened in various fields and the factors behind the changes."

Part of the bureau's information, ranging from postal receipts to building permits, is gleaned from reports of federal and state agencies, railroads, banks, department stores, and chambers of commerce. The U. S. department of agriculture, for example, provides data on prices, marketing and farm cash income.

## Everyone Is Late Except Dr. Stork

ARKANSAS CITY, Kan., Sept. 20—(Special)—The stork beat Mrs. Homer G. Cox, 518 North A street to Mercy hospital.

A son, Jerry Lynn, was born in the car bringing Mrs. Cox to the hospital as it reached the parking lot in the rear of the building.

Mrs. Cox and her mother, Mrs. Raynes, who was driving, had been to Geuda Springs to bring Mrs. Cox's other two small sons home.

The hastily summoned physician also was late.

Both mother and baby were reported to be doing nicely.

## Baptist Pastor Takes New Place

DUNCAN, Sept. 20—(Special)—Rev. Thomas F. Glosup, superintendent of missions in the Mullins Baptist association since February, will become associate pastor of Immanuel Baptist church here, Rev. J. C. Dodson, pastor, announced.

A former school teacher in Texas, Rev. Glosup attended Decatur Baptist college, Decatur, Texas, Baylor university, Waco, and Southwestern Seminary, Fort Worth.

Before coming to Duncan he was pastor of several churches in Texas. His first Oklahoma pastorate was in Hastings. From there he went to Chattanooga, and later was superintendent of missions in Bryan county before being elected a general missionary of the Baptist general convention of Oklahoma.

## Alert Wife Aids Sheriff in Case

CHEROKEE, Sept. 20—(Special)—Alfalfa county Sheriff Ted Guffy had two young burglary suspects behind bars here this week, but most of the credit goes to his wife.

Mrs. Guffy heard highway patrolmen give the sheriff a description of two boys in Springfield, Mo., for burglary.

The next day at Nash, about 30 miles east of Cherokee, she saw a pair of hitchhikers enter a car. Noticing that their descriptions tallied with those of the hunted youths, Mrs. Guffy took down the license number of the car, which headed west toward Cherokee. Then she went to a telephone and called her husband.

When the car stopped south of Cherokee and the two boys got out, Sheriff Guffy and his deputy were on hand where they are being held for Missouri authorities.

## Dormitory Elects

NORMAN, Sept. 20—(Special)—Dick Boulton, Rochester, N. Y., has been elected president of Worcester house, men's dormitory at the University of Oklahoma. Other officers are Don Hamilton, Tulsa, vice-president; Bill Furgerson, Calvin, secretary-treasurer, and Brown H. Sanderson, Marianna, Ark., athletic chairman.

## State Man Writes Of Jap Prison Life

ARDMORE, Sept. 20—(Special)—Col. William C. Braly has written a book about his experiences in a Jap prison camp after the fall of Corregidor.

Col. Braly formerly lived in Ardmore. He is the husband of Verna Eddleman, whose father, Lex Eddleman, was a pioneer judge of Love and Carter counties.

## THE ART OF BEING WELL DRESSED . . .



begins with the art of fine tailoring, developed to a high degree in our custom-made suits for men. Let us tailor a suit to your requirements, in the style and fabric of your choice. Finest domestic and imported woolsens to select from.

**MORT RANDELL**  
FINE TAILORING

207 North Robinson (Downstairs)

## World's Most Wanted Car Heater Heats Hot in 90 Seconds For Quick Comfort

We hop in the car to go to the store, and before you know it our South Wind fills the car with hot heat!



**'HOT HEAT IN 90 SECONDS!'**

"By gosh, I'm just out of the driveway heading for work and my South Wind is really blowing out hot heat! That's real 'drive-away' comfort!"

**'HOT HEAT IN 90 SECONDS!'**

"My Mommy never bundles me all up when we go shopping or to the movies. Our South Wind makes the car so warm so quick!"

Over 2,000,000 users say—South Wind is the buy! Creates its own heat so fast, folks call it "drive-away" comfort. No wait for engine warm-up. Burns fuel from the carburetor in a patented sealed metal chamber. Fumes go out exhaust. Easy to install. Fits any car. Get your South Wind, with or without defroster—today.

Only gasoline car heater proved by over two million users. Bears Underwriters' Laboratories safety seal.

**\$2975**  
plus installation

# South Wind

REG. U. S. PAT. OFF.

## 90-SECOND CAR HEATER

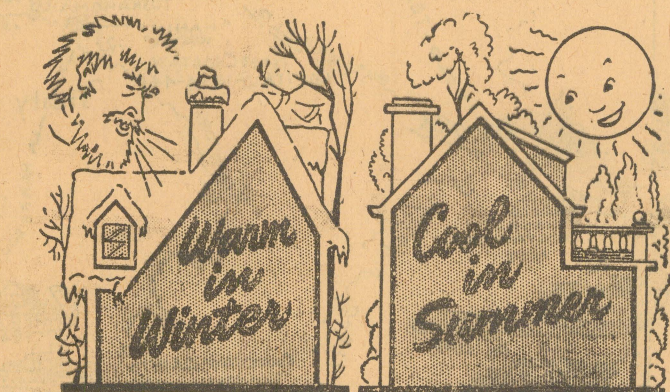
It's here! New South Wind "Custombuilt." A luxury heating and ventilating system proved in aircraft, now ready for your car. Provides living room comfort front seat and back... healthful freshness with complete change of air every 60 seconds... modulating type automatic heat control like the most modern home heating plant. Installed under the hood, quiet and out of the way. \$99.50 plus installation. See your dealer.

Another Product of  
**STEWART WARNER**

**SOLD BY AUTO SUPPLY STORES, CAR DEALERS, GARAGES AND SERVICE STATIONS**  
If your dealer cannot supply you, phone or write

**THE ALEMITE CO. OF OKLAHOMA—DISTRIBUTORS**  
1232-34 South Detroit Avenue, Tulsa, Oklahoma  
23 North Western, Oklahoma City

## DOUBLE SAVINGS DOUBLE RESULTS!



**EAGLE INSULATION GIVES YOU . . .**

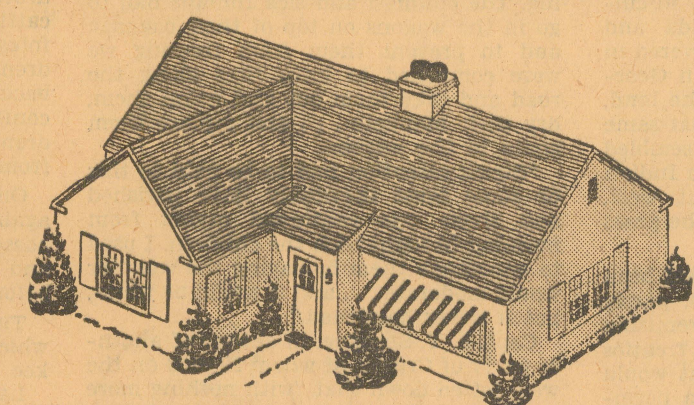
SAVINGS IN \$\$\$ WHILE GIVING YOU

**... YEAR-ROUND-COMFORT ...**

Eagle-Picher Insulation saves up to 40% on fuel bills thus paying for itself, yet reduces summer heat as much as 15 degrees. It is fire proof, moisture proof, vermin proof, does not settle or pack and is a lifetime, permanent investment. It is pneumatically installed by our expert workmen.

CALL US TODAY FOR FREE ESTIMATES

**PHIL READ Company**  
OKLAHOMA'S First HOME INSULATOR.  
1224 N. OLIE Ph. 2-2633



**PUT HOME OWNERSHIP ON A NEW BASIS Now!**

Perhaps your present mortgage can be rearranged to reduce your monthly payments . . . or to hasten the day when you will own your home, free and clear! Why not investigate the opportunities offered by current low interest rates?

**THE MUTUAL LIFE INSURANCE COMPANY of NEW YORK**  
**OKLAHOMA MORTGAGE CO., INC.**

... Mortgage Representative ...

814 Hales Bldg. Phone 3-0384

Mail the coupon for full information. No obligation.

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

Amount due on present mortgage \_\_\_\_\_

**SEE IT AT THE FAIR**

**LIBERAL ARTS SOUTH**

"AN OKLAHOMA PRODUCT"

- ★ Installed on outside, operates from inside
- ★ Budget plan available, if desired
- ★ Prompt installation

"For Your Comfort and Protection"

**Air-o-Blind METAL AWNINGS**

**BROWN MANUFACTURING CO.**  
DIAL 3-3555 2-3400 1940 LINWOOD OKLAHOMA CITY

**MELLO-GRAY Keeps Step**

with the modern functional design of

**ART METAL OFFICE EQUIPMENT**

advantages of the new Art Metal Mello-Gray finish

1. It is an attractive eye-pleasing color—a warm gray that harmonizes with any desired color scheme of walls and floor covering.
2. ART METAL Mello-Gray is dark enough in tone to withstand ordinary usage without extra cleaning.
3. It has a high reflectance value which means that it does not absorb useful light.
4. It is essential for use with modern, improved office lighting where the old dark colors would create too high a contrast with the work.
5. Other equipment in use is easily re-finished to match ART METAL Mello-Gray.
6. It is a superior finish having a higher adhesion rating than any pre-war finish regardless of color. That means, of course, that it is more durable, more resistant to accidental damage. It wears better and it wears longer.

3, 4, & 5-Drawer Filing Cabinets

Your choice of the new Mello-Gray or Olive Green finish.

4 drawer File — letter size — 60<sup>00</sup>  
4 drawer File — legal size — 71<sup>25</sup>

Mello-Gray or Olive Green files available for immediate delivery.

**WESTERN BANK & OFFICE SUPPLY COMPANY**

Local Phone 205, 207, 209 West First Street Long Distance 3-5353 Oklahoma City, Oklahoma 673

**SOONER PAINTS**  
Paint THE SOUTHWEST Sooner

**Save 1/3 ON PAINT**

**Buy at the Factory**

- HOME OWNERS
- FARMERS
- CONTRACTORS
- INDUSTRIAL USERS

Sooner Paints are of finest quality—highest in opacity, coverage and durability. You SAVE 1/3 because you buy at the factory. The Sooner Line is complete. All items are as attractively priced as those below. Come in or order by mail. Mail Orders Prepaid on 4 gals. or more. Send check or money order.

**Outside White**  
Per Gal. in 5's \$385  
\$3.90 in ones  
Pure Titanium, Lead and Zinc

ROOF STAIN \$120  
Per gal. in 5's  
\$12.50 Per Gal. in Ones

FLAT WALL PAINT \$265  
Per Gal.  
AA WHITE ENAMEL \$395  
Per Gal.

ALUMINUM PAINT, regular or super chrome finish, per gal. \$295  
PRIMER, SEALER and ENAMEL UNDERCOATER, per gal. \$295  
RED BARN PAINT \$180  
Per Gal. in 5's

We guarantee Sooner Paints to be first quality paints, manufactured of finest materials by scientific formulas and under careful supervision.

See Us at the State Fair  
Sooner Paint Exhibit is at Space 25, Liberal Arts Bldg.

---Mail Orders Shipped Prepaid---  
Fill in Coupon—  
Orders Sent Same Day Received  
Please ship me at once—gals.

at \$\_\_\_\_\_ for which I enclose check or money order in the amount of \$\_\_\_\_\_. (Include 2% Sales Tax.)

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

**Sooner Paint Mfg. Co.**  
106 N.W. 6th St., Okla. City 3