

RESOURCE PROTECTION PLANNING PROJECT
PATTERNS OF WHITE SETTLEMENT IN OKLAHOMA, 1889-1907

REGION FIVE

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The purpose of this study is to provide a historic context for the interpretation of white settlement patterns in Oklahoma. While one cannot overlook the significant role of Indians, Blacks, and other ethnic groups in populating and developing the state, their contributions merit separate attention. This work, therefore, focuses on the conditions, stimuli, and processes that determined rural settlement and urban development in the state between 1889, when the area was opened to white settlement, and 1907, when Oklahoma was admitted to the Union.

Prior to the Civil War, the United States government set aside the present state of Oklahoma as an Indian preserve. Only those white people who married Indians or who obtained special permits would be allowed to reside legally on tribal lands. In the 1820s and 1830s, the Five Civilized Tribes--the Cherokees, Choctaws, Chickasaws, Creeks, and Seminoles--were forced to cede their territory in the Southeast in return for land in Oklahoma. Fierce nomadic tribes, however, controlled the western plains, and the Five Civilized Tribes settled only the eastern half of the region. The Indian custom of holding land in common, which persisted in Oklahoma, allowed each individual to exploit the amount of tribal land that suited his interests. While the full bloods kept to themselves on small subsistence patches, mixed bloods and adopted whites

operated farms, ranches, and plantations that often encompassed thousands of acres. The traditional Indian town, previously a communal center with adjacent common fields, declined in Oklahoma. Settlements functioned as trade, political, or educational centers, but they did not contain significant concentrations of population.

During the Civil War, the Five Civilized Tribes allied mainly with the Confederacy. As a penalty for secession, in 1866 the federal government forced them to accept new treaties that hastened the demise of Indian isolation and ultimately precipitated the opening of their land to white settlement. Among the provisions of the new agreements was the requirement that the tribes cede large portions of their western territory, upon which the United States would relocate other tribes, and the stipulation that they grant railroad rights-of-way across their domains.

During the 1870s and 1880s, railroad corporations constructed lines through the territory that facilitated the exploitation of natural resources in the Indian nations, provided greater access to regional and national markets, and stimulated increased agricultural activity. (For further information on the construction of railroads in Oklahoma, see the transportation historic context.) Section points along the rail lines became commercial and distribution centers and fostered the establishment of towns. Vinita, Miami, McAlester, Atoka, Durant, Ada, and Ardmore became significant railroad towns, service centers,

and the foci of areal agricultural development. The expansion of the rail facilities spurred the development of valuable bituminous coal deposits in Indian territory, principally in the Choctaw nation. Attracting thousands of workers, mining towns such as South McAlester, Krebs, Coalgate, and Lehigh comprised some of the most important population clusters in the Indian territory.

Concomitant with rapid economic development after 1870 was the dramatic increase in the number of white residents in Indian country. At first, most apparently obtained the required permits and engaged in legal activities. Many, however, were illegitimate "intruders." In 1889, the agent in charge of the affairs of the Five Civilized Tribes estimated that in a population of 175,000 there were 108,000 white residents, including 35,000 intruders. The number of illegal residents continued to rise in subsequent years and intensified the pressure upon the federal government to open Indian lands formally to white settlement.

During the 1870s, a rising tide of farmers, speculators, and businessmen streamed into the American West. A growing number of whites viewed land in the Indian territory as the last frontier and increasingly demanded the opening of the Unassigned Lands to white settlement. Many "boomers" refused to wait for official government sanction, organized colonization schemes in neighboring states, and carried out invasions of the Unassigned Lands

in defiance of federal authorities. Although the "boomers" failed to establish any permanent settlements, their encampments at locations such as those on the North Canadian River at the site of present-day Oklahoma City and on Boomer Creek near Stillwater did attract many settlers after the area was opened. The publicity that attended their activities, however, helped make the Oklahoma movement a national issue.

Events in the 1880s significantly advanced the boomers' designs. In 1887, the Santa Fe completed a line from Kansas to Texas directly through the Unassigned Lands. The company established station points at approximately ten-mile intervals, making such places as Alfred, Guthrie, Edmond, Oklahoma Station, and Norman prime future townsite locations. In 1889, the government of the United States acquired final title to the nearly 2,000,000 acres in the Unassigned Lands and authorized the president to open the area for white settlement. Because the number of expectant settlers far exceeded the approximately 12,000 sites available, the Department of Interior devised a procedure to give each person an equal chance--a land run. When the cannon blasts signalled the beginning of the run at noon on April 22, 1889, an estimated 60,000 people raced to stake a claim. By late afternoon, nearly all the land had been claimed--frequently by several persons. Almost as rapidly, urban clusters at Guthrie, Oklahoma City, Kingfisher-Lisbon, Orlando, Lexington, Crescent, and

stage line crossing southeastern Indian Territory only lasted from 1858 to 1861, it was the first commercial route through the region, and also brought mail into the territory. Though the stage company abandoned the road in 1861, it continued to be maintained and after statehood became part of the state's road system.

Even before the Civil War there were cattle drives north through Oklahoma using the Texas Road. However, after the Civil War a glut of cattle in Texas and high prices for beef in Chicago caused more cattle trails to be blazed north from Texas to Baxter Springs, Missouri as well as Wichita and Dodge City, Kansas, where they would be shipped by rail to Chicago. The earliest of these trails was the Shawnee cattle trail. The eastern fork of the Shawnee Trail was the Texas Road, which went through eastern Oklahoma through Baxter Springs to Saint Louis, Missouri while the western fork of this trail turned northwest to reach Wichita. The most famous of these trails was the Chisholm Trail, which ran through central Oklahoma and split into two routes in Kingfisher County to take cattle to either Dodge City or Wichita. The Great Western Trail passed through western Oklahoma en route to Dodge City, once acclaimed the cow capital of the world. This period of great cattle drives only lasted about twenty years, and died out when rail connections pushed through Indian Territory to reach Texas. As a result, the cattle trails passing through Oklahoma lost

much of their traffic, but were still used as roads through Indian Territory and for local drives by the region's cattlemen.

The Reconstruction Treaties of 1866 forced the Five Civilized Tribes to permit railroads to cross Indian lands and in so doing precipitated a transportation revolution in Indian Territory. The most obvious change was an exponential increase in carrying capacity which altered agricultural practices by allowing more residents to raise cash crops. In addition, the railroads created towns such as Vinita, South McAlester, Ardmore, Ada, and Durant to manage their operations, and whites gravitated to these towns in unprecedented numbers. The Indians could not control this growth, which diluted their power and resulted in the destruction of Indian sovereignty. Once the Indians lost their self-government, Oklahoma and Indian Territories united as the state of Oklahoma in 1907.

After 1900, once the allotment of Indian lands was underway, towns like South McAlester could incorporate and achieve independence from Indian governments. This allowed towns to levy taxes and bonds, and in larger towns one of the early investments was for an interurban, also known as a traction company. These enterprises, financed by the towns and built by companies outside of the territory, ran trolleys both within towns and between a larger town and its suburbs. These companies in many ways resembled railroads, but their

significance was of a more local nature. Traction companies were the first mass transit facilities in Oklahoma's towns and signified a certain level of urbanization. Connecting a larger town with the smaller townships surrounding it, interurbans were the beginning of commuter life as we know it today. These facilities increased the effective radius of goods, services, and people on a local level and helped to change the social life of towns.

Concomitant with the advent of traction companies in the larger towns was the construction of section roads throughout what is now known as Oklahoma. In this instance, it was settlement that improved transportation and not vice versa. When Indian lands were allotted and Oklahoma Territory surveyed for settlement, blocks of land one mile on a side constituted the main land measurement, a section. Roads followed the section lines and small towns, usually little more than a post office and a general store, sprang up. The location of these small towns was significant, for they had to be spaced close enough to permit a farmer and his wagon to reach the town, conduct business, and get back to his farm in one day.

The state highway system provided the final embellishment to the developing transportation network in Oklahoma. The state highway system began in 1910 with the creation of a state agency to oversee roads in the state. However, by 1915 this office was still not directly responsible for any roads

in the state; it only served to police county activities. After World War I federal money became available for road construction and highway mileage increased dramatically. Such mobility meant that a rural resident had more immediate access to the goods and services in towns, and helped to bring about the end of many small towns whose existence was justified by the limits of animal powered vehicles. This sort of personal mobility also allowed the Okie exodus to take place during the Great Depression. On a national scale, the spread of fast, personal means of transportation would have an unimaginable impact on the social, cultural, and economic milieu of the nation. We are living with its effects today.

REGION FIVE

Transportation has had a long history in the ten counties of south-central Oklahoma that comprise region five. From Spanish trails in the 1700s to the oil boom of the 1920s, advances in transportation have fostered the continual development of region five. Among the major factors in the growth of the region's transportation networks were waterways, early roads and cattle trails, railroads, and the oil industry. Together, these events influenced commerce, industry, and the settlement of south-central Oklahoma.

Waterways, primarily the Red and Washita Rivers, were among the first transportation networks in region five. In the eighteenth and early nineteenth centuries furs were the primary export of what is now Oklahoma, and French traders ascended the Red River on rafts and in canoes to trade with tribes in western Oklahoma. After the United States' purchase of the Louisiana Territory in 1803, which included most of Oklahoma, American traders also used Oklahoma's rivers to trade with the Indians. Later in the 1820s a new means of transportation came to southern Oklahoma's waterways, the keelboat. This craft, which had been used on the Mississippi River for some time, was between sixty and seventy feet in length with a thirty inch draft and a load capacity of ten to twenty tons. These vessels navigated the Red River west through region five and ascended the Washita River to Keokuk Falls in Seminole county, thus aiding in the expansion of commerce with the Plains Indians of western Oklahoma.

In 1828 the first steamboat, The Facility, plied the waters of eastern Oklahoma. Steamboats could not yet ascend the Red River into region five though, due to a massive log jam down river called The Great Raft. During this time treaties were being negotiated to move eastern tribes to their new homes in Oklahoma, then called Indian Territory. The United States ceded territories that included region five to the Chickasaws and needed to improve transportation to

their new lands. To this end army engineers removed the Great Raft in 1838, which allowed shallow draft steamboats to ascend the Red and Washita Rivers.

These waterways, which facilitated early commerce and later settlement of the region by the Chickasaws, affected the economic orientation of the region as well. New Orleans was the destination for most of Oklahoma's early exports, and this long commercial relationship with southern ports continued with the arrival of the Five Civilized Tribes, who were slaveholders. Wealthier Indians created plantations in Indian Territory and grew cash crops such as cotton, which steamboats carried down the Red River to markets in New Orleans. This helped to further cement ties between Indian Territory and the South, and were later a factor in the Tribes' siding with the Confederacy in the Civil War.

Overland routes also had a long history in region five. The earliest road that entered the region was known as the Great Spanish Road to the Red River and was used by Spanish traders in the 1700s to reach Indian villages on the Red River. This trail entered Oklahoma in Roger Mills county and travelled in a southeasterly direction to Jefferson county, where it followed the Red River to its confluence with the Washita. Another early trail through region five linked Edward's Post situated northeast of region five to the Red River. Plains Indians took this path to trade their furs at Edward's trading post, which he then marketed at Fort Smith.

Military roads were among the earliest of the overland transportation routes Americans built through region five. The earliest of these roads, built in 1834, stretched from Fort Washita to Fort Gibson. Part of this road, which supplied dragoons operating out of Fort Washita, curved through Johnston, Ponotoc, and Seminole counties on its way to Fort Gibson in the Cherokee Nation. In 1850, one year after the discovery of gold in California, the army ordered the construction of Fort Arbuckle to protect gold seekers who passed through Indian Territory on their way west. This post, situated near the present town of Davis, lacked a supply road though, which led to the construction of a short trail that connected the new post to the Fort Gibson-Fort Washita Road one year later. In 1859 a road west also connected Fort Arbuckle to the newly constructed post of Fort Cobb in western Oklahoma.

The road that Fort Arbuckle protected was the most popular route west before the transcontinental railroad. The California Road, blazed in 1849, connected Fort Smith, Arkansas to San Francisco and crossed the northern section of region five. The orientation of this road as well as others, east-west, was indicative of the settlement patterns and population movement in Indian Territory prior to the Civil War. Taking goods and people where rivers could not, these paths west facilitated the development of Indian Territory and helped to extend the federal government's influence ever

west.

After the Civil War, innovations in transportation continued with the blazing of cattle trails north through the Chickasaw Nation. During the Civil War, Texas cattle had overpopulated while beef grew scarce in the North. After 1865 these conditions caused Texas cattlemen to blaze trails to rail heads in Kansas where their cattle could be shipped to northern markets. The only cattle trail that passed through region five was the West Shawnee Cattle Trail, which crossed the northeast corner of the region en route to Wichita, Kansas.

The West Shawnee Cattle Trail brought wealth to the Chickasaw Nation and also aided in the development of the range cattle industry in the region. The Chickasaws placed a number of conditions on the use of cattle trails that passed through their lands, which provided the tribe with a substantial source of revenue. Among these expenses were the purchase a permit for each cowboy crossing the Chickasaw Nation, grazing fees, and a head tax on every animal grazing on Chickasaw lands. Some Chickasaws also capitalized on the opportunities in the cattle industries and appropriated large areas of the tribal domain on which they raised their own herds.

The traffic on the cattle trails diminished as railroads pushed through Indian Territory. The advent of railroads in Indian Territory was a result of peace treaties signed in

1866 between the Five Civilized Tribes who sided with the Confederacy and the victorious northern forces. Apart from ceding large sections of their lands to the United States and abolishing slavery, these tribes had to permit the passage of railroads through their territory. Though the railroads brought industry and wealth to the region, they also introduced increasing numbers of whites to Indian Territory. The increasing white presence in Indian Territory brought about by the railroads, a condition inseparable from the railroads themselves, eventually resulted in the settlement of region five by whites and the destruction of tribal governments.

The first line through region five was the Gulf Coast and Santa Fe, a Santa Fe affiliate. This railroad, which crossed the Chickasaw Nation in 1887, was of special significance to the history of Oklahoma for it brought homesteaders to the Unassigned Lands for the land run of 1889. The Chickasaws, who could not resist the passage of this railroad through their lands, demanded that the division headquarters of the railroad lie in the Chickasaw Nation. Purcell was the chosen site, and benefitted greatly from railroad business. Other towns owed their existence to the railroad. To provide a stop to refuel and change crews, railroad managers platted the townsites of Ardmore, Marietta, Ringling, and Healdton. These towns, like others with a rail connection, became regional commercial centers as a result of their transportation links.

While the railroads aided in the commercial development of region five, they also brought great numbers of whites into the region. Most of the towns in the Chickasaw Nation, and in particular railroad towns like Ardmore and Purcell, had a predominately white population. These non-citizens resided in Indian Territory at the pleasure of the Chickasaw government, and could be evicted as intruders if they did not renew their permits to stay and conduct business. The railroads that brought these people into the region realized that if the area was opened to white settlement their business would expand, and together with the territory's white residents lobbied Congress for white settlement of the region. Their efforts eventually succeeded, and in 1907 Indian Territory became a part of Oklahoma, the forty-sixth state.

The urbanization that resulted from the railroads created a need for better transportation within cities, which resulted in the construction of trolley lines. Such an enterprise, essentially an urban rail network, required a substantial investment which only a few towns in Oklahoma could afford. In region five, only the major railroad towns of Ardmore and Shawnee had such a public transit system. Before automobiles became popular these lines were important to transportation within or between towns. In Ardmore, the Ardmore Traction Company operated between 1906 and 1922. The Shawnee-Tecumseh Traction Company, started the same year,

lasted but five years longer. Both services, originally created to address the transportation needs of a town's citizens, encountered financial difficulties and eventually dissolved as automobiles became more available to the general public.

Also in 1906 the first exploration oil wells sunk around Ardmore produced both gas and oil, which benefitted region five with a boom both in industry and transportation. The Healdton Field east of Ardmore proved to be one of the largest single pools discovered in Oklahoma. In 1923, seventeen years after the first well in the Healdton Pool blew in, R. H. Smith's Betsy Foster No. 1 oil well came in two miles southeast of Wewoka, which inaugurated the opening of the Greater Seminole Oil Field. The Healdton and Greater Seminole fields, located on what were once Chickasaw and Seminole lands, made Oklahoma the leading oil producing state in the 1920s.

However, existing transportation facilities could not keep up with production. John Ringling, a circus magnate and oilman, helped solve the problem with a rail construction project that linked Ardmore to the Healdton oil fields. Ardmore, already the rail center of south-central Oklahoma, became a shipping center for much of the oil that came out of the Healdton Field. The Greater Seminole Oil Field caused the town of Seminole to change from a rural supply area to a boom town reminiscent of San Francisco in 1849. Transporta-

tion had to keep up with these developments, which led to new rail construction to carry equipment and men into the fields and the oil out. At the time of the boom, the Rock Island railroad was the only rail serving the Seminole area, but soon after the first wells were drilled the Saint Louis and San Francisco, the Santa Fe, and the Oklahoma City, Ada, and Atoka Railroads entered the oil fields to help develop this new industry.

The oil boom was over by the late 1930s but had left another legacy around the oil fields of region five, namely streets and highways. Though pipelines could carry the oil out of the fields and railroads could bring equipment to the depot, trucks and wagons had to get men and material into the fields. In the early 1900s, roads in Oklahoma were largely dirt with bridges designed to support animal drawn wagons. In the Spring and Fall these roads became a quagmire, trapping trucks trying to get heavy equipment and supplies to the oil fields. With the immediate availability of oil, asphalt, and gravel quarries, roads and streets in region five became graveled or paved, which was especially important to boom towns such as Seminole and Healdton. The streets in these towns had to bear a tremendous traffic load and became all but impassable with seasonal rains. Paving kept the traffic flowing, which aided in the towns' growth.

From colonial Spanish trails to paved highways, transportation has paced the development of region five. The

rivers of south-central Oklahoma, the region's first links with American markets, influenced Oklahoma's early economic orientation and were one of the routes the Five Civilized Tribes took to their new homelands. Early military and civilian trails created an overland transportation network that helped to tie the region together and make it safe for its new inhabitants. In the late nineteenth century cattle trails and railroads brought wealth into region five, but also brought the region into greater contact with white society, which eventually lead to its absorption into the State of Oklahoma. After statehood, transportation developments continued in region five with better roads and rail lines to meet the needs of growing towns and the oil industry. This heritage of over two centuries has facilitated the exploration, settlement, and commercial development of the region, and helped to turn a wilderness into a part of American society as ten counties in south-central Oklahoma.

PROPERTY TYPE ANALYSIS FOR TRANSPORTATION

SITES IN REGION FIVE

Research completed to date indicates that the following property types would probably still be extant: trails and roads, river crossings, railroad depots and other railroad structures, bridges, and pre-1920 automobile related buildings. The National Register criteria will be the basis for evaluating all identified properties. National Register criteria are as follows:

- A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- B: Properties that are associated with the lives of persons significant in our past.
- C: Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

1. Trails and roads: Cattle trails, military roads, and civilian trails in region five are generally distinguished by the ruts they have left on the prairie. Cattle trails such as the West Shawnee Cattle Trail will be the most obvious, since the cattle herds left a path in the prairie as much as three feet deep and one hundred yards wide. Ruts

left by wagons will best be located where the wagons forded streams, for the wheels left great scars in the banks.

2. River crossings: These sites are likely to be found in conjunction with the roads and trails of region five. A river crossing used by cattle and wagons will appear as a greatly eroded section of streambank on both sides of the stream. If a known trail or road passed through the area this eroded section of the streambanks is most likely a stream crossing for that trail. However, no cattle trail crossed the Red River in region five. Oakland in Marshall County is the site of the Willis Ferry, which should provide an example of what to look for elsewhere in region five.

3. Railroad depots and other railroad structures: Railroad depots, located along a section of track, were generally built from a single floor plan that was made larger or smaller to accommodate the depot's traffic. The floorplan was linear with two waiting rooms, one for blacks and the other for whites. In general, these buildings are rectangular in shape with a hipped roof supported by outrigger brackets. Clay tile was an often used roofing material. Exterior walls were frequently brick on the lower half with stucco above, while other structures were clapboard sided. Also, builders frequently employed copper sheeting to decorate the depots. Finally, there was also a freight dock at one end of the depot. Given the number of towns served by railroads in region five and the generally uniform appearance

of the depots, further structures should be located with more careful research. Some of these structures may be a bit out of the ordinary. The Santa Fe depot in Shawnee is a case in point. The architecture of this building is most unusual, for it is a Richardsonian Romanesque structure built in stone. In a few cases such as this whimsy might influence a depot, but largely they were utilitarian structures with conservative decorations.

A form of transportation similar to the railroads were traction lines, also called interurbans or trolleys. Structures associated with these lines are in many ways similar to those of railroads. The terminals of traction lines generally resembled train depots with the linear floor plan and two waiting rooms, but the passenger platforms differed. In interurban stations, the platform was covered by a large, gabled awning and the freight dock was much smaller if it existed at all. Another difference between interurban terminals and train depots lay in the facade appearance. While train depots closely resembled one another and were free-standing structures, trolley terminals were usually built into a streetscape, and their appearance differed according to the tastes of each traction company and the prevailing construction methods of the town. Finally, rails imbedded in street paving provide the most telling evidence of an interurban in a town. These rails are rarely removed due to the damage such removal would cause to the

streets, and are instead paved over. However, in many places the paving will wear down and expose the rails. Evidence of these lines should be found in Ardmore, Shawnee, and Tecumseh.

4. Bridges: Bridges were features of railroads and highways to cross streams and ravines. There are no common features of these bridges due to the fact that their appearance depended on the length of the span, the load it was expected to bear, and the nature of the terrain the bridge was supposed to cross. Early maps will be the best source for locating and dating such structures.

5. Pre-1920 automobile-related buildings: Prior to the 1920s, crude roads spanned region five. However, a significant number of people owned automobiles at that time, and these vehicles needed fuel and maintenance. Motels had yet to appear in any significant number, simply because long distance travel by automobile was still impractical. Private garages in towns should exist though, and will closely resemble contemporary free standing garages. Filling stations should also still be in evidence. A typical structure will consist of a rectangular brick or stuccoed one story building with a hipped, pyramidal, or gabled roof that extends to form an awning over the refueling area. Clay tile or composition shingles were the predominant roofing material. On the sides of the building, large overhead or swinging doors on one or both sides open to reveal mechanic's

bays. In some abandoned stations, or those that have been converted to other use, the old fuel pumps will still be present and will aid in the dating of the structure.

TRANSPORTATION SITES IN OKLAHOMA

REGION FIVE:

Carter County:

1. Whittington Park: Fourth Avenue and Springdale Road, Ardmore, OK (OLI)
2. Ringling Road Station: Washington and NE Third Streets, Ardmore, OK (N.R.)
3. Santa Fe Depot: Healdton, OK (OLI)

Garvin County:

4. Santa Fe Depot: Sec. 20, T 3 N, R 1 E; Pauls Valley, OK (OLI)
5. Lindsay Mobil Oil Station: 110 East Chickasaw, Lindsay, OK (OLI)
6. Santa Fe Depot: Wynnewood, OK (OLI)
7. Washita River Bridge: Sec. 1, T 4 N, R 4 W; vicinity of Lindsey, OK

Johnston County:

8. Swinging bridge: Capital Avenue and 12th Street, Tishomingo, OK (OLI)
9. Suspension bridge: on Highway 12, vicinity of Tishomingo, OK (OLI)
10. Dragoon Crossing of Blue River: NW 1/4 Sec. 20, T 2 S, R 7 E; 12 miles west of Wapanucka, OK (OLI)

Love County:

11. Truss bridge: Highway 32, 4.4 miles west of I-35; vicinity of Marietta, OK (OLI)
12. Santa Fe Depot: SW Front Street at Main and Front, Marietta, OK (OLI)
13. Tuck's Ferry site: SE 1/4 Sec. 14, T 8 S, R 2 E; on Red River, 8 miles SE of Marietta, OK (OLI)

14. Brown's Ferry site: Sec. 31, T 9 S, R 2 S; on Red River, 2 miles east of I-35; vicinity of Thackerville, OK (OLI)

Marshall County:

15. Willis Ferry: SE 1/4 NW 1/4 NW 1/4 Sec. 7, T 8 S, R 5 E; Main and Dillingham Streets, Oakland, OK (OLI)

McClain County:

16. Santa Fe turntable: Purcell, OK (OLI)
17. California Road traces: south of Wayne, OK

Murray County:

18. Lincoln Foot Bridge: N 1/2 Sec. 1, T 1 S, R 3 E; Travertine Creek, Sulphur, OK (OLI)
19. Breezy Inn: Sec. 35, T 1 S, R 3 E; Highway 177, 6 miles south of Sulphur, OK (OLI)
20. Santa Fe Depot: First Street and Highway 7, Davis, OK (OLI)
21. Santa Fe Depot: Highway 110, Dougherty, OK (OLI)

Pontotoc County:

22. Bebee Field Roundhouse: off Highway 13, vicinity of Ada, OK
23. The Viaduct: Sec. 29, T 5 W, R 7 E; Francis, OK (OLI)

Pottawatomie County:

24. Santa Fe Depot: Main Street and Minnesota Avenue, Shawnee, OK (N.R.)
25. Kickapoo Station site: 2 miles NE of McCloud, OK (OLI)

Seminole County:

26. Rock Island Depot: south end of Main Street, Seminole, OK (OLI)

27. Wewoka Switch and sidetracks: on State Highway 56, Wewoka, OK (N.R. 9/265/85)
28. Remount Station and cemetery: 1.1 miles north of railroad tracks, Wewoka, OK (OLI)
29. Truss bridge: vicinity of Maud, OK
30. West Shawnee Cattle Trail: trail crossed Canadian River southeast of Konawa, OK (OLI)

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