### National Register of Historic Places Registration Form

#### 1. Name of Property
Historic Name: Abe Lincoln Trading Company Building
Other Names: Clearview Drug Company; Last Chance Bar; The Juke Joint
Name of Related Multiple-Property Listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

#### 2. Location
Street and Number: North side of Main Street, 175 feet west of Clearview Road
City or Town: Clearview              State: Oklahoma        County: Okfuskee
Not for Publication:   Vicinity: N/A

#### 3. State/Federal Agency Certification
As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
___national               ___statewide               _X _local

Applicable National Register Criteria:
_X A           ___B           ___C           ___D

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<tr>
<th>Signature of certifying official/Title:</th>
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State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

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<th>Signature of commenting official:</th>
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Title:                                                                 | State or Federal agency/bureau or Tribal Government
4. National Park Service Certification

I hereby certify that this property is:
___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other:

Signature of the Keeper                  Date of Action

5. Classification

Ownership of Property

Private:   X
Public – Local
Public – State
Public – Federal

Category of Property

Building   X
District
Site
Structure
Object
Abe Lincoln Trading Company
Okfuskee County, Oklahoma

**Number of Resources within Property**

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<th>Noncontributing</th>
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<tr>
<td>Sites</td>
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<td>Structures</td>
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<tr>
<td>Total</td>
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Number of contributing resources previously in the National Register: N/A

**6. Function or Use**

**Historic Function**
- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/restaurant
- HEALTH CARE/medical business/office

**Current Function**
- VACANT/NOT IN USE
7. Description

Architectural Classification
LATE-NINETEENTH AND EARLY-TWENTIETH-CENTURY AMERICAN MOVEMENTS/Commercial Style

Materials
Principal exterior material of the property: STONE/sandstone

Narrative Description

Summary
The Abe Lincoln Trading Company building is a ca. 1903, one-part, commercial-block, sandstone-block edifice in downtown Clearview, Okfuskee County, a small all-Black community in Oklahoma. The building retains character-defining features, especially its modest commercial storefront, and it has enough physical and historical integrity to convey its significance as a rare surviving example of an early-twentieth-century commercial building in Clearview.

Description

Site and Setting
Clearview is a rural community approximately 9 miles southeast of Okemah, the Okfuskee County seat. N3830 Road bounds the town’s western edge and connects Clearview with Interstate Highway 40 to the north. Main Street, the town’s primary east-west road, bisects a loosely organized grid containing the dispersed dwellings, church, and school that comprise the town.

The ca. 1903 Abe Lincoln Trading Company building faces south on the north side of Main Street, next to the northwest-southeast former Fort Smith and Western Railroad tracks, now N3840 Road, to its east. The building was constructed on Block 22, Lot 7, of the townsite. As late as 1980, another building on the block was west of the Trading Company building, but it was no longer extant in this location by 1995.¹

The Trading Company is the oldest building in Clearview. Other historic extant buildings largely date from the 1930s and 1940s. The second oldest building is a ca. 1920s one-story, masonry commercial building at the southeast corner of Langston and Main Streets; it no longer retains windows, doors, or a roof.

Building Description
The Trading Company edifice is a one-story, one-part, commercial-block building with a rectangular footprint. The sandstone-block walls give the appearance of a plain, two-course water table at the base; most of the sandstone is exposed but some is painted. A modest three-sided stone

parapet hides the flat roof. Lime-based mortar with varied aggregate, likely original to the walls, and limited cement patches are visible throughout the wall system (Photograph 10).

Historically, the main (south) façade had a full-width, corrugated metal, shed-roof storefront canopy above a concrete slab (Photograph 1). This canopy is evident in an undated photograph (Figure 1). Four slender metal posts, likely mid-century replacements, supported the canopy. The posts and wood canopy roof frame remain, but it is missing most of its metal roof cladding. This remnant canopy may also have been a replacement but likely emulates the original in scale, placement, and pitch.

Under the canopy is a modest commercial storefront (Photograph 1). A concrete step leads to the central double wood doors. Each door has five vertical wood panels. The door surround has two vertical rectangular wood panels that flank the double doors; the wood-frame transom above the entrance is boarded (Photograph 13). A sign advertising Miller Lite beer hangs above the entrance. Flanking the door, single rectangular window openings have plain, deep cast-concrete sills. Remnants of wood-sash frames are apparent at these openings, but their original configuration remains unclear (Photograph 13). The glass panes have been removed from the east window, and the opening has a nine-pane wood screen. To the west, the current eight-pane wood-frame window has undergone repairs and is likely not original; it has an eight-pane wood screen.

The other elevations are less embellished. Vegetation clings to portions of the east, west, and north (back) façades. The side façades have no fenestration. On each side, the parapet is uneven, taller at the south end with two “steps” that slope downward toward the back of the building. Equidistantly spaced along the upper portions of the east and west façades are three metal plates that indicate the locations of tie rods that had once supported the walls. At about the mid-point of the east façade, a stubby, red brick, external chimney is exposed from just below the parapet to just above it, approximately 1 foot (Photographs 2 and 3). A defunct electricity meter is on the west façade, near the front of the building (Photograph 7). The north façade has two openings, one for a single door on the east and a window on the west (Photographs 4–6 and 12). The door opening has wood framing and a plywood door, neither of which are original. The window opening is similar in size and shape to those on the main façade; it has remnants of a one-over-one wood-sash frame with a single pane of glass in the bottom sash (Photograph 9). Metal bars and a single large exterior screen protect the opening.

The interior of the building has a concrete floor near the main (south) entrance and dirt floor in the remainder. Perimeter walls are either exposed or painted stone. The wood ceiling joists are exposed and sagging in some places.

**Condition and Integrity**

The building’s physical condition is stable, but it has experienced some damage. The massing, openings, masonry units, windows, and porch frame are intact. The exterior walls have a deteriorated coating with limited remnants of peeling white paint in select areas. Missing mortar and stones, cracked stones, and step cracks are visible on each of the four masonry walls. Incompatible, grey cement-based mortar repairs are at the south end of the east façade. Encroaching vegetation at the northwest corner and on the roof of the building, as well as biological growth on the east façade have abetted the substandard condition of the exterior.
masonry. The primary entrance doors and paneled sidelights have a failing paint coating, select areas of wood deterioration, and minimal amounts of missing material. Flanking the entrance, the windows and screens are in fair condition. Both exhibit peeling paint and the screen on the western window appears to have been replaced. The concrete slab beneath the storefront canopy is cracked, and ground vegetation has infiltrated the gaps. The metal porch posts have a failing paint coating. The porch roof material is no longer extant and some boards comprising the frame structure are missing, especially at the east end. The rear door is missing; a piece of plywood is in its place. The rear window has been damaged with metal bars and an exterior screen added. Overall, the building is stable and retains a fair amount of integrity of materials.

To that end, resources eligible under Criterion A should have some intact historic-period physical characteristics with certain acceptable modifications, but the original design intent should be evident with the presence of character-defining features, such as roof forms, fenestration patterns, and form- or style-specific details that embrace the intended design. Historic-period materials may be visible or hidden. Most original materials should be present; exceptions are replaced windows and doors, if fenestration patterns, shapes, and size are unchanged. Although they may have been substantially altered, some extant resources are rare surviving examples of a property type, the most intact example of a type, or the only or best remnant resources that represents an area of significance; these resources may be considered eligible with appropriate justification to explain their exceptionality. The associative qualities for resources eligible under Criterion A are paramount to understanding their historical significance. Integrity of association made possible through archival evidence that relates specific information about the resources.

The Abe Lincoln Trading Company retains enough physical and historical integrity to convey its significance. Its historic-period function and importance as a place for commerce and gathering in the historically Black community of Clearview remains evident. The building is in its original location. The setting has been altered since the community’s depopulation, yet the block on which the Trading Company building is situated has changed minimally since at least 1980. The building’s rectangular form is intact with no additions, and its fenestration pattern is unaltered, preserving integrity of design. Compromises to the condition of its materials and workmanship are evident, but minor, impermanent, and rectifiable. Since the Trading Company building is a rare surviving example of this property type in Clearview and retains a relatively high percentage of original materials, its diminished integrity of materials and feeling is not detrimental. The Trading Company building sustains robust integrity of association with archival evidence that relates specific information about those who owned and used the building for commercial and health care purposes.
8. Statement of Significance

Applicable National Register Criteria

☐ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B. Property is associated with the lives of persons significant in our past.

☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

☐ A. Owned by a religious institution or used for religious purposes

☐ B. Removed from its original location

☐ C. A birthplace or grave

☐ D. A cemetery

☐ E. A reconstructed building, object, or structure

☐ F. A commemorative property

☐ G. Less than 50 years old or achieving significance within the past 50 years
### Areas of Significance

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<th>Architecture</th>
<th>Commerce</th>
<th>Community Planning and Development</th>
<th>Ethnic Heritage/Black</th>
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### Periods of Significance

- ca. 1903–1973
- ca. 1903–1910

### Significant Dates

- ca. 1903
- ca. 1903–1910

### Significant Person

N/A

### Cultural Affiliation

N/A

### Architect/Builder

UNKNOWN
Abe Lincoln Trading Company

Statement of Significance Summary Paragraph

The Abe Lincoln Trading Company in Clearview, Okfuskee County, Oklahoma, is locally significant under Criterion A in the areas of Ethnic Heritage/Black and Commerce, for a period of significance from ca. 1903 to 1973; under Criterion A in the area of Community Planning and Development, for a period of significance from ca. 1903 to 1910; and under Criterion C in the area of Architecture, for period of significance limited to the approximate date of construction, ca. 1903. The periods of significance that extend to 1973 accounts for the building’s prominent local role from initial construction through the 50-year cutoff guideline for historical resources. The building, a rare surviving example of an early-twentieth-century commercial building in Clearview, is representative of a planned all-Black town during its zenith.

Narrative Statement of Significance

Historic Context: Oklahoma’s All-Black Towns, 1865–1973

Introduction

Researchers have delved into the remarkable and unusual history of Oklahoma’s all-Black towns for decades. To learn about these towns as individual places and shared communities is to explore how common experiences connected and benefited a complicated intersection of people from differing ethnic heritages. Regardless of derivation, the Black men, women, and children who sought independence and autonomy in these towns were able to partially avoid the realities of a racist standard.

The definitions of all-Black towns in Oklahoma guide the pertinent areas of significance that best apply to the resources. In many ways, these all-Black towns were not entirely dissimilar from the traditional organically developed Freedmen’s communities common in the South since the people who inhabited both types of settlements all sought self-determination. However, in the twin Oklahoma and Indian Territories, with their many Native American groups, land ownership was considerably more likely for freedmen, and this conspicuous advantage foreshadowed a social movement with its own distinctive landscapes. Early studies, not surprisingly, report on these places as all-Negro towns; by 1970, the term all-Black replaced the offensive phrase. In 1998, the Oklahoma Historical Society investigated communities that could be considered all-Black. To meet project qualifications, a town had to have: Black founders, a Black-dominated governance structure, Black town officials, or a Black postmaster. This is the definition of all-Black towns.


The buildings, structures, and objects in the all-Black towns define the local built environment with myriad property types like dwellings, and commercial, educational, governmental, and religious buildings. Resources in these towns, like the Abe Lincoln Trading Company, combined with their representation in the archival record, may achieve significance in the areas of Architecture, Commerce, Community Planning and Development, Education, and Ethnic Heritage/Black, among others.

**Early Black Settlements**

The earliest all-Black town populations derived from two sources, the enslaved of the Native American Tribes and free Black people. In the 1830s and 1840s, the United States government forcibly relocated 60,000 Native Americans, their enslaved, and free Black people to Indian Territory, in present-day Oklahoma. These men, women, and children, relocated along the route known as the Trail of Tears, were the first Black settlers in Indian Territory. By 1839, the Five Tribes—the Choctaw, Cherokee, Muscogee/Creek, Seminole, and Chickasaw Nations—held an estimated 4,500 to 5,000 people of African descent in the territory. For example, of approximately 15,000 Cherokee people removed to Indian Territory, an estimated 15 percent had African lineage.

In the aftermath of the Civil War, Oklahoma’s first all-Black towns developed as newly deemed Black Americans sought access to economic opportunities and spaces where racial persecution was less likely. In 1866, treaties with the Five Tribes prohibited slavery in Indian Territory. The Muscogee, Seminole, and Cherokee authorized full citizenship to freedmen; for many, rights included land allotments to men, women, and children. In 1866, a treaty between the federal government and the Cherokee Nation, for example, specified that all former slaves, Cherokee or freedmen, who resided on their land before June 1861 could settle 160 acres. Another treaty that same year allowed 40 acres to Choctaw and Chickasaw people and their descendants. In this way, many Black people of all ages achieved land ownership decades before thousands of white settlers migrated westward.

Little is known about the earliest all-Black towns, most long erased from the landscape. Those settled before 1880 were known as Arkansas Colored, Canadian Colored, North Fork Colored, Marshalltown, Tullahassee, and Gibson Station. These places, with populations derived from a remnant mix of freed people and their descendants, arose through clusters of Black families gaining access to land ownership. Here, freedmen settled on farms and served in leadership roles

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4 Johnson, *Acres of Aspiration*.


on tribal councils and city boards. Their homes would have been dugouts or log cabins. It is unclear how prescribed early Black hamlets may have been, but it is probable they developed organically, like most small settlements, with schools, churches, and cemeteries the most common institutions represented and otherwise limited amenities.

**Black Colonization Efforts after Reconstruction**

Another Black population, the freedmen of the South, was the next large group to migrate and found all-Black communities. In 1877, when the federal government withdrew Reconstruction policy-enforcing troops from the South, white violence escalated against Black Americans and their communities. Positioned to pursue newly granted social, economic, and political prospects, they suffered increased racially motivated violence and restrictive state and local laws. Black southerners were motivated to identify locations for new communities free from external persecution. The concept of all-Black communities with safety, opportunity, and dignity gained momentum and leaders formed organizations to promote the idea. These groups, formed in the nineteenth century, pursued multiple versions of single-race colonies—all-Black settlements in the American West, an all-Black state in Oklahoma, and Black American colonies abroad—that early-twentieth-century leaders would iterate.

Some post-Reconstruction Black settlers came to Oklahoma by way of Kansas between 1879 and 1881. Large numbers of formerly enslaved Black people, deemed “Exodusters,” left the southern states for Kansas, claimed to be the “Garden Spot of the Earth” and the “quintessential Free State.” Kansans made no particular appeal to newcomers, but with former abolitionist Republicans in power, compared to other places in the country, they at least appeared to welcome both white and Black settlers. Organizers formed a Colonization Council that laid plans for routes and stops. As described in Booker T. Washington’s, *My Larger Education*, this later wave of migrants usually arrived with some personal capital and a better understanding of what awaited them in the territories. When the harsh 1881 Kansas winter slowed their flow, Black migrants viewed the more-southern Twin Territories—the Indian Territory and the Oklahoma Territory—as additional locations for resettlement. A general exodus to the western states continued through the end of the nineteenth century.

By 1881, three prominent Black leaders each targeted the Twin Territories for the resettlement of Black communities. Interestingly, the associations they formed to organize and encourage participation were each named for the state that would develop decades later. St. Louis lawyer and

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12 Johnson, *Acres of Aspiration*.
14 Johnson, *Acres of Aspiration*.
former consul general to Liberia James Milton Turner founded the Freedmen’s Oklahoma Association with Hannibal C. Carter. Carter founded the Freedmen’s Oklahoma Immigration Association in Chicago. Politician W. L. Eagleson founded the Oklahoma Emigration Association. The same year, their efforts were temporarily stymied for the larger Black population when the territories’ General Land Office commissioner limited settlement to freedmen the Five Tribes formerly enslaved. Yet, the idea of the Twin Territories providing refuge persisted.

Despite the continued effort to bring Black freedmen to the Territories, any all-Black towns settled during this period remain unknown. Those that may have launched would likely have had dispersed rural farms with modest dugouts, log, or wood-frame homes, all surrounding a nearby node with one or more buildings for trade, education, and religion. Such communities would likely have been organically clustered around these viable gathering places that might have a single nucleus or two or three nuclei, scattered discontiguously with one or more services. Tullahassee, for example, formed naturally for decades. When the railroad built through in 1899, a more-formal town plan evolved.

Territorial Railroad Expansion
White and Black migrants recognized the potential bounty of the Twin Territories. As railroad companies acquired rights of way through the territories, “boomers” settled on the land without legal authorization beginning in the early 1880s. The Indian Appropriations Act of 1889 authorized the federal government to purchase two million acres from the Muskogee/Creek and Seminole Nations, opening it for settlement that April. White and Black migrants streamed into the newly opened area and 50,000 “sooners” settled in that year. By 1890, the Twin Territories were home to 21,000 Black people; by 1900, this number had increased more than 2.5 times, to 57,000. By this time, the decades’-long presence of Black communities in Oklahoma, the influx of southern Black migrants, and the work of committed town promoters and activists converged to initiate settlement in all-new all-Black towns.

Between 1897 and 1907, railroads traversing the Twin Territories bolstered migration to and manifested unprecedented urbanization on the rural landscape. In 1880, the territories had 289 miles of track. By 1892, routes already included the Missouri, Kansas, and Texas, from Kansas to Texas; the Atlantic and Pacific; the St. Louis and San Francisco, connecting Arkansas and Texas; the Atchison Topeka, and Santa Fe, linking Kansas to the future Oklahoma City; and the Chicago, Rock Island & Pacific, between Kansas and Texas (Figure 2). Railroad construction halted during the Panic of 1893 but rebooted when these mainlines sponsored regional branches that fostered dense and sometimes redundant networks that would add up to almost 6,550 miles in the next

19 Tolson, “The Negro in Oklahoma Territory, 1889–1907.”
20 Johnson, Acres of Aspiration.
21 Johnson, Acres of Aspiration.
22 Johnson, Acres of Aspiration.
century. A later route, was the Fort Smith and Western Railroad, intersected two of the extant all-Black towns, and connected its Arkansas-based eastern terminus, with Guthrie, Oklahoma. The railroads not only induced migration and grew the population, but they also supplanted overland travel as relatively cheaper, faster, and more reliable, particularly for agricultural yields. Rails removed geographical limitations and bound the agricultural economy to larger and more-distant markets. With rail service, newly established all-Black towns had passenger depots, and means to support expanded commercial activity. Several towns flourished with agricultural processing facilities like a mill or gin that had rail access and benefited local farmers, Clearview and Taft among them (Figures 3 and 4).

**Planning and Development**

Most of the all-Black towns were founded during the period of railroad expansion, just before Oklahoma achieved statehood, with a handful established later as tracks continued to be laid in the territories. Most formed in the eastern Indian Territory where the early presence of freedmen and their honed local experiences helped facilitate eastern town formation. Those in the western Oklahoma Territory were all settled during or after 1889. In both territories, the ready availability of cheap land through grants, lotteries, or auctions attracted southern freedmen to settle in and near these towns.

Oklahoma’s surviving all-Black towns share many attributes, chief among them their significance as planned places. Several entrepreneurial Black men, and a few women, inspired to move westward and attentive to railroad expansion, capitalized on land purchases sited along railroads. These planners realized that built-in transportation would fortify local agricultural development, the economic backbone of any rural town. Achieving access to larger and more-remote markets, the potential for success was plausible. The plats they developed display gridded block and lot configurations except, notably, where railroads intersected at an angle, as they did in both Clearview and Taft (Figures 3 and 4). The plat for Langston highlighted autonomy, noting it as the only distinctively Black city in America (Figure 5). The names of these communities were frequently plain, but some had powerful meanings. Surnames and familiar biblical terms were customary, and others broadcast dedication to uplift, like Bookertee, for Black leader Booker T. Washington; Lincoln, for the president who issued the Emancipation Proclamation that freed slaves; and Douglas, for abolitionist Frederick Douglass. Street names were very plain, like Main Street and Broadway, many named a series of trees, letters of the alphabet, or Native American tribes; one was named Fortune, a likely indication of optimism.

The planners also had to be promoters, advertising residential and commercial lots for sale in newspapers and through sales agents deployed to southern states. Readers learned of economic

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25 Crockett, *The Black Towns*.

possibilities, the availability of land, and the chance to live in a community of shared experiences and personal safety. Langston town founder and newspaper owner Edward Preston McCabe printed that the venture was “not a picnic” but an avenue to better conditions. Because illiteracy was an issue among southern freedmen and newspapers would not easily reach them, town planners relied on kinship ties to encourage large family groups to the newly established communities. Black migrants envisaged these new towns as their “promised land,” based on the words of newspapers and sales agents.

One of the most important institutions in all-Black towns was a United States post office. Post offices, incubators for the speedy transference of information and communication, were harbingers of the nation’s democratic system in each small town. The postal service was one of the few public or private institutions that treated people with equanimity. It was one of the first and, for a long time, the only, federal agency that employed women, and hired many Black workers after the Civil War. At the turn of the twentieth century, a post office signaled acceptance and approval from the federal government, giving each all-Black town legitimacy and agency.

Locally owned and published newspapers were another stride toward independence. Newspapers were instrumental in community engagement, sparking debate and fostering associations with neighbors. For Black Americans, newspapers played a vital role in distributing information about public health, addressing temperance, tobacco use, and birth control. Newspapers were the voices that shared race wrongs, clashes, progress, and movements and main themes. Besides conveying national and regional news, newspapers were choice for advertising goods and myriad community events. Schools, churches, and fraternal organizations sponsored ice cream socials, fairs, rallies, and entertainment evenings.

The towns’ downtowns offered commerce and community that Black entrepreneurs and residents devised to enjoy protection and opportunities. Railroad depots, sited alongside the tracks, were the transportation hubs for goods and passengers. Businesses sold goods and services from one or two streets with several small wood-frame or masonry commercial-block buildings, their proprietors facilitating exchanges for cash or credit. Commerce included stores of many kinds, but especially groceries, and the occasional bank or hotel. Banks in Langston, Boley, and Taft propped businesses, homeowners, and farmers with capital for loans. Hotels offered nondiscriminatory

29 Crockett, The Black Towns.
accommodations for traveling Black guests. Services included barbershops, real estate agencies, and cafés. Because their occupants desired autonomous civic affairs, some communities had a city hall and a jail. The all-Black towns had local politicians responsible for managing community business and public works. Some towns had fraternal organizations that supported social change and imbedded middle-class values of industry, thrift, and temperance.

From these all-Black towns, a few residents achieved influential political milestones in state and national civil rights during the Jim Crow–era. Elbert L. Barber led Red Bird in a failed effort to defeat a 1910 state constitutional amendment with a grandfathered policy that prevented Black men from voting. 33 Years later, Red Bird resident I. W. Lane won a lawsuit that went to the U.S. Supreme Court on appeal after the county registrar denied his attempt to register to vote. 34 Warrior A. Rentie, with the help of William H. Twine Sr., was the first Creek freedmen to gain guardianship over his own children. With another colleague, they founded the Negro Guardianship League. 35 Twine was a civil rights attorney and newspaper editor, known as a crusading defender for Black participation in the statehood convention and for lawsuits intended to overthrow Jim Crow conditions. 36 Sarah Rector, a young girl born near Taft, achieved a different kind of fame when national Black leaders Booker T. Washington and W. E. B. Du Bois took an interest in her welfare on behalf of the National Association for the Advancement of Colored People. As a freed Muscogee/Creek citizen, she had received a land allotment that, it was discovered in 1913, had an oil source that would reap her millions. When reports surfaced that her white estate managers were mishandling Rector’s estate, the agency formed a children’s department. 37

Educational programming in several all-Black towns proved a two-fold success, teaching young and adult students, and drawing an educated work force to their communities. Most towns had at least one primary school. The Rosenwald Fund, established in 1917, aided hundreds of rural school building projects for Black students across the county until the program ended in 1932. In Oklahoma, the fund supported construction of 176 schools, 16 teacherages, and 6 shop buildings in 44 counties. 38 The fund helped with school construction projects in five all-Black towns in the 1920s: Brooksville, IXL, Lima, Tatums, and Vernon. Secondary and higher education opportunities founded in several all-Black communities attained recognition. In 1897, the Oklahoma Colored Agricultural and Normal University opened, the sole historically Black college in the state, which was renamed Langston University in 1941. Inman E. Page, one of the first two

33 Johnson, Acres of Aspiration.
Black men to be educated at Brown University, was the controversial school president who oversaw campus development for the land-grant college for its first few decades. As the epitome of industrial education that Booker T. Washington advocated, the Halochee Industrial Institute in Taft was considered the offspring of the forefather’s infamous Tuskegee Institute. Taft also attracted the state children’s home and the state training school for Black girls. The music education program developed at the Rentiesville Musical and Industrial School brought prominence to that community.

The high proportion of churches in all-Black towns reflects the centrality of religion to these communities. Church congregations held both religious and secular gatherings, and regularly scheduled, holiday, and revival services. Churches were a source for organizing men’s and women’s auxiliaries that resulted in community engagement and uplift. The most common religious affiliations were with the African Methodist Episcopal and Baptist denominations. Most were wood-frame buildings, but some later-built churches were constructed of masonry. Each of these places has a cemetery, as well; in some cases, the burial ground is all that remains of some all-Black towns. Unlike many Black graveyards, especially in the South, these were not relegated to marginal areas, but planned spaces for residents to bury the deceased. The all-Black town cemeteries have attributes common to Black graveyards, like limited permanent markers and many grave locations indicated with plants or temporary markers. They also have in common with historic-period cemeteries, encircling fences, entrance signs, paths or walkways, and burial with some family groups clustered together.

Dwellings were and are the most common property type in the all-Black towns. Houses near and in the towns were usually modest one-story wood-frame buildings. Town dwellers were typically southern migrant freedmen and their descendants. They lived in homes with forms and styles that were modest versions of contemporaneously popular choices, with very few that would be considered high-style examples. Most extant homes in these towns were built after 1900 and employed the tremendously widespread bungalow form. These dwellings often followed standard plans that building and lumber companies sold. After World War II, infrastructure in the towns usually included telephones and electricity, but water, sewer, and natural gas systems were not always available for town residents.

However, most people associated with the all-Black towns were not town dwellers but dispersed on the surrounding rural farmsteads. Most people associated with the all-Black towns were homesteaders who sought out these communities and chose to live near, but not in them. These men and women had usually received land allotments, and some purchased or rented land. They could rely on their nearby all-Black town for governmental, commercial, and institutional needs. Their living accommodations might be dugouts, one-room log houses, or a two-room wood-frame dwelling, and each signified a legal claim to property. By 1910 in Taft, for example, Black family

40 McAuley, “History, Race, and Attachment to Place Among Elders in the Rural All-Black Towns of Oklahoma.”
farms surrounded the community and were positioned on both sides of the Arkansas River (Figure 6).42

Statehood and Jim Crow
Black migrants had viewed the Twin Territories as a haven from the hostile South, but Oklahoma statehood in 1907 resulted in the institutionalization of racist segregation policies that would extend for decades. Instead of the hoped-for limited outside interference or prejudice that the mild-mannered state constitution appeared to embrace, the Oklahoma legislature enacted discriminatory Jim Crow laws, policies that banned interracial marriage and segregated public accommodations, like schools, libraries, and railroad cars and depots.43 Langston founder Edward Preston McCabe and other Black leaders lobbied against Oklahoma Senate Bill 1, with violence resulting in the all-Black towns of Taft and Red Bird. The U.S. Supreme Court upheld the law in 1914.44 Severe white animosity continued in subsequent decades, culminating in the 1921 Tulsa Race Massacre that devastated 30 city blocks and the homes of 15,000 Black residents. In the aftermath, nearby Red Bird and Tullahassee experienced population increases.45

This de jure segregation had direct implications for the all-Black towns. Some turned to more-radical colonization plans. Some all-Black towns experienced population loss in the 1910s, when a man known as Alfred C. Sam, a self-proclaimed African chief, traveled to several all-Black towns persuading hundreds to invest in his Akim Trading Company. For an investment of $25, an entire family could travel to Africa’s Gold Coast to form a colony on his land. About 600 set up camps near Weleetka, in Okfuskee County, to await passage. In 1914, the 60 delegates who made the first and only voyage on the Liberia with Sam considered themselves misled when local landowners prohibited the colony. Sam’s effort to form an autonomous Black American community in Africa failed and several voyagers returned to Oklahoma.46

Meanwhile, a few new all-Black towns formed in the aftermath of statehood amid the sustained exclusionary social and economic system. Ferguson and Lima were founded in 1907, Gay was platted in 1908, and Vernon and Lewisville were established in 1911. Bookertee, formed in 1919, was probably the last all-Black town founded in Oklahoma.

Decline
Agrarian-based communities reeled during the years between the world wars in both Black and white rural communities. The proliferation of post–World War I domestic manufacturing centers enticed farm workers to industrialized cities and towns for consistent work. Small production facilities like broom factories, since the state was a leading producer of broom corn, and bottling plants opened in many locations. Larger factories attracted former farm laborers to industrial shops in Oklahoma City, Enid, Muskogee, Tulsa, Shawnee, and Guthrie where lumber, printing, milling,

43 Johnson, Acres of Aspiration.
45 Crockett, The Black Towns, S39.
and machine shops needed employees.\textsuperscript{47} Efforts to instill industrial and other skills had helped buoy some all-Black towns, but without a stronger economic foundation, most were impermanent.\textsuperscript{48}

For farmers, dependence on cotton as the monoculture cash-crop was a huge vulnerability, and several towns could not persist with agriculture as their fickle economic underpinning. The boll weevil, disease, and weather events incited crop fluctuations that overwhelmed farmers. Combined with the decreased values of agricultural products, rural families were compelled to leave their homes.\textsuperscript{49} The 1930s intensified movement away from rural communities as the Dust Bowl eviscerated farms and the Great Depression spun a lengthy and unprecedented economic crisis. Many independently owned railroad companies, lifelines for all-Black town merchants and farmers, collapsed.\textsuperscript{50} While that mode of transport lagged, the automobile was increasingly prevalent, and other and larger urban centers became more readily accessible.\textsuperscript{51}

The WPA became the best-known New Deal agency with a range of programs, the most visible of which was construction of thousands of public improvements, some in Oklahoma’s all-Black towns. Among these were buildings, structures, and objects that filled local needs during a time of severe financial crisis for communities, big and small. The federal government paid for labor and a local sponsor supplied construction materials. The agency was responsible for more than 4,000 schools and miles of storm drains, sewer lines, and roads. In the Dust Bowl, the WPA planted more than 24 million trees to relieve soil loss. In Oklahoma, the WPA spent millions and employed thousands.\textsuperscript{52} Schools and infrastructure were the most likely WPA projects in the all-Black towns, and these contributed to the communities’ evolution of planning and development.

During and after World War II, while these communities continued to depopulate, the town plans evolved to share another developmental attribute. Wartime experiences gave Black service men and women who shipped overseas exposure to a measure of equality, and those employed in stateside war-related industries glimpsed the potential for parity in jobs and education. Jobs at the McAlester Army Ammunition Plant and the army and air bases in Oklahoma offered some opportunities. Manufacturing enterprises attracted employees away from farms and small towns to work in mills, meatpacking, printing, metal products, and textiles.\textsuperscript{53} Construction of new commercial, institutional, and religious buildings generally ceased as the populations in all-Black towns declined. As a result, most of the smaller downtowns were never fully built out. Only select lots on downtown blocks filled with improvements, as opposed to side-by-side, back-to-back

\textsuperscript{48} Tolson, “Black Towns of Oklahoma.”
\textsuperscript{49} Crockett, \textit{The Black Towns}; Johnson, \textit{Acres of Aspiration}.
\textsuperscript{50} Johnson, \textit{Acres of Aspiration}.
\textsuperscript{53} Everett, “Manufacturing.”
downtown commercial buildings or residential areas with rows houses on postage-stamp-size lots lining the blocks.

Intended as safe havens for Black residents, racist treatment still hindered Oklahoma’s all-Black towns. Residents faced harassment, hostility, and threat of violence when traveling outside of their towns or to nearby white communities seeking employment, political engagement, or government and commercial services. Although all-Black towns afforded residents’ political engagement in local matters, whites who controlled county-level government wielded influence by withholding funding for schools and infrastructure.\(^{54}\) Residents of all-Black towns were legally permitted to vote; however, constant intimidation, redistricting, and gerrymandering reduced their access on election day. This curtailed fair representation and funding for public works. White residents in nearby communities habitually refused to hire Black men and women or to rent or sell land to them, deepening economic disparities.\(^{55}\)

Nevertheless, the success of the all-Black towns was an environment of respect, support, and self-sufficiency. The many services supplied from these towns sustained Black farmers in their quest to achieve economic independence. In town, a farm family purchased provisions and services from the merchants they patronized. City halls, post offices, jails, and schools furnished civic amenities, and churches and cemeteries satisfied religious and social affiliations. Literary societies, public debates, and newspapers encouraged interaction and awareness of current events. Booster organizations, like business leagues, boards of trade, and commercial clubs, pooled funds and gave financial assistance at times. These groups encouraged a shared commitment to “buy Black” that propped local merchants and institutions. Entrepreneurs had established and designed, and area residents had chosen, these communities as theirs. These places offered many Black residents their first feelings of liberty and dignity, and prospects to control their livelihoods. They found agency in owning property, voting, and operating their farms and businesses without assistance from or under the control of whites.

Economic and social factors depressed the all-Black towns and ultimately caused their decline but did not strip them of their achievements. The towns that persisted had more diversified economies and sufficient services for nearby residents into the latter half of the twentieth century. In fact, most of the towns have homes with a median construction date of about 1960.\(^{56}\) A few businesses are extant, and several have active schools and church congregations. Residents, past and present, continue to celebrate these places. Even as they have dwindled, they portray distinctive landscapes that are evidence of a surge in racial fulfillment and self-realization. These enclaves are significant for resulting in a positive and permanent group ideology without white or Native American interference. In effect, the all-Black towns of Oklahoma institutionalized a social movement.\(^{57}\)

\(^{54}\) Crockett, *The Black Towns*.

\(^{55}\) O’Dell, “All-Black Towns.”

\(^{56}\) McAuley, “History, Race, and Attachment to Place Among Elders in the Rural All-Black Towns of Oklahoma,” S36.

\(^{57}\) McAuley, “History, Race, and Attachment to Place Among Elders in the Rural All-Black Towns of Oklahoma,” S38.
The Abe Lincoln Trading Company Building

Introduction

Clearview is defined as an all-Black town because it was founded, governed, and officiated by Black citizens. Black entrepreneurs devised means for people of color to enjoy the protection of and opportunities in the all-Black towns. In Clearview, Lemuel Jackson, James A. Roper, and John Grayson formed the Lincoln Townsite Company for this purpose. Their planning paralleled a period of substantial population expansion between 1897 and 1907, when railroads traversing the Twin Territories bolstered migration to and manifested unprecedented urbanization on the rural landscape. Earlier in the century, Jackson, Roper, and Grayson platted land, approximately 9 miles south of Okemah, into blocks and lots on a grid with named streets. Having inherited the land, Jackson had sole authority to sell or lease lots and was the first townsite manager, operating out of the one-part commercial block building in 1903.

The small town had growing pains almost immediately, but in the process gained important institutions that brought stability. A post office was one of the most important institutions for all-Black towns, signaling acceptance from the federal government, and lending the communities legitimacy and agency. The federal government rejected the founders’ application for a post office named Lincoln City and instead named the location Clearview. Roper became the town’s first postmaster. The local newspaper, The Lincoln Tribune, printed in the back of the post office, reported the community’s vote to change the town’s name to Clearview permanently in 1904, and additional streets were platted that year (Figures 7A and 7B). Locally owned and published newspapers like this one were another stride toward independence, instrumental to community engagement, informing and sparking debate, and fostering associations with neighbors.

The Lincoln Townsite Company

Although its exact date of construction has not been corroborated, by 1903, the Lincoln Townsite Company operated out of this small commercial building, known as the Abe Lincoln Trading Company, on Main Street. The property’s current owner suspects it may have been built earlier, possibly by George Jackson, but no archival records were found to verify this hypothesis. The sandstone was likely sourced from the nearby Canadian River, according to the owner.

After the Fort Smith and Western Railroad planned to build a track connecting the rail center at Fort Smith, Arkansas, with Guthrie, Oklahoma, in 1903, three Black men took the opportunity to

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58 Residents have known this building by the names of the many businesses it housed. Although other titles may have lasted longer or have been more familiar to current occupants, The Abe Lincoln Trading Company is the building’s earliest name, associated with its initial construction and the first business it housed, plus a direct link to the entrepreneurs who formed the townsite.

59 Johnson, Acres of Aspiration.

60 Okfuskee County, Clearview, 1904 [Plat Maps], Documents 1878086 and 1878087, 1904, Okfuskee County Clerk, Okemah, https://okcountyrecords.com/.


62 Marks Family Foundation, “Abe Lincoln Trading Company.”

63 Marks Family Foundation, “Abe Lincoln Trading Company.”

64 Marks Family Foundation, “Abe Lincoln Trading Company.”

65 Otis Marks II, personal communication.
form the townsite company and build a trackside community. Each contributed to developing the townsite and fostering its commercial growth. Jackson, born in about 1867, owned the land on which the town was built. He had inherited a 30-acre parcel that had belonged to his formerly enslaved father, George Jackson. An 1866 treaty mandated the elder Jackson receive this property upon release from his Muscogee (Creek) enslavers. The Creek Nation attempted to retract the land but lost in a lawsuit. Upon his father’s death, the younger Jackson inherited the property. Jackson and Julie Love had married by 1896 and were residing in Clearview by 1903. The couple had five children by 1909. By 1910, they lived in Severs Township, Okmulgee County.

The Abe Lincoln Trading Company and Its Proprietors
With James Roper as its president, the Abe Lincoln Trading Company opened in the Lincoln Townsite Company’s building in 1904 as a commercial business on Block 22, Lot 7 (see Figure 3). George Gregg was a company vice president and storekeeper. The trading company sold groceries and building materials like hardware, tinware, and fixtures. Individuals could purchase stock in the trading company for $25 a share. Tennessee-native Roper had resided in Arkansas before coming to the Creek Nation in about 1889 to be a Tullahoma College instructor for freedmen. He and Hannah N. Raney had married in Muskogee in 1896. By 1910, he was in the real estate business, but the couple lived in Okmulgee with their young quadruplets.

In addition to his income from the townsite and trading companies, Grayson operated the local meat market and cold storage facility. He was of Muscogee (Creek) heritage (Creek Freedman

67 Creek Freedman #5051. George Jackson’s parcel is the present-day town of Clearview.
69 Marks Family Foundation, “Abe Lincoln Trading Company”; Okfuskee County, Deed Record 18:134 (1907).
73 The Lincoln Tribune, “Some of Our Folks: Some of the Officers of the Abe Lincoln Trading Company...”
#112) and a Baptist minister. He and wife Priscilla resided in Clearview in 1910, their four children, and a housekeeper who boarded with the family. The family had a 480-acre sheep and cattle ranch.

**Subsequent Owners**

Subsequently, it is unclear exactly when the property was conveyed to the several later owners, and the building served several different commercial purposes.

- Jackson conveyed the property to Alabama-native James E. Thompson, who became the townsitename manager. Thompson had changed the name of the local paper to *The Patriarch*. In 1910, Thompson was a farmer, his wife was a teacher, and another teacher boarded with the couple. He continued farming and lived in the area through at least 1940.
- Alabama-native Albert Talbert Combs owned the building next. In 1910, he was the Clearview railroad station agent married to Louisiana-native Estella Combs. That year, an assistant post mistress, Annie Scott, boarded with the couple. The Combs farmed and had six children living with them in 1920. By 1930, still in Lincoln Township and Okfuskee County, the Combs had moved to nearby Weleetka.
- N. H. Sparks and Orange Sparks then owned the building. Members of the Sparks family lived in the area, but these two people were not apparent in the archival record.
- Grocery merchant Sam Clark owned the building while he, his wife, and young son resided in Clearview in 1920. The family was no longer there by 1930.
- Alanzo and Nancy Talton owned the building intermittently. The couple lived in Clearview with an adult daughter in 1920. He was a dry goods and grocery merchant, and the women...
were saleswomen in the commercial specialty store. By 1930, the couple owned a house valued at $1,200, and were store proprietors, as they still were in 1940.

- From 1910 until at least 1930, Dr. Major C. Alford was the local pharmacist. When he owned the building, possibly by 1911, he operated it as the Clearview Drug Company, but it remains unclear when and how long his business was in operation. No longer working, he still lived in Clearview in 1940.

- Since 1954, when Joseph and Rebecca Marks purchased the building, it has been in their family. With their large family, they were farming in Okfuskee County in 1930, 1940, and 1950. In later years, during the Marks family’s ownership, the building hosted the Last Chance Bar and The Juke Joint. Bernard Drake’s father rented the property and operated a two-table pool hall with a jukebox there. It remains unclear when and how long each of these enterprises were in operation.

**Historical Significance, Community Planning and Development**

The Abe Lincoln Trading Company, as the home base for the Lincoln Townsite Company, is significant under Criterion A, in the area of Community Planning and Development for associations with Clearview, a deliberately designed town that had amenities to support surrounding farm families and encourage commercial and institutional improvements. This commercial building was pivotal to launching the town and, for many subsequent decades, had several owner/operators or tenants who conducted businesses that benefited the all-Black community of Clearview. The period of significance extends from ca. 1903, the building’s date of construction, to 1910, the end of Clearview’s initial development period.

**Historical Significance, Ethnic Heritage/Black**

The Abe Lincoln Trading Company is significant under Criterion A, in the area of Ethnic Heritage/Black for its associations with a defined all-Black town founded to protect and provide opportunities in the Jim Crow era. The successful efforts of the Lincoln Townsite Company developed an environment of respect, support, and self-sufficiency in Clearview. This building is evidence of a distinctive landscape of racial fulfillment and self-realization, and it was part of the social movement to establish and maintain all-Black towns. The period of significance extends

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88 U.S. Department of Commerce, District 147, Lincoln Township, Okmulgee County, Oklahoma, Population in 1920 (Manuscript).
89 U.S. Department of Commerce, District 10, Lincoln Township, Okmulgee County, Oklahoma, Population in 1930 (Manuscript); District 54-10A, Lincoln Township, Okmulgee County, Oklahoma, Population in 1940 (Manuscript).
90 U.S. Department of Commerce and Labor, District 139, Lincoln Township, Okfuskee County, Oklahoma, Population in 1910 (Manuscript); U.S. Department of Commerce, District 147, Lincoln Township, Okmulgee County, Oklahoma, Population in 1920 (Manuscript); District 10, Lincoln Township, Okmulgee County, Oklahoma, Population in 1930 (Manuscript); District 54-10A, Lincoln Township, Okmulgee County, Oklahoma, Population in 1940 (Manuscript).
92 Marks Family Foundation, “Abe Lincoln Trading Company.”
Abe Lincoln Trading Company

Name of Property

Okfuskee County, Oklahoma

County and State

from ca. 1903, the building’s date of construction, to 1973, the 50-year cutoff guideline, while the local residents continued to enjoy the various businesses that operated in the building.

**Historical Significance, Commerce**

The Abe Lincoln Trading Company is significant under Criterion A, in the area of Commerce, since the building is closely associated with the influential role commerce played in Clearview. Downtown Clearview offered commerce and community that Black entrepreneurs and residents devised to enjoy protection and opportunities. Railroad depots and the businesses that evolved in this building, sited alongside the tracks, had ready access to transportation. This was one of several local businesses that sold goods and services along the town’s few streets from small wood-frame or masonry commercial-block buildings, their proprietors facilitating exchanges for cash or credit. This building operated variously as a townsite company, dry goods and grocery store, pharmacy, and a bar. The period of significance extends from ca. 1903, the building’s date of construction, to 1973, the 50-year cutoff guideline, while the local residents continued to enjoy the various businesses that operated in the building.

**Architectural Significance**

The Abe Lincoln Trading Company is significant under Criterion C, in the area of Architecture, as a rare, if modest, surviving example of an early-twentieth-century commercial building in Clearview, an all-Black community. Typical of the property type, it is a one-story rectangular building with a commercial store front and a plain parapet that conceals a flat roof. Although it has experienced some physical compromises, it is the best extant example of its type in Clearview. The period of significance is ca. 1903, the building’s date of construction.
9. Major Bibliographical References

References Cited


Abe Lincoln Trading Company

Name of Property

Okfuskee County, Oklahoma

County and State


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United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900

Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

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content/view/54888:2976?tid=118083350&pid=340172175220&queryId=7e48bef7ced7d3371e6fbb213
148b830&_phsrc=fER44&_phstart=successSource.


Veenendaal Jr., Augustus J. “Fort Smith and Western Railway.” In The Encyclopedia of Oklahoma History

Woodard, James E. “Vernon: An All-Negro Town in Southeastern Oklahoma.” Negro History Bulletin 27,

Previous documentation on file (NPS): N/A

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #
____ recorded by Historic American Engineering Record #
____ recorded by Historic American Landscape Survey #

Primary location of additional data:

X State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
____ Name of repository: N/A

Historic Resources Survey Number: N/A
10. Geographical Data

Acreage of Property Less than 1 acre (0.2 acre)

Latitude/Longitude Coordinates
Datum if other than WGS84: N/A
Latitude: 35.397463 Longitude: -96.187166

Verbal Boundary Description
The boundary includes less than 1 acre within the southwest quarter of Section 30, Township 11N, Range 11E of the Indian Meridian: beginning at the northwest corner of the triangular parcel (Lot 7, Block 22 of the Lincoln City subdivision), extending southeast approximately 190 feet towards Main Street, then extending west approximately 118 feet, then extending north approximately 150 feet to the point of beginning.

Boundary Justification
The nominated area includes the property historically associated with the Abe Lincoln Trading Company.

11. Form Prepared By

Name/Title: Amy E. Dase, Senior Historian, Kory Van Hemert, Architectural Historian, Izabella Nuckels, Historic Preservation Specialist, Jenya Green, Architectural Historian, Emily Reed, Senior Architectural Historian
Organization: Cox|McLain Environmental Consulting, now Stantec
Street & Number: 8401 Shoal Creek Boulevard, #100
City or Town: Austin State: Texas Zip Code: 78757
Electronic mail: emily.reed@stantec.com
Telephone: 512-328-2223
Date: January 2023
### Photograph Log

**Name of Property:** Abe Lincoln Trading Company  
**City or Vicinity:** Clearview  
**County:** Okfuskee  
**State:** Oklahoma  
**Photographer:** Kory Van Hemert, Cox|McLain Environmental Consulting, now Stantec  
**Date Photographed:** December 1, 2022

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<th>Description</th>
<th>Direction of Camera</th>
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<tr>
<td>0001</td>
<td>Front façade, primary entrance, flanking windows, porch</td>
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<tr>
<td>0002</td>
<td>Oblique of primary and east façades</td>
<td>Northwest</td>
</tr>
<tr>
<td>0003</td>
<td>East façade, showing brick chimney</td>
<td>West</td>
</tr>
<tr>
<td>0004</td>
<td>Oblique of east and north façades</td>
<td>Southwest</td>
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<tr>
<td>0005</td>
<td>Rear façade, door, window, and vegetative overgrowth</td>
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</tr>
<tr>
<td>0006</td>
<td>Oblique of north and west façades</td>
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<tr>
<td>0007</td>
<td>West façade</td>
<td>East/northeast</td>
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<td>0008</td>
<td>Oblique of primary and west façades in panorama</td>
<td>Northeast</td>
</tr>
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<td>0009</td>
<td>Detail of rear window, vegetative overgrowth and metal window bars</td>
<td>South</td>
</tr>
<tr>
<td>0010</td>
<td>Detail of stonework, lime mortar, and cement mortar repairs</td>
<td>West</td>
</tr>
<tr>
<td>0011</td>
<td>Overview of parcel</td>
<td>Northwest</td>
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<tr>
<td>0012</td>
<td>Interior view, rear door and window</td>
<td>North</td>
</tr>
<tr>
<td>0013</td>
<td>Interior view, primary entrance and windows</td>
<td>Southeast</td>
</tr>
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Supplemental Documentation

Maps

Map 1. Location of the Abe Lincoln Trading Company
Map 2. Abe Lincoln Trading Company bounding coordinates

Area: 0.2 acres

Bounding Coordinates (WGS84)

1. 35.397463, -96.187166
2. 35.397052, -96.186762
3. 35.397055, -96.187163

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Map 3. Photograph locations
Figures

Figure 1. The Last Chance Bar, undated photograph.94

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94 Cowan and Arnold, “The Last Chance Bar.”
Figure 2. By 1892, numerous railroad routes crisscrossed the Indian and Oklahoma Territories, and even more would follow in the next few decades. Source: McNally and Company Rand, “Map of the Indian and Oklahoma Territories” (Chicago: Rand, McNally and Company, 1892). https://www.loc.gov/resource/g4021e.ct000224/?r=-0.648,-0.04,2.295,0.818,0.
Figure 3. In Clearview, the Fort Smith and Western Railroad intersected the east side of town. A block for a school and the location of a church are evident. The Abe Lincoln Trading Company, situated on Block 22, Lot 7, is highlighted. Source: Okfuskee County, Clearview, 1904 [Plat Map], Documents 1878086 and 1878087, 1904, Okfuskee County Clerk, Okemah, https://okcountyrecords.com/.
Figure 4. In Taft, the Midland Valley Railroad bisected the town. Besides a depot, the section headquarters, a cotton platform, a corn crib, and an office were along the line. Source: Muskogee County, Taft, 1904 [Plat Map], Document 1972792 1904, Muskogee County Clerk, Muskogee, https://okcountyrecords.com/.
Figure 5. Town founder Edward Preston McCabe called out the town’s Black autonomy on the plat for Langston. The plat also highlighted the cemetery location. Source: Logan County, Langston, 1892 [Plat Map], Document 10684038, 1892, Logan County Clerk, Guthrie, https://okcountyrecords.com/.
Figure 6. In 1910, the names of Black families, indicated with an F, for freedmen, surrounded Taft, near the center. The shaded quarter sections were the only land white families occupied in the vicinity. Source: Gray, “Taft: Town on the Black Frontier.”
Figure 7A. A portion of Clearview platted in 1904.  

95 Okfuskee County, Clearview, 1904 [Plat Maps], Documents 1878086 and 1878087.
Figure 7B. A portion of Clearview platted in 1904.\textsuperscript{96}

\begin{figure}[h]
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\includegraphics[width=0.8\textwidth]{clearview_plat_map.png}
\caption{A portion of Clearview platted in 1904.}
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\textsuperscript{96} Okfuskee County, Clearview, 1904 [Plat Maps], Documents 1878086 and 1878087.

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Photographs

0001  Front façade, primary entrance, flanking windows, porch  North
Abe Lincoln Trading Company
Okfuskee County, Oklahoma
Name of Property
County and State

Oblique of primary and east façades
Northwest

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Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

0003 East façade, showing brick chimney

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Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

0004 Oblique of east and north façades Southwest

Figures, Page 45
Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

0005  Rear façade, door, window, and vegetative overgrowth  South
Abe Lincoln Trading Company
Name of Property
Okfuskee County, Oklahoma
County and State

0006 Oblique of north and west façades Southeast
Abe Lincoln Trading Company
Okfuskee County, Oklahoma
Name of Property
County and State

0007 West façade East/northeast
Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

0008 Oblique of primary and west façades in panorama Northeast
Abe Lincoln Trading Company  
Name of Property

Okfuskee County, Oklahoma  
County and State

0009  
Detail of rear window, vegetative overgrowth and metal window bars  
South

Figures, Page 50
Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

0010  Detail of stonework, lime mortar, and cement mortar repairs  West
Abe Lincoln Trading Company
Name of Property

Okfuskee County, Oklahoma
County and State

0011 Overview of parcel Northwest
Abe Lincoln Trading Company  
Name of Property  

Okfuskee County, Oklahoma  
County and State

0013  Interior view, primary entrance and windows  
Southeast

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