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W. T. Holland,
Field Worker.

Ashley
An Interview With Anthony W. Guffey
916 W. 20th, W. Tulsa.

"I moved to Tulsa in 1891. I was a blacksmith by trade and when I got to Tulsa I formed a partnership with Charles Robinson, and we operated a shop where the Public Service Plant now is, 1st and Cheyenne, operating this blacksmithing business there for three years. We did a pretty good business. We repaired wagons, buggies and made and repaired plows. We made 17 wagons while working there. There were very few factory built wagons in the territory then. Horse shoeing constituted a good part of our work. As usual, on the prairie, the mustangs didn't require shoeing very often; however the ponies used in the Osage hills had to be shod often. They brought all kinds to us, and when they were too wild, we would "hobble" them until they cooled off, then we could shoe them without so much trouble. We got from \$1.00 up for shoeing horses all around.

There were very few buggies in Tulsa then, I remember Rev. Geo. Mowbray had a two wheeled sulky, and the odd part of it was, he drove two horses to this sulky. Rev. Mowbray was one of the early preachers, and drove to his appointments in this sulky.

There was one church here when I came, and none out

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in the country. Preaching was held in the residences of settlers, and in the summer time they would hold services under brush arbors, with split log seats, or ones made of rough lumber. There was usually good order. Occasionally a drunk would show up. He was taken away, and persuaded, if possible, to remain away; however if he turned out to be too much trouble, they just tied him up to a tree, and let him sober up.

The Indians would have meetings, preaching and barbecues. Legus Perzyman was the most prominent speaker among the Indians, and was usually at all meetings, and usually spoke. When whites were present, he would speak in English as well as Creek language.

Rev. Mowbray was an early Mayor of Tulsa.

Tulsa, in its early days got its goods from Caney, Kansas, and later, Vinita, that is after the Frisco Railroad reached Vinita. The goods were hauled overland in wagons over the trails, as there were no roads then.

Another business in this part of the country 45 years ago was the timber business. There was very little commercial timber here except walnut, but there was quite a lot of that, and at that time it was worth good money. The white men would make a trade with the Indians for this

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timber, as the Government wouldn't let any timber, except down timber, be cut, so a lot of timber was cut at night, then sometimes later, this "down" timber would be "found" and sold. I remember one especially large walnut that was cut, south of Tulsa. It was 7 feet at the butt, and 40 feet to the first limbs. I've seen 'em roll the heavy logs one-fourth mile to the Arkansas river. They would put down skid poles and wind a long rope around the log, then hitch a horse to it and in this way, roll the logs, and finally get them to the river. When the river was reached the logs were rafted, walnut being heavy, they would cut cottonwood logs and mix with the walnut logs to better float them. Then they would await a rise in the river when they would push off and go down with the current as long as the rise lasted, when they would again tie up. In this way they would eventually reach Fort Smith, their destination. Sometimes it would be months before the logs would finally reach Fort Smith.

I was living in Tulsa when the first bridge was built across the Arkansas. This bridge was built in 1894 and was financed by individuals, among the most prominent men connected with the prospect were Mel Beard and J.M.

Hall. At that time Red Fork was the larger of the two

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towns, and one reason for the slow growth of Tulsa was the river. Some argued that it could not be built, but these men were determined, so went to work and had it built. It was a tall bridge. And I remember the builders put up a metal tablet at each end of the bridge and on this tablet were these words. "They said we couldn't do it, but we did." This proved to be a success and the toll collected soon paid for the bridge, and, too, brought many to Tulsa, and the growth of the town was brisk from then on. The toll for walkers was 5¢. Man on horseback 25¢, and from 25¢ to 50¢ for wagons, according to the amount of load in the wagon."