



An interview between C. H. Lamb, 412 North Reade Street, Tulsa, and Lawrence D. Hibbs field worker covering early history as enacted in the Western Part of Oklahoma.

A CHANGE REMARK CAUSED A RAIL ROAD TO BE BUILT.

Along about 1908 a fierce County Seat war was raging in Custer County, Oklahoma. Clinton had circulated petitions asking that an election be called to vote on the proposition of moving the County Seat from Arapaho to Clinton. An election was ordered. Butler entered the race at this stage. The law provided that, if no town received a certain percentage of the vote cast, a second election must be held. No decision was made in the first election. Arapaho and Clinton each received more votes than Butler, but the percentage was not reached, so it became necessary to hold the second election to decide between Arapaho and Clinton.

A voter of Weatherford spoke at a meeting of the Chamber of Commerce at Clinton and among other remarks stated, he thought it would necessary for Clinton to build a Railroad to Butler, a distance of twenty two miles, which is located in the western part of the County and was then without a Railroad, this to be done if they wished to win the election to get the County Seat. This suggestion was acted upon immediately.

Some wealthy citizens of Clinton backed the project financially. They donated to this fund the amount of Fifty thousand dollars and Clinton's portion of the right-of-way. Farmers in the vicinity of Stafford donated Ten thousand dollars, and their share of the right-of-way. Butler donated Thirty thousand dollars and the balance of the right-of-way. This road was completed into Butler in 1910. This same Railroad is now owned by the Atchison, Topeka and Santa Fe Railway System and has since been built into Pampa, Texas, a distance of 138 miles from Clinton.

Through all of these efforts, Clinton lost the election and the County Seat went to Arapaho.

At about this time the Legislature passed a bill that prohibited a privately owned railroad from leasing to a larger corporation, thus making it very hard on the little fellow as in the case referred to above. This bill made it impossible for these owners to lease their road to any of the larger railroads, and, they not being able to build on any farther, (they were operating at a loss) so in the final windup these citizens lost their all they had invested in this railroad.