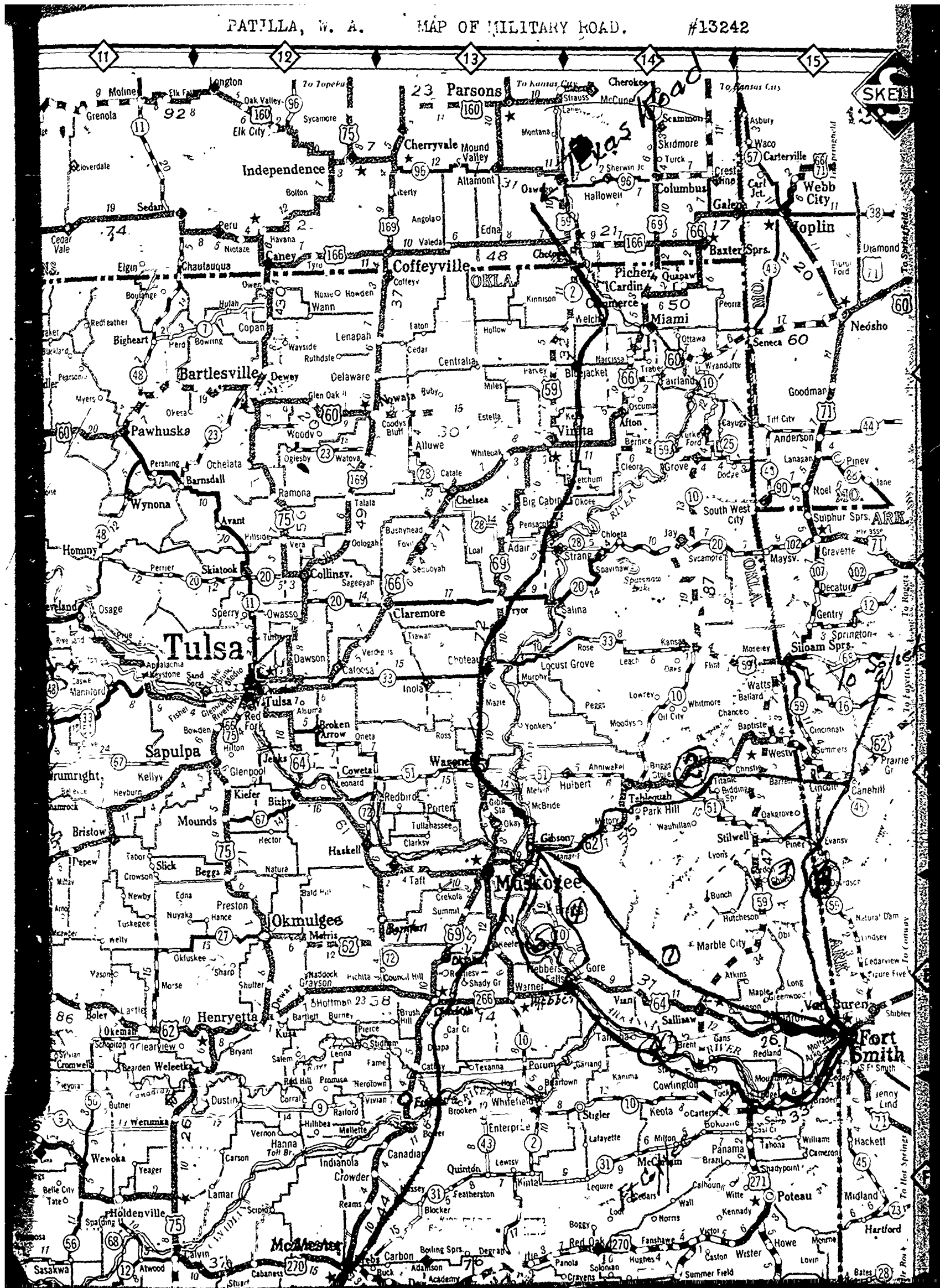


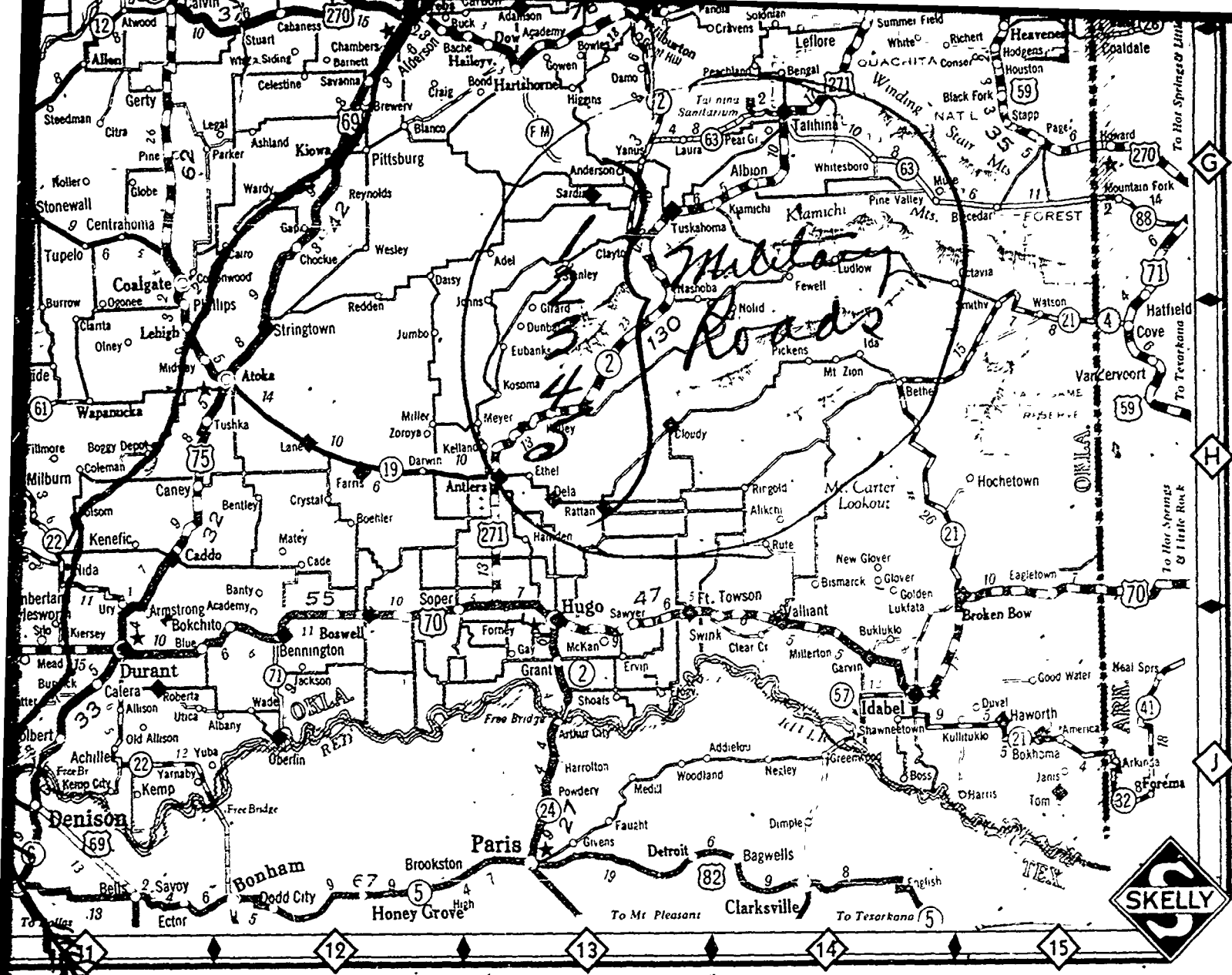
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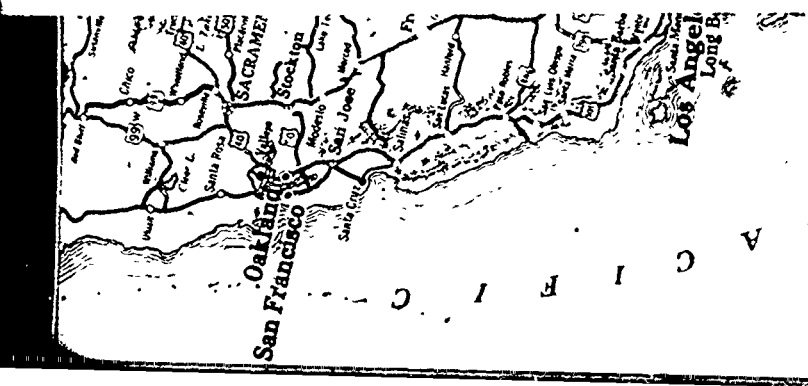
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le, 11459 ..F9	Strang, 286 ..C14	Tom, 32J15	Waynoka, 1840 ..C6	Yahola, 84D13	Caney, 2794 ..A12	CLARKSVILLE, 2952J14
el, 1269 ..F5	Stringtown, 558 ..H12	Tonkawa, 3311 ..B9	Weatherford, 2417 ..E6	Yukon, 1455 ..E8	Galena, 4736 ..A14	CROWELL, 1946 ..J4
ek, 1490 ..F4	Stroud, 1894 ..E10	TULSA, 141258 ..D12	Weleetka, 2042 ..E12	ARKANSAS		
ee, 23283 ..F10	SUPPHER, 4242 ..H10	Turner Falls, 15 ..H10	West Tulsa, 3096 ..D12	Fort Smith, 20903 ..E15	12782 ..A12	Electra, 6712J6
ek, 1177 ..B10	Sweetwater, 93 ..F4	Turkey Ford, 17 ..B14	Wefumka, 2153 ..F11	Siloam Springs, 2378 ..C15	LIBERAL, 5294 ..A2	GAINESVILLE, 8915J10
ok, 1789 ..C12	TAHLEQUAH, 2495 ..D14	Tuskahoma, 213 ..C13	WEWOKA, 10401 ..F11	MISSOURI		
ok, 1195 ..C6	Talihina, 1032 ..C14	Valliant, 608 ..J14	WILBURTON, 1524 ..F13	CARTHAGE, 9736 ..A15	2020 ..J7	Olney, 4138J6
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Coffeyville, A13	Temple, 1182 ..H7	VIAN, 900 ..E14	Wynne Wood, 1820 ..G9	Coffeyville, 16198 ..A13	TEXAS	
ER, 1517 ..F14	Terlton, 234 ..C11	VINITA, 4263 ..B13	Yale, 1734D10	COLUMBUS, 3235 ..A14	BONHAM, 5655 ..J12	SHERMAN, 15713J11
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WELL, 66 ..D15	Thomas, 1256 ..E6	WALTERS, 2262 ..H7				WICHITA FALLS, 43690J7
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L. W. Wilson,
Journalist
March 14, 1938.

Interview with Mr. W. A. Patilla
127 North M Street, Muskogee.

My father, T. A. Patilla, who was born in Indiana in 1829, and my mother, a one-quarter Cherokee, born in Tennessee in 1838, were living at Paducah, Kentucky, and traveled west in 1872 by steamboat by the way of Memphis, Tennessee, down the Mississippi River to the mouth of the Arkansas River and thence up the Arkansas to a village called Ozark, Arkansas, which was some thirty-eight or forty miles from Fort Smith. I was nine months old at this time. They farmed in Arkansas until the opportune time presented itself for their removal to the Indian Territory to establish the rights of my mother in the Cherokee Nation.

My father and mother, with their children, came to Oklahoma by covered wagon, a distance of only seventy-five miles from Ozark, Arkansas, by Fort Smith, and landed down on Lees Creek near the present town of Nicut, when I was in my early teens, which was about the year 1886. I grew to manhood in this locality and I knew everyone for miles in each direction and enjoyed all the festivities at that time so adaptable to young people. I attended church, dances, ball plays, horse

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aces and went fishing and hunting. My father farmed and, of course, I assisted him all I could. He later acquired many cattle and in handling cattle over the eastern part of the Indian Territory I naturally acquainted myself with all the roads and trails.

Of course, our path was not a bed of roses, for we experienced many hardships, but with strong belief in the future and with the courage of real pioneers, together with the sprinkling of Cherokee Indian blood, my parents stuck it out.

Schools were scattered and church was held either in the school house or under arbors.

Roads changed from time to time, due to seasons and high and low waters in the rivers, but the course pursued was always in the same general direction.

The Texas Road, when I traveled it, crossed Red River from Texas at a point about twenty-five miles northwest of Denison, Texas, and ran in a northeasterly direction to the present town of Mead, thence to four miles west of Brown, thence to near Nida and thence to Folsom on Blue River, to Boggy Depot, crossing clear Boggy Creek and continued northeast, leaving Coalgate

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about fifteen miles to the left. It crossed the highway near Kiowa, thence north to McAlester, thence to Massey and then east to a point about fifteen miles east of Canadian and then northeast across the Canadian River below the mouth of the North Canadian River to a point five miles east of Texarkana and then in a northern direction, and crossing Little and Big Elk Creeks and on to the crossing on Dirty Creek to one-half mile west of the Midland Valley Railroad bridge. From there it ran north through the west side of Keefton, crossing Highway 64 about one and one-half miles west of Keefton, continued northeast to Bald Knob which is one-half mile east of the southeast corner of Brushy Mountain, then north three-fourths of a mile east of Uncle Bud Ledbetter's place, then northeast one-fourth mile to Sam Montgomery's place and crossed Coody Creek near George Crittendon's place. It passed through the old Reuben Evans ranch southwest of Froen Rock to one-fourth mile west of Froen Rock and then in a northeasterly direction to Rabbit Ford, across the Arkansas River which is about 300 yards south of the present Frisco Railroad bridge. When the Arkansas River

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could not be forded people traveled to Nevins Ferry at the mouth of Grand River. Then the road angled northeast three-fourths of a mile, thence north into Fort Gibson. Leaving Fort Gibson the road went north east the present Fort Gibson water tower, keeping to the east bank of the Grand River for about four miles until the mouth of Flower Creek was reached. Here Grand River was forded about one mile east of the present Rio Grande Ranch and the road ran northwest to one-half mile west of Wagoner and then followed the line of the MK&T Railroad to one mile west of Choteau and continued north and east to the east of Pryor Creek and then northeast to the big bend on Grand River two miles northwest of Strang. From there it ran three miles west of Ketchum, north to Blue Jacket and continued to two miles east of Welch, then in a northwesterly course to Chetopa, Kansas.

I have been told by people who knew, that along this road many historical events transpired. It lead to near the Confederate Fort at Fort Washita and near the place where General Leavenworth died on the Washita River.

At Big Boggy Depot many of the Creeks took refuge during the Civil War. Jake Simmons, now living at Haskell, was one

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of the refugees, although he was a mere boy.

The Texas Road crossed the old California Trail, established in 1849, about five miles south of McAlester. Near this road, at Honey Springs, near Oktahe, was fought a major battle of the Civil War fought in Oklahoma and many Confederate Soldiers killed in that battle are buried there. At Fort Gibson many things happened and this was the hub of all the roads leading north, east, south and west. The town of Pryor received its name after old Nathaniel Pryor and Chouteau after an old family from St. Louis of the name of Chouteau who once operated a trading post before the removal of the Five Tribes from the East. Near Big Cabin, or Cabin Creek, was fought a minor battle ^{known} as the Battle of Cabin Creek. It was along this trail near Pensacola that the Confederates intercepted a Federal wagon train enroute to Fort Gibson, taking all the men prisoners and confiscating all the teams, wagons and supplies.

Military Road - 1

This road ran south out of the Fort Gibson barracks to a point about one mile west of the present National Cemetery. thence east past the cemetery and ran in a southeasterly direc-

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tion across Wild Horse Prairie, keeping between the mountains at the foot of the present Braggs Mountain on the highway to Braggs, continuing on to the Illinois River crossing above the upper salt works (Mackey Salt Works). From there it ran to the upper end of Little Vian Creek, near the present Circle A. Ranch and continued to the Bowers place on Camp Creek north of Muldrow and crossed the Arkansas River to Fort Smith near the present town of Arkoma.

Military Road No. 2.

Fort Gibson to Cane Hill, Arkansas.

Leaving Fort Gibson this road followed Military Road No. 1 to and past the National Cemetery, then instead of branching to the southeast it ran east through the town of Maynard to about the present Cherokee County line, thence in a northeastern direction, crossing Maynard Bayou a number of times and coming out near the old Male Seminary which was about two and one-half miles south of Tahlequah. From there it continued east to Park Hill north of the present Frisco Railroad depot, east across the Illinois River on the Ross Ferry (if the river could not be forded) and thence to Wellington, crossing Barren Fork Creek on the old bridge. From there

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the road ran northeast to a point near the present town of Titanie and then due east, which was about five miles north of Barren and into Cane Hill, Arkansas, connecting with the Military Road which ran through Arkansas to Missouri.

Military Road No. 3.

Cane Hill, Arkansas, to Fort Smith.

Leaving Cane Hill, Arkansas, this road ran to Evansville, Arkansas, traveled down Lees Creek in the Indian Territory to the present Verona, crossed Briar Creek and over the Patilla Mountain then past the old Hugh Simpson farm and intersected the old Military Road No. 1 at Pleasant Grove Spring, near the Pleasant Grove graveyard. It passed by the Montgomery Spring between the A. D. and John Blackard farms, thence southeast to Mayfield Mountain on to Roland and thence northwest to the northwest end of Grassy Lake, thence southeast by the old Dr. Bell place on the east end of Grassy Lake on the outlet end of the lake by Houston and Gabe Layne's place and crossed the Arkansas River about 500 feet east of the Missouri-Pacific Railroad bridge, near or at Van Buren on Morgan's Ferry and thence into Fort Smith.

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Military Round "No. 4"

Fort Gibson to Fort Coffey and Fort Smith.

This road left Fort Gibson on Military Road No. 1 in a southeasterly direction to Braggs, thence southeast to Gore, crossing the Arkansas River on a ferry to Webber Falls, thence along on the south side of the river to the Vann Ferry, near the mouth of the Canadian River, thence to Mitch and Sadie. From there it ran to the ferry at Blaine then to Tucker and from there to old Fort Coffey. From Fort Coffee the road ran along the course of the Arkansas River to Oak Lodge, thence to Braden and Reno and on to Arkoma, crossing the Poteau River by ferry to Fort Smith, Arkansas.

Military Road No. 5.

Fort Gibson to Webber Falls.

This road left Fort Gibson on the old Texas Road, crossing at Nevin's Ferry if the river was up, otherwise crossing at the Rock Ford on the Arkansas River in North Goose Neck Bend, at the old John Chandler place, now the Dr. Thompson farm. From there it ran south one-half mile near the Bill Harnage graveyard, passing 200 yards west of the Harnage home place, thence south to Henry (Squawk).

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Nicholson's, which is a point near the Smith Ferry, one time operated by Bud Smith. At this ferry a road led to Braggs across the ferry but the Military Road continued down the Arkansas River to the Lammer place and then left the river for the upland about one-half mile east of the east end of the old Rube Evans Ranch, thence southeast to one mile east of the present town of McLain, thence in a southeasterly direction to Webber Falls where it ran into Military Road No. 4.

Fords and Ferries.

The following ferries crossed the Arkansas River:

<u>Name of Ferry</u>	<u>Location</u>	<u>Near present town</u>
Brent	Brent	Brent
Blaine	Blaine Bottom	Blaine
Tamaha	Tamaha Landing	Tamaha
Smith	9 mi. SE Muskogee	Muskogee
McMakin	4 mi. east Muskogee	Muskogee
Rogers	$\frac{1}{4}$ mi. above McMakin	Muskogee
Nevins	Mouth Grand River	Fort Gibson
Thompson	Mouth Verdigris River	Fort Gibson
Harris	2 mi. above mouth Verdigris River	Muskogee
Leachers	North end Mill Street	Muskogee
Simeon Brown	Near Fern Mountain	Muskogee
Scott Gentry	One mile east	Haskell
Coweta	One mile south	Coweta
Lynch	Highway Bridge	Webber Falls
Wealaka	Near Leonard	Leonard

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The following ferries crossed the Grand River:

<u>Name of Ferry</u>	<u>Location</u>	<u>Near Present town</u>
Military	Near Barracks	Fort Gibson
Wagoner	4 mi. No. and 4 mi. east	Wagoner
McCracken	East of Pryor, 6 mi.	Pryor
Strang	Near Strang	Strang

The following ferries crossed the Illinois River:

Gore	1 and $\frac{1}{2}$ mi. northeast	Gore
Cookson	Near Standing Rock	Cookson
Boudinot	4 mi. east Tahlequah	Tahlequah
Ross	2 mi. east Park Hill	Park Hill
Chewey	3 mi. west Chewey	Chewey

The following ferries crossed the Canadian River:

Whitefield	1 mi. northeast Whitefield	Whitefield
Brewer Bend	Near Brocken in Belle Starr Canyon	Brocken
Ferry	Near Mouth N. Canadian	Texana
Onapa	4 Mi. west on N. Canadian	Onapa
Stidham	Just north Stidham	Stidham

I recall that there was one ferry about two miles north of Okay on the Verdigris River, near a five foot falls in the river. It served the people between Wagoner and Tallahassee.

The Childer's Ferry crossed the Verdigris River about four miles west of Wagoner near the present high way bridge between Wagoner and Porter.

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Ghost Towns.

I know of a town that once existed down in the community where I grew up and I guess few people today remember that quiet, settled little town of Remy, which once was a flourishing little metropolis of possibly one thousand people.

Remy, in 1894, was buzzing with activity. I do not recall whether or not the place was ever mapped as to streets and alleys but do know that it was a mail distributing center for miles and the post office was run by Dr. S. P. Johnson. How the place received its name I do not know unless the Cherokee or United States Government adopted the name on account of the post office. This little city today could be located as about five miles north of the present town of Roland. I do not recall the date of the founding of Remy, but do know that Bill and John Blackard established a general

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merchandise store, that Dr. Hick operated a drug store and that Dr. Anderson was a practicing physician there. The postmaster, S. P. Johnson, also operated a store along with the post office. A sawmill and grist mill employed quite a few men cutting timber, hauling logs and operating the sawmill and a number of men worked at the grist mill during the fall and winter months. These two mills were owned by Dr. Johnson. The village was, however, reliant on trade from the farmers around it. The town passed out of existence along about 1896, some of the inhabitants moving to Roland, some to Fort Smith, Arkansas, some to Sallisaw and elsewhere.

I know of other towns but can't tell much of them except I remember they once were but are no more. I recall Dogtown on Lees Creek about five miles south of Short and the merchant, if I remember correctly was Joe Boyd.

The town of Maple, Maple Springs we called it, was, at an early date, a good village. It is still on the map as Maples, but it really is nothing at all and the same thing is true of Long. There is just one box house store at Long and I don't believe there is any store at all at Maples.

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The Indian Territory, during the reconstruction period after the Civil War, was apparently a hideout for outlaws, due to the Indian's tribal form of government. I have been told that in the late seventies gangs of outlaws discovered a cave which later became known as "Robbers Cave". It is located far back in the hill country, about seven miles north of Wilburton. The outlaws seldom bothered the citizens of the Indian Territory but preyed upon the trains which carried large sums of money. If you left the old outlaws alone and did not meddle with them they would be your friend. The outlaws of old would take their loot and bury it and make a map for the purpose of returning some day to get it. Some of these outlaws who used the Robbers Cave were the James Gang, Dalton Gang, Cole Younger Gang and Belle Starr and her followers. I have seen these gangs heading for the cave over the old Military Road No. 3 that ran past our place and at times I saw them in the Belle Starr Canyon.

About four miles northeast of Fort Gibson there was some few years ago, a two-story hewed log house that had port holes you could see out of in every direction and large enough to fire rifles through if need be. This house was constructed similar to the ones at the reconstructed barracks at Fort

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Gibson. It could be located by following the northeast prong of Flowers Creek, going up stream from its mouth.

I have seen this house some two or three times and as to being a robbers' roost that was told me by old timers living in the immediate community, I cannot say as to what gangs frequented the place.

One of the interesting spots occupied by the Spanish when they were in this country, and which has been omitted from historical accounts of that time, is the location of an old Spanish smelter that was built and operated by the Spanish long before the founding of Fort Gibson, and is in the vicinity of that city. This smelter is located about four and one-half miles north of Fort Gibson, on the east bank of Grand River where Flowers Creek empties into Grand River and about six hundred feet up Flowers Creek from its mouth on the south side of the mountain. It is said there were once four smelters near this location. That these smelters were built by Spaniards, is by word of mouth, handed down from generation to generation and comes authentically from one of Oklahoma's oldest settlers, Mr. Hulbert, the founder of the town of Hulbert. My first visit to this spot was some years ago and I found that it was of

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stone construction and was built by expert stone masons and stone cutters. The stones in the walls are about fourteen inches square and laid in mortar of pulverized limestone and either buffalo, deer or elk blood. The building is about fourteen by sixteen feet. It cannot be determined what ore was smeltered, but it could have been lead, copper, gold or silver and some old timers think it was gold. Some have advanced the idea that the United States Government at one time built and operated this smelter, but this idea is exploded due to the fact that our Government has no record of ever building a smelter in this locality. To further bolster the theory that the Spanish inhabited our state at this spot at one time, you will find, by exploring further up Flowers Creek some few miles, what is presumably a Spanish village, as many dugouts exist today that were once used for housing facilities. One visiting in this community can follow out the roads leading away from the old smelter to the southeast to the present road to Fort Gibson. Whatever it was that was smeltered must have been carted back to Mexico or transported down the Grand and Arkansas Rivers by row boats and canoes.

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Crystal Cave.

Crystal Cave was so named by the people who live in the vicinity. It would be well for those who get a thrill out of seeking out and exploring caves, to visit this one. I have been to it and entered but, being aged and incapacitated, I could not go through it as I would have liked to do. It is located about four and one-half miles north of Fort Gibson on Flower Creek, about one mile up stream from the mouth of the creek, at what is known as Flower Creek Mountain, and about two hundred feet from the base of the mountain. The entrance to the cave is about a twelve foot opening and following back some distance in the mountain you come to a shaft in which there is a long locust pole and by sliding down the pole you come to a room with a ceiling of rock from which hangs formations like icicles about sixteen inches ^{thick} at the roof, tapering to a point of about one inch. This shaft is a death trap to most animals, for once they get back in the entrance and fall down the shaft they are doomed to die for want of food because they cannot get out. I remember seeing a dead goat at the foot of the shaft the last day I was there.

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Historic Three Forks.

I have visited the original spot of the old Osage and sometimes referred to as the old Cherokee and Creek Agency, located about two miles south of Okay, and about five hundred feet west of the Okay and Fort Gibson highway. This site can be exactly located when you come to the old well located on the farm now occupied by an old negro named Henry Lurks. The well is all that remains of the old agency. It is walled with rock and is as round as a gun barrel. It is about eighty feet deep and has not been cleaned out for the last thirty years, according to the old negro who has lived on the place all the time, but the water is used constantly by the family. It never goes dry during the most severe months. The trading post originally was about three quarters of a mile south of the old agency and was known as the Three Forks Post. As early as 1813 the operator of this post did a thriving business with the Osages and other wild Indians, trading his wares for buffalo, deer, antelope and other hides and furs of all kinds. About the year 1816 Congress passed a bill appropriating money to feed and clothe the Indians from all parts of the Indian

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Territory and the wild Indians far and near were prevailed upon to come to Three Forks and camp. The purpose of this was for no other reason than to try to civilize them. In due time some ten or fifteen thousand Indians had gathered north of the Arkansas River and east of the Verdigris River, and later came the Creeks and Cherokees after their removal, who settled to the east and north of them, thus explaining the Osage and the Creek and Cherokee Agency. About 1820 the Commissary was discontinued and Three Forks Post was moved to what was called Three Forks now Okay.

The Cherokees soon set up a Council Ground near Fort Gibson and the Osages and other Indians went back to the Plains and the Creeks set up their Agency on the south side of Fern Mountain, northwest of Muskogee.

The Cherokees soon established their capital at Tahlequah, and the Creek Capital was at Okmulgee. I have had much experience with the Cherokees, I lived with them and I am one-eighth Cherokee. None of my folks ever received any annuities, payments or allotments because of their Indian blood, but they were very instrumental in getting many of

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the Cherokees enrolled and filed during the days of the Dawes Commission. With this Commission was one of my nearest and dearest friends, James A. Walker, who had direct charge of all the filings and engineering parties who surveyed off the sections, half-sections, creeks and made the appraisements.

I attended the old Belfort Church, one of the oldest churches in the Indian Territory.