

FOLSON, GREENEUEY (Bud)

INTERVIEW

#7970

BIOGRAPHY FORM
WORKS PROGRESS ADMINISTRATION
Indian-Pioneer History Project for Oklahoma

Worker's name Alene D. McDowell

report made on (date) September 18, 1937 (Oct. 25, 1937)

Name Greenbury (Bud) Polson

Post Office Address Route 1, Ramona, Oklahoma

Residence address (or location) 1/2 mile north of Vera

DATE OF BIRTH: Month December Day 3 Year 1863

Place of birth Brown County, Illinois

Name of Father Asa Polson Place of birth Maryland

Other information about father buried in Rich Hill, Missouri

Name of Mother Annie Woods Polson Place of birth Pennsylvania

Other information about mother buried in Rich Hill, Missouri

or complete narrative by the field worker dealing with the life and
of the person interviewed. Refer to Manual for suggested subjects
questions. Continue on blank sheets if necessary and attach firmly to
form. Number of sheets attached 0

Alene D. McDowell
Research Field Worker
Indian-Pioneer History, S-149
September 12, 1937

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Interview with
Greenbury (Bud) Polson
Route #1
Ramona, Oklahoma

Greenbury (Bud) Polson was born December 3, 1863
in Brown County, Illinois.

Father - Ace Polson was born in Maryland, died
in 1893 and is buried in Rich Hill, Missouri. He
was of Scotch-Irish descent.

Mother - Annie Woods-Polson was born in Penn-
sylvania, died in 1888 and is buried in Rich Hill,
Missouri. She was of Pennsylvania Dutch descent.

I first came to the Indian Territory from
Bates County, Missouri, in 1883 and made the trip
in a covered wagon. I settled on a farm near
Vinita. I made the trip alone for I was only 20
years old and welcomed the adventure. I camped in
a tent for a while, then moved into a two room log
house where I "batched". There was a spring on the
place where I secured water and I used wood for
fuel. I bought my supplies from John Thomas
Ratcliff at Vinita.

Our farm implements were crude and I had a
walking plow and cultivator.

FORDS: There was a ford across Big Cabin Creek, 1 mile west of Vinita and one across Little Cabin Creek, two miles east of Vinita.

Armstrong's ford was across Duck Creek 25 miles Southeast of Vinita.

Day's ford crossed Caney River, about two miles South of Bartlesville near where the 7th Street bridge is now located on United States Highway #75.

FERRY BOATS: There was a ferry crossed Grand River west of Grove. I do not know the name of this ferry nor the name of the man who run it.

Gary's ferry was controlled, owned and operated by Ed Gary. This ferry crossed Grand River where the bridge is now located.

TOLL BRIDGES: Frazier & Farley operated a toll bridge over the Neosho River near Miami.

The Day bridge was over Caney river South of Bartlesville near the old Day ford. The land on the south side of the river was owned by Jim Day and on the north side by William Johnstone. This bridge was operated by Bill Shinn.

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There was a stage route through the Kiowa country with a post office at Seminole. The Missouri, Kansas & Texas railroad run through Vinita and I received my mail there.

The mail was carried from Vinita to Southwest City, Missouri, located just over the line in Missouri, by mail hack.

The mail was carried from Coffeyville, Kansas, to Bartlesville by mail hack. Arthur I. Morgan drove this hack for a while and later became post master at Bartlesville, an office he filled for several years.

We fished in Grand River where we caught cat, buffalo, and sun perch and we supplied ourselves with plenty of wild game for meat. There was abundance of deer, turkey, prairie chicken and quail.

September 3, 1893, I was married to Emma Oyler at Vinita, Indian Territory, and we made our home on a farm near Vinita for several years.

In 1901 I registered at El Reno for the Kiowa

and Comanche land opening but did not receive land.

I lived among the Delaware, Cherokee and Shawnee Indians and found them a fairly civilized tribes; however, a large percentage of them were not married. * When their land was allotted they were required to be married according the Cherokee Nation's laws before they could receive land, for this reason many of them were forced to marry.

The Indians had their own court where they handled their criminals for small offences. The federal court was held at Fort Smith, Arkansas. The Indian police was appointed by the Indian court to make any arrests for small offences, and to keep the white man from entering their reservations, otherwise they had no jurisdiction over the white man.

Tom Monroe was the United States Marshal who took care of the criminal cases where I lived. Some of the other United States Marshals I knew were Bud Ledbetter, Ike Peoples, Ike Rogers and Homer Bruner.

* (Note: ... of ... in accordance with ...)

John Duncan, a full blood Cherokee, acted as interpreter for his people in our vicinity.

There was a Delaware church south of Vinita, on Mustang Creek where we attended sometimes. Mr. Ketchum, a full blood Delaware, preached to his people. We did not attend this church often for he preached through an interpreter and this became very monotonous.

CATTLE RANCHES: The Sam Cobb Ranch was located about where Enid now stands. This was known as the Bar T Bar Ranch and their brand was -T-. He owned about 18,000 head of cattle. 3,000 head was moved to a ranch six miles Northeast of Vinita where they were fattened and shipped from Vinita to the Kansas City market.

The Cow Towns were across the line in Kansas, at Caldwell, Kiowa and Cheyenne. Some of the ranches shipped from Caney, Coffeyville and Elgin ~~xxx~~ as this was nearer the Cherokee Nation, and the cattle would only be driven a few miles to the railroad. Later when the railroad was completed, Tulsa became a shipping point.

By 1880 the Santa Fe had built its line to the Indian Territory border, to Coffeyville, Arkansas City and Caldwell and a few years later to Kiowa, Kansas. The first track was laid from Arkansas City to Ponca City, to what is now Perry and on to the Canadian River. In 1887 the road was opened to Purcell.

In 1871 the Missouri, Kansas and Texas road was laid to Big Cabin Station and an extensive cattle loading yard was constructed in the Indian Territory.

Perryville, in the Choctaw Nation was another cattle shipping station, however, the shipping points in the Indian Territory was not used to a great extent and large trail herds continued to flow northward to the Kansas shipping points.

Red Fork located Southwest of Tulsa was the end of the Frisco Railroad.

The Santa Fe railroad was built from Neosho, Missouri to Vinita in 1871 and in 1883 it was extended to Tulsa. In 1889 it was built across the Arkansas River to Sapulpa.

The M.K. & T. crossed the Indian Territory from Kansas to Texas and the Atlantic & Pacific line reached ^a ~~the~~ junction with the M.K. & T. at Vinita before the construction of any more railroads.

Late in 1881 the Atlantic & Pacific extended their line from Vinita southwest to the Arkansas River to Tulsa. It was completed in 1882 and within the next two years it was extended to Red Fork.

I came to Bartlesville in 1902 to work on the M.K. & T. Railroad. I worked from Bartlesville southwest to Sand Creek. Tom Pearson was the contractor on this branch of the work and William (Shorty) McGuire was the foreman. We camped on the Andrew Tayrien place ~~while we were working on this road.~~

I made my home in Bartlesville for many years after the completion of the railroad. In 1917-'18 I worked as police officer in Bartlesville. I later removed to my present home on a farm one-half mile north of Vera, in Washington County.

The mode of travel is much different now than in the early days. We traveled on horse back then,

and thought nothing of riding 10 or 15 miles to a dance. The women wore long black skirts or riding habits, and rode side saddles. Their skirts hung to the stirrup. I well remember the first woman I saw riding astride. A small wild west show came to town and this woman rode in the parade. This looked queer to us and everybody was horrified.

I have a cast iron dinner pot that is over 40 years old and is still in use in our home.