

RICHARD, W. L.

INTERVIEW

#4487

474

RICHARDS, W. L.

INTERVIEW.

#4457.

Form A-(5-149)

BIOGRAPHICAL
INQUIRY PROGRAM
Indian-Pioneer History Project for Oklahoma

Field Worker's name Warren D. Morse,

This report made on (date) June 17, 1937

1. Name W. L. Richards,
2. Post office address Terral, Oklahoma.
3. Residence address (or location) _____
4. DATE of birth 1858.
5. Place of birth East Texas.

6. Name of father D. L. Richards Place of birth Texas.

Other information about father Farmer.

7. Name of mother _____ Place of birth _____

Other information about mother _____

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

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Warren D. Morse,
Field Worker.
June 17, 1937.

Interview with W. L. Richards,
Terral, Oklahoma.

I came into Oklahoma in 1892 from East Texas. I had a little money and wanted to put in some kind of business in a pioneer or frontier town. I didn't want to get too far from the Texas boundary so I settled at Ryan and started the first dry goods store there.

The railroad had not reached there at that time, it did later. I had a big trade territory. There was no Ringling then and trading was reaching out for thirty-five miles or more.

As Ryan was a farming center I decided to help, so I ordered and received the first shipment of oats in Ryan. Bob Haleman went on my bond to get it there. I had to go clear to Duncan to get the bill of lading signed.

As the nearest court was at Fort Smith, Arkansas, we had to go there to get this bond fixed and witnessed.

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Wheat and oats were the main products. Wagons were lined up from the railroad back east away past the school building, and they were three deep.

Ryan grew rapidly and was quite a city until the county seat was moved to Waurika.

In 1894 I stored a hundred and sixty-five thousand bushels of oats. We could not get very good freight service at that time and twenty to twenty-five miles an hour was considered fast time for a freight train then. We could not get cars enough to move the produce.