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Interview with John C. Andrews  
803.N. St. Woodward, Oklahoma.  
Born-Dec. 12, 1849.  
Father K. Andrews  
Mother -Cathrine Andrews

My father was Samuel K. Andrews and my mother was Catherine Andrews, they were both Pennsylvania Dutch and both were born in Pennsylvania. I was born December 12<sup>th</sup>, 1849, at Decatur, Illinois. In January, 1864, I enlisted in the Civil war from Decatur, Illinois, and the State of Illinois gave me a bounty of \$200.00 for enlisting.

In 1868 I bought a messhall in Fort Reno, in the Indian Territory. I had charge of feeding the Government employes at Fort Reno. In 1869 I went to Fort Supply, which is in Woodward County at this time, and worked for Sam Parker. He had the contract for putting up the hay which was used to feed the Government mules there. General Custer was in command of the fort at that time. Late in the year of 1868 I left Fort Supply and went to Ellsworth Kansas.

In 1874 I freighted overland from Wichita, Kansas, to Fort Reno. In the summer of 1875 I quit freighting and drove a stage coach from Muskogee, which was the

Washita Indian Agency, to Fort Sill.

In 1876 I married Catherine M. Rundal and we ran the Pond Creek Ranch in what is now Grant County, near where the town of Jefferson now stands. We stayed there until the spring of 1878, when I was made a special guide for General Sheridan. General Sheridan at that time was locating the Cheyenne sub-agency at Cantonment, in what is now Blaine County. We made the trip overland from Wichita, Kansas. He was commander-in-chief of the Army. His staff on this trip included General Cook, and Col. Fred D. Grant (General U. S. Grant's Son). Colonel Moore was quartermaster of his staff, and Colonel Whipple was pay master. We had a party of sixteen officers and soldiers. We had a six mule team and a four mule team, which we used to haul our supplies. We also had two ambulance teams.

In 1885 I came to Fort Supply, and drove an ambulance there for a while. In 1887 the **Atchison, Topeka and Santa Fe** Railroad was built into the town of Woodward, and I drove the first mail wagon which carried the mail to and from Fort Supply to Woodward. That was the first mail delivered into Woodward by train. I worked for the

Government until March 1888.

The Government had a telegraph line from Fort Dodge  
 Kansas to Fort Supply and on to Fort Cill. The poles  
 used were native cedar poles and the settlers and Indians  
 had been destroying them, so the government decided to re-  
 place them with steel poles. So in the winter of 1887 I was  
 helping to replace them. We were working south east of  
 where the town of Sealing now stands. One day the command-  
 ing officer in charge sent one of the men to Mrs. Chapman's  
 ranch house to have some coffee pressed and given. While  
 he was there a severe blizzard came up. On his return to  
 camp he got lost and was not found until the next morning.  
 He had frozen to death, and was found by the north  
 branch of a river about five miles west of Sealing. He  
 still had the coffee in his sack in his hand when  
 he was found. He had traveled some 40 miles and he  
 made this trip in 24 hours.

In 1888 I was ordered to go to a point about 25  
 miles northwest of the town of Sealing. I had a horse  
 and a pack trail, part of the trail was out of the country  
 and I had to travel by night.

auctioneer in Woodward County, and among the first notary publics.

I was personal friend of Captain David L. Payne. I met him first in 1867. At that time I was driving a stage coach from Fort Dodge Kansas to Fort Albery, at that time Fort Albery was an abandoned Fort. We drove 105 miles and it took us three days to make the trip one way. The Indians were very bad at that time, and we could couple up and two stage coaches go together. We were escorted by twelve soldiers. We had two stage coach drivers, two conductors and one government teamster, besides the passengers. One day we sighted a band of men to the north of us, and we thought they were Indians so we stopped and unhitched our mules, tied their heads together, so they would not run off and we prepared ourselves for a battle with the Indians. By this time their scout rode up and told us that Captain David L. Payne of Company D. 10th Cavalry was in command of the band and when we had to fight were Indians, and we felt much better. Captain Payne and his company were scouting for Indians. He and his men escorted us on to Cimarron ranch. Captain Payne rode in the stage coach with me and we had a nice visit. What is ... I happened to get him ... from

then on I had the pleasure of being a close friend of his. Captain Payne on several occasions tried to settle the Indian Territory with colonies. In 1879 he made his first attempt to settle old Oklahoma.

In 1867 the Shawnee trail was established. This was the first cattle trail across the Indian Territory from Texas to Kansas. It passed out of Texas into the Indian Territory at a point which was called Red River Station, and went north through the Choctaw Nation, and passed east of where Fort Sill is now. It ran north and east through the Indian Territory to a point called Chetopa Kansas, and north and east to where Winfield, Kansas now stands, and from there to Douglas, and from there the trail went north-east to Wichita, Kansas, and from there to Newton, Kansas, and from there to Collins Kansas, on the Gage River. Here the cattle were loaded on the cars and shipped to northeastern markets.