

FLOYD, JOHN

INTERVIEW

#7467

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LEGEND & STORY FORM
WORKS PROGRESS ADMINISTRATION
Indian-Pioneer History Project for Oklahoma

367
7467

FLOYD, JOHN INTERVIEW.

Field worker's name Joe Southern

This report made on (date) September 13, 1937

1. This legend was secured from (name) John Floyd

Address Atoka, Oklahoma. General Delivery

This person is (male or female) White, Negro, Indian,

If Indian, give tribe _____

2. Origin and history of legend or story Bridges and roads and markings in early days in the Indian Territory.

3. Write out the legend or story as completely as possible. Use blank sheets and attach firmly to this form. Number of sheets attached 2

An Interview with Mr. John Floyd, Atoka, Oklahoma.
By - Joe Southern - Field Worker.
September 13, 1937.

John Floyd was born August 7th, 1857, in Washington County, Arkansas, and moved to what is now Atoka County in 1871. He settled on what is known as a nearer route and wagon road from Bonham, Texas, to Fort Smith, Arkansas. This route was nearer if one came by old Boggy Depot and Atoka and the course taken was north from Bonham, Texas, to Armstrong Academy School, then to Choctaw District Court grounds in the northwest corner of Choctaw County then north to the mouth of McGee Creek in Atoka County where there was a ferry boat on Muddy Boggy River. This boat was owned and operated by Green Wesley, a Choctaw. This boat and the road were built in 1857 by the Choctaw Indians that lived along this route for their own convenience and a shorter route to Fort Smith.

This road ran from the ferry north and east in Atoka County on the divide between McGee and Buck Creeks, crossing Buck Creek just south of where Daisy is now located; there it intersected with the road that was known as the Boggy Depot - Atoka - Muskahoma road. The mark-

ings of these roads were four notch roads, as they led in and out of the Indian Territory. All roads leading in and out were marked four notches. All roads leading into the four notch roads were marked three notches. Roads leading to and from settlements were two notches. Roads leading to and from church were marked one notch. All trails and roads that led in and out - to and from hunting and fishing camp grounds were marked with blazes. All road markings were cut on trees or stones along these roads, so there was little chance for a stranger or traveler to get lost if he knew the markings and their meanings.

Some of this road along the mountain divide is still used and other parts of it were abandoned when statehood came and people began to fence on section lands.