

INDEX CARDS

Railroads--St. Louis and San Francisco
Tulsa
Traders' Licenses--Cherokee Nation
Traders' Licenses--Creek Nation
Hall, Harry C.
Farming--Creek Nation
Leasing--Creek Nation
Indian Trade
Hides--tanning
Fur trade
Red Fork
Mercantile establishments--Creek Nation

Mr. Grant Foreman, Director.
Hibbs, Field worker.
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An interview between Mrs. H. C. Hall, 1320 South Carson, Tulsa, and Lawrence D. Hibbs, field worker, covering the early life of her husband and the part he played in the early life and history of Tulsa.

My husband, Mr. H. C. Hall, was born in Belfast, Tennessee, in 1841, and in 1869 he came to Oswego, Kansas, and remained there until January 1882.

Prior to 1882 the United States Government said they would give to the Railroad company first reaching Indian Territory a free right-of-way across Indian Territory, so the Frisco railroad took over the Atlantic and Pacific railroad which at that time had its terminus at Vinita, Oklahoma, and a contract was let to extend the railroad on across the Cherokee Nation to a point on the Arkansas river and this point was Tulsa. The contractors to do this work were O.B. Gunn, of Kansas City, Missouri, C.M. Condon and H. C. Hall of Oswego, Kansas, and B. F. Hobart, of Springfield, Missouri. Mr. Gunn was to look after the construction part of the road as he was an Engineer, let the sub-contracts and check up the estimates made by the Engineers on the job; H. C. Hall looked

after the pay-rolls, assisted in buying supplies and spent some of his time in the railroad office in St. Louis.

In January, 1882, the contractors were ready to commence work on the extension of the railroad from Vinita to its terminus on the Arkansas River but they discovered they were short about a hundred men, so they placed an order with an employment agency in St. Louis for these men and in about ten days they received about seventy five of the worst looking bums that the Territory had ever seen, but they were fed and bedded down and the next day were whipped into shape to start their work. The construction work progressed and on August 1st of this same year, the construction wagons rolled across the prairies from the east into Tulsa. The Surveyors had been in ahead of them and had made their surveys and the chief Engineer of the construction work, J. E. Thomas, had the grading done for the main line, also for a siding, and had the location for the depot made, which would have been about where Lewis Avenue now crosses the Frisco tracks, which is about two and one half miles east of where Main street now crosses the Frisco tracks. Upon learning this, Mr. Hall informed Mr. Thomas, the Chief Engineer, that the site he had chosen was in the Cherokee Nation and that the Cherokee laws prohibited a white man (other than an inter-married citizen) from engaging in business in the Nation. He requested Mr. Thomas to move the town further west into the Creek Nation as the Creek

laws were very liberal to the white man, so the Engineer acquiesced to this request and Tulsa was located, and Main street was permanently established.

A mixed train began to make regular runs between Tulsa and Vinita about October 1st, 1882, making one round trip per day. The fare was five cents per mile. The train had a regular schedule for starting from Tulsa but was not in any hurry to get to Vinita. It had only to make connections with the passenger train from Vinita to St. Louis and there was plenty of time for this, and they would often stop and let the passengers and crew shoot prairie chickens along the way. In the spring of 1884 this railroad was completed across the Arkansas river into Red Fork.

In 1883, Mr. H. C. Hall opened the first trading post in Tulsa, Creek Nation, and posted a bond with the Secretary of the Interior for ten thousand dollars for a license to do business in the Creek Nation. This trading post was located on the west side of Main street on the Frisco railroad.

The first water well that was dug in Tulsa was back of this trading post and was dug in 1883, the work being done by a negro named Shanks.

Mr. Hall, in addition to his trading post, was a farmer and cattleman. He made arrangements with the Indians to put under cultivation several large farms south along the Arkansas

river. He found it expensive grubbing out the pecan stumps and underbrush. He bought several teams of mules in Kansas and brought experienced farmers here but it did not prove to be profitable. The freight rates were too high to ship the farm products to the market which was far away, so after a few years ^{he} turned the newly made farms over to the Indians.

Mr. Hall also entered into an agreement with the Indians for a pasture range. This range began on the Creek-Cherokee line and went south on what is now Lewis avenue for about twelve miles and then east about eighteen miles, then back north to the Creek-Cherokee line and then west along this line to the place of beginning. This enclosure took in all of eastern part of the present day Tulsa and what is now Broken Arrow and all the country lying between. This area was used for a cattle ranch with the exception of about 100 acres which was put under cultivation and here the first wheat was raised west of the Verdieris river. This wheat was shipped by rail to Seneca, Missouri.

Hall's store was opened in March, 1883, and trade was brisk in such as dry-goods, boots, shoes, clothing, hardware, furniture, farm implements, groceries, lumber, and coffins. The Indians were the principal traders. They would come in to trade

with their ponies loaded with venison hams, wild turkeys and pecans. The Indians had a way of curing deer hides to make a very fine buckskin that commanded a good price. Many fur bearing animals were to be trapped around Tulsa, and their pelts were traded at the store.

Mr. Hall opened another store at Red Fork in the Spring of 1884 on the right-of-way of the railroad. The railroad did not have a depot there for several years so Mr. Hall made arrangements with the railroad company to handle all the freight, they to pay him five cents per hundred pounds on all shipments. They also gave him permission to run a small car over the tracks to Tulsa.

Mr. Hall later sold his interest to his brother, J. M. Hall, and a man by the name of Perryman and moved to St. Louis, but the partnership^{was} not satisfactory so Mr. Hall bought back the interest of Mr. Perryman and continued to own it until he died. He later moved to Springfield Missouri from St. Louis and died there in 1895.

Mr. H. C. Hall married Miss Hettie C. Howell of Milford, Wisconsin. They were married in Oswego, Kansas, in 1873, and to this union were born two children, R. H. Hall, of Coeur d'Alene, Idaho, and Beulah Hall, now Mrs. Charles L. Hounker, of Tulsa, Oklahoma.