

CIRCULAR LETTER.

# Murrow Indian Orphans' Home

E. H. RISHEL, General Manager

J. S. MURROW, President

L. J. DYKE, Financial Agent

D. N. ROBB, Treasurer



Until now there has never been a home exclusively for Indian Orphan Children founded upon purely benevolent principles. One hundred thousand dollars are needed for buildings and other improvements. Contributions are solicited. Will you help these Indian Orphans? Please help now.

Atoka, Ind. Ter., ..... 1905

Nearly fifty years ago Rev. J. S. Murrow, then a young man living in the state of Georgia, felt called of God to undertake missionary work among the Indians of Indian Territory. For five long weeks he and his young wife pressed westward by river boat, by stage coach, and private team—at last reaching their destination in this then very new country. From that time until now Brother Murrow has toiled on amidst privations and discouragements, in generous efforts to lead these sons of the forest to “the Lamb of God who taketh away the sins of the world.” Under this leadership very many of these Indians have been instructed into the Kingdom of God.

Brother Murrow, now 70 years old, knowing that his work must soon be given into the hands of others, feels called of God to inaugurate plans by which his work shall be continued when he shall have gone to his reward. This plan is to use the little of material savings he may have toward the establishing and maintaining of an Orphanage for helpless orphan Indian children. This home is to be available for such needy ones anywhere in the United States. No such Home is now provided anywhere in the world. This institution was regularly chartered by United States authority, two years ago. A tract of land embracing more than two thousand acres, in the Choctaw Nation, has been set apart by the government for the perpetual use of this Home. This is secured by filings of such adult Indians as, in the generosity of their hearts, they may choose to give to this Home, to provide in years to come for the care of their unfortunate offspring. These filings are from ten to one hundred and sixty acres.

This is new and unimproved land, which, when improved and occupied, will be a source of income that will largely provide for the needs of the Home.

It is contemplated to add to farming industry such manufacturing enterprises as can be profitably engaged in for the employment of these youths. But to erect the necessary buildings and make the required improvements will require a large amount of money—many thousands of dollars. This money must be the contribution of the benevolent from whatever source we may be able to draw.

We are fortunate in having unlimited quantities of good building stone on our land. Our improvements will be economically made. We have about seventy-five children in small quarters here in Atoka. As soon as we can occupy our future home we shall easily increase our number to hundreds. We have been compelled, greatly to our grief, to turn away many needy ones. It saddens our hearts to know that hundreds of these little ones must wait in suffering and poverty, and, in many cases, surroundings of crime, until we can provide for them a comfortable Christian home.

Under the present system many incompetent Indians, and unscrupulous white people, are made guardians of Indian orphans, often with designing motives. Many of these children are cruelly treated, their education neglected and their morals corrupted. Whenever possible we shall seek to become guardians for the children brought under our care, that their interests may be properly protected.

Dear friend, “the King’s business requires haste.” We appeal, with confidence, to you for generous help. Our needs are great. Your bounty shall be used strictly for the glory of God.

Very Respectfully,

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Financial Agent.



# Monthly Report Sep 1907 cont'd

No	Name	Sex	Date Entered	Date Left	No days
	M <sup>rs</sup> J <sup>nt</sup> , Alice, Cook	12 <sup>yr</sup> Girl	Sep. 20-07		29
11595	Amaz, Josie	6 "	" 4 "	X	26 ✓
9371	Rusley, Cornelia	14 "	" 1 "	X	30 ✓
9223	Rusley, Dora	16 "	" 1 "	X	30 ✓
9269	Rusley, Myrtle	18 "	" 1 "	See	30 ✓
11544	Peter, W. Brown	10 Boy	" 1 "	Sept 18	18 ✓
11288	Peter, J. Brown	7 "	" 1 "	Sept 18	18 ✓
2130 1249	Phillips, Edmond (or Finch)	8 "	" 1 "	X	30 ✓
9370	Rusley, Geo.	17 "	" 1 "	1 week	30 ✓
4709	Pickens, Johnson	14 "	" 9 "	X	22 ✓
10392	Scott, Perenniah	11 "	" 1 "	X	30 ✓
	Thomas, Emma	14 Girl	"		
	Thomas, Bratty	12 "	"		
8198	Tinkner, Lillie	16 "	" 7-07	X	30 ✓
8036	Tom, John	14 Boy	" 3 "	X	28 ✓
8035	Tom, Elsie	12 Girl	" 3 "	X	28 ✓
8042	Tom, Elsie	10 Boy	" 3 "	X	28 ✓
8044	Tom, Elsie	10 Boy	" 3 "	X	28 ✓
1215	Webster, Ella	14 Girl	" 1 "	X out 12 days	30 ✓
13396	Williams, Susan	10 "	" 3 "	X	28
8890	Webster, David	10 Boy	" 1 "	X	30 ✓
3161	Winship, Stewart	17 "	" 11-07	X	19 ✓
13412	Wilkins, Henry	10 "	" 26	X	5 ✓
8480	Wichar, Lillian	16 Girl	16	X	15 ✓
11610	Webster, Sonny		1	X	30 ✓
13395	Williams, Lizzie				
11287	Sonny, Dorinda		Sept 1	X	30



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Atoka, Ind. Ter.,

1905

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Very Respectfully,

Financial Agent.



# Monthly Report Sept 1907. Leav'd.

Roll No	Names of Pupils	Age	Sex	Date Ent'd.	Date of Departure	Days
11577	Holmes, Allen	12	Boy	Sept 20 7	X	30 ✓
11830	Holmes, Eliza	14	girl	Sept 1		20 <sup>21</sup> ✓
11524	Harris, Minnie	18	"			
9474	Hunter, Fanny ✓	17	Boy	Sept 1-07	X	30 ✓
	Hale, Tom, Creek		Boy	" "		"
9394	James, Yancy ✓	12	"	" "	X	30 ✓
9392	James, Willie	15	"	" "	X	30 ✓
9393	James, Saml Murron	13	"	" 1 "	X	30 ✓
9305	James, George ✓	10	"	" 1 "	X	30 ✓
5330	Johnson, Abner		"	Sept 4	X	26 <sup>27</sup> ✓
8952	Jones, Frank	15	"	" 1-07	Sept 22	22 ✓
	Johnson, Allen		"	" 5 "	Sept 20	15 <sup>16</sup> ✓
15499	Kemp, Lina	12	girl	" 1 "	X	30 ✓
10321	King, Alice	16	"	" 1 "		30 ✓
9251	King, Alice	14	"	" 1 "	X	30 ✓
15498	Kemp, Bennett	14	Boy	" 1	X - 4 days	30 ✓
9057	Alice Mishamahatubee	17	girl	" 7-07	X	30 ✓
10252	Letlow, Moses	11	Boy	" 1 "	Sept 18	18 ✓
14776	Leura, Minnie	18	girl	" 1 "	X	30 ✓
	McInt, Maelda <sup>Creek</sup>	15	"	" "		30
13754	McGee, Mary ✓	14	"	" "	X	30 ✓
16052	Murphy, Isaac	6	"	" 1 "	X	30 ✓
737	Moore, Sampson	15	Boy	" 1	X	30 ✓
10320	Murre, Elsie	17	"	" 26	40 days	5 ✓
11093	Ninos, Alice	12	girl	" 4-07	X	26 ✓
11094	Ninos, Flora Bell	10	"	" 4 "	X	26 ✓
6139	Norman, Melinda	15	"	" 3 "		28 ✓



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Financial Agent.



# Monthly Report

of Morrow Indian Orphan's Home, School Home  
Chickasaw Nation, Ind Ter Month of Sept. 1907.

Roll No.	Names of Pupils	Age	Sex	Date Entered	Date of Departure	Days
727	Anderson, Laura	17	Girl	Sep 1-1907		30 ✓
1925	Anderson, Norman ✓	8	Boy	Sep 1-1907	X	30 ✓
2200	Amos, Hickman	15	"	" "	X	30 ✓
15748	Brown, Bertha	8	Girl	" "	X	30 ✓
8007	Byington, Lizzie	11	"	" "	X	30 ✓
5611	Ben, Clem	9	"	"	X	22 ✓
5995	Billy, Louisa	10	Girl	" 2-07	X	29 ✓
5996	Billy, Alice	7	"	" 2- "	X	29 ✓
<del>13877</del>	<del>Byington, Henry</del>	<del>12</del>	<del>Boy</del>	<del>" 1-07</del>	<del>X</del>	<del>30 ✓</del>
<del>13877</del>	<del>Carnes, Adeline</del>	<del>11</del>	<del>Girl</del>	<del>" 2- "</del>		<del>29 ✓</del>
10159	Carnes, James	15	Boy	" 1- "	X	30 ✓
5005	Davenport, Henry	10	Girl	" 2- "	X	29 30
5004	Davenport, Pearl	16	"	" " "	X	29 30
6053	Fraser, Susan	11	"	" 1- "	X	30 ✓
700	Felma, Mickey	14	"	" 1- "	X	30 ✓
9226	Foster <sup>13</sup> , Addie	12	"	" 1- "	X	30 ✓
11780	Fulson, Solomon	8	Boy	" 1- "	X	30 ✓
1290	Fisher, Mary	12	Girl	" 1- "	X	30 ✓
11706	Green, Lawrence	12	"	" 1- "	X	30 ✓
15059	Green, Elmer	10	Boy	" " "	X	30 ✓



WYAND, BROADDUS & AMBRISTER

ATTORNEYS AT LAW  
10TH FLOOR BARNES BUILDING  
MUSKOGEE, OKLAHOMA

DECEMBER 2, 1920.

*and Munow Indian Ceremonial House*

Received of B. D. Weeks, the sum of \$25.00 for examination  
of Abstract covering lands in warranty deed of Dec. 2, 1920.

BROADDUS & AMBRISTER.

H

BY *B. Broaddus*



WYAND, BROADDUS & AMBRISTER

ATTORNEYS AT LAW

10TH FLOOR BARNES BUILDING

MUSKOGEE, OKLAHOMA

December 2, 1920.

*of Murren Indian Gift House Home*

Received of B. D. Weeks, the sum of \$11,874.50 this  
2nd day of December, 1920, for warranty deed executed  
this date, covering certain lands in Muskogee county,  
conveyed to The American Baptist Home Mission Society.

H

*C. C. Jennings*



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H

*C. C. Jennings*



Uniform Bill of Lading—Standard form of Straight Bill of Lading approved by the Interstate Commerce Commission by Order No. 787 of June 27, 1908.

**STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.**

Shippers No. ....

Agents No. ....

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

at San Francisco, California 1907,  
from the property described below, in apparent good order, except as noted  
(contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company  
agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to  
said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to desti-  
nation, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be  
subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to  
by the shipper and accepted for himself and his assigns.

The Rate of Freight from.....

to ..... is in Cents per 100 Lbs.

IF...Times 1st	IF 1st Class	IF 2d Class	IF Rule 25	IF 3d Class	IF Rule 26	IF Rule 28	IF 4th Class	IF 5th Class	IF 6th Class	per.....	per.....
				0		0		25			

(Mail Address—Not for purposes of Delivery.)

Consigned to William Charles Brown

Destination, Coalinga State of California County of San Luis Obispo

Route, USA West Coast Car Initial 22 Car No. 107

NO. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	
1	<div data-bbox="173 1112 678 1191">the clothing</div> <div data-bbox="857 1129 1005 1191">100</div> <div data-bbox="352 1216 872 1388"> <i>Chicago</i>  <i>Chicago</i> </div> <div data-bbox="129 1448 381 1715"> Recd OK 1-20-09 </div> <div data-bbox="485 1448 678 1518">2.22</div>				<div data-bbox="1227 1044 1524 1147"> If charges are to be prepaid, write or stamp here, "To be Prepaid." </div> <div data-bbox="1227 1276 1524 1415"> Received \$ to apply in prepayment of the charges on the property described hereon. </div> <div data-bbox="1227 1491 1524 1518"> Agent or Cashier. </div> <div data-bbox="1227 1551 1524 1578"> Per </div> <div data-bbox="1227 1587 1524 1630"> (The signature here acknowledges only the amount prepaid). </div> <div data-bbox="1243 1690 1524 1725"> Charges Advanced: </div> <div data-bbox="1273 1777 1524 1810"> \$ </div>

Shipper. \_\_\_\_\_ Agent.

Per ..... Per .....



## CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona-fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperation and lading at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in

procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.



STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

Agents No.

at \_\_\_\_\_ last November 190

from 11/1/1944

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery and destination, if on its route, otherwise to deliver to the proper carrier on the route to said destination, it is mutually agreed, as to each carrier of all or any of said property, that all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed by said carrier be subject to all the conditions whether printed or written, herein contained, (including conditions on back hereof), and which are agreed to by the shipper and accepted for himself and his assigns.

(The property herein described while water borne on vessels of The New England Navigation Company, is insured by such Company against fire and marine risks. The insurance covers for seventy-two hours after landed from such vessel unless sooner delivered to owner, consignee or some connecting line, and if a Sunday or holiday intervenes, during such Sunday or holiday also).

*The Rate of Freight from*.....

to..... is in Cents per 100 lbs. IF SPECIAL IF SPECIAL

If.....times 1st	If 1st Class	If 2d Class	If Rule 25	If 3d Class	If Rule 26	If Rule 28	If 4th Class	If 5th Class	If 6th Class	per .....	per .....
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Consigned to Mr. J. V. McLean

Destination Albany, N. Y. State of N. Y. County of Albany

Route..... Car Initial..... Car No.....

No. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS.	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	If charges are to be pre- paid, write or stamp here "To be Prepaid."
1	Bbl Clothing	100		2	<p>Received \$..... to apply in prepayment of the charges on the property described hereon.</p> <p>Agent or Cashier.</p> <p>Per.....</p> <p>(The signature here acknowl- edges only the amount prepaid.)</p> <p>Charges Advanced:</p> <p>\$.....</p>

Shipped by \_\_\_\_\_ Shipper \_\_\_\_\_ Agent \_\_\_\_\_

Per \_\_\_\_\_ Per \_\_\_\_\_



# CONDITIONS.

1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay, caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

4. All property shall be subject to necessary coöperation and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in pro-

curing such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

6. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk, and expense or destroyed without compensation.

8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute, and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors and the liability for such lighterage shall be governed by the other sections of this instrument.

10. Any alteration, addition, or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.



**FREIGHT BILL**

ISSUING STATION

DATE OF ISSUE

FREIGHT-BILL NUMBER

Consignor

To Missouri, Kansas &amp; Texas Railway Co., Dr. For charges on articles transported from

BILLING STATION AND ROUTE

WAY-BILL NUMBER AND DATE

CAR INITIAL AND NUMBER

SHIPPER

ORIGINAL POINT OF SHIPMENT

ORIGINAL CAR, INITIAL AND NUMBER

NUMBER OF PACKS

S, ARTICLES AND MARKS

WEIGHT

RATE

FREIGHT  
CHARGES

ADVANCES

TOTAL

Received Payment for the Company

190

Total

Agent, Per



Recd  
since  
not  
unpacked

Radnor O Dec 18<sup>th</sup> 08

To Mr & Mrs Murrow

Dear Friends

The Sisters of the Radnor Baptist Church sends the Orphanage a barrel of goods, which may be used in the spirit that is sent. and we hope that the contents may be of some use to you in your work. If there is any-thing in it that you cannot use, if you know of any-one that can use them please pass them along.



We read an interesting  
account of your work. in  
the Journal & Messenger  
and at once proceeded to  
arrange for sending a  
barrel;

Wishing you a Merry  
Christmas, and a happy  
New Year, and a year  
of success in your work

I am your Sister  
in Christ

Mrs E O Jones

Enclosed find bill of  
lading



STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

Agents No. \_\_\_\_\_

at Mrs. E. O. Jones the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from Merced, Cal.

to Coalgate Okla. is in Cents per 100 Lbs.

[illegible]

(Mail Address—Not for purposes of Delivery.)

Consigned to Murrow Indian Orphans Home,

Destination, Coalgate State of Oklahoma County of

Route, \_\_\_\_\_ Car Initial \_\_\_\_\_ Car No. \_\_\_\_\_

[illegible]

Per

Shipper.

Per

—Agent.



## CONDITIONS

Section 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as herein-after provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona-fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same

for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays) for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosures to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.



## STATEMENT

*of Billing*Forwarded from *Gauville O East Ithaca Ill*

Date	W. B.	Car No.	Initial	ARTICLES	Weight	Rate	Amount	Rate	Amount	Total
<i>Sep 30 1915</i>				<i>1 Box Clothing</i>	<i>60</i>	<i>47</i>	<i>47</i>			<i>Paid</i>
				<i>Mrs Ringold</i>	<i>125</i>					<i>1 70</i>
				<i>Cairo Ill</i>						



RECEIVED FROM

# BY THE TOLEDO & OHIO CENTRAL RAILWAY

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown,) marked, consigned and destined as indicated below, which said Railroad agrees to carry to the said destination, if on its road, otherwise to deliver to another carrier on the route to said destination.

**IT IS MUTUALLY AGREED,** in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at anytime interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable. **Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight**

from ..... to ..... is to be in cents per 100 lbs.

IF FIRST CLASS	IF FIRST CLASS	IF SECOND CLASS	IF THIRD CLASS	IF FOURTH CLASS	IF FIFTH CLASS	IF SIXTH CLASS	IF SPECIAL CLASS	RATE

And Advanced Charges at

\$

Marks, Consignees and Destination.	No. PKG'S.	DESCRIPTION OF ARTICLES.	WEIGHT Subject to Correction
Moskumbold	1	Clothing	60
Cairo			
I Ter			
Adm		Paid \$1.70	
		Reserve Lien \$1.00	
		Safe	
		J. P. Hume	



## ISSUING STATION

DATE OF ISSUE

FREIGHT-BILL NUMBER

**Consignee**

**To Missouri, Kansas & Texas Railway Co., Dr. For charges on articles transported from**

### BILLING STATION AND ROUTE

WAY-BILL NUMBER AND DATE

CAR INITIAL AND NUMBER

SHIPPER

ORIGINAL POINT OF SHIPMENT

ORIGINAL CAR, INITIAL AND NUMBER

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT CHARGES	ADVANCES	TOTAL
1 Bbl Coffee	100	1.35	65	100	15
1 Bbl Deco	100	1.35	65	100	15

Received Payment for the Company ..... 190

Total

Agent, Per

Agents must use indelible pencil and carbon paper, or typewriter and carbon paper. The use of lead pencil will not be permitted either on freight bill or receipt.

72.46



Paid by  
J. S. Munro  
Jan'y 9<sup>th</sup> 1909  
\$ 240  
W. L. Smith



## FREIGHT BILL.

Consignee

Pro. 26

Station 12-8

190

Destination

Via

TO CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY, DR.

For Charges on Articles Way-Billed from

Via

Date of Way-Bill	No. of Pkgs.	ARTICLES AND MARKS.	WEIGHT.	RATE.	FREIGHT.	ADVANCES.
11-28-1908				13	13	
Series and Number of Way-Bill		1 Box Clothing	100	12	12	25
Car Initials and Number				75	25	
Consignor						
Connecting Line Reference						
Original Car						
Original Way-Bill Number		Received Payment for the Company.				
Original Point of Shipment		(Make checks payable to C. R. I. & P. Ry. Co.)				
		Agent.		Total to Collect,		200
				Drayage,		

1. A separate freight bill must be made for each consignment.  
 2. Agent must not receipt this freight bill, until the time of payment, at which time receipt and date of payment must be inserted in ink.

3. Unless claims for errors or damages are made on delivery of freight, it is the admission of the consignee that none exist.

4. All claims should be presented through the hands of station agents and must be accompanied by original receipted freight bill.



a barrel of clothing &  
bedding

Pillow Cases

sheets

quilt

1 blanket

girls coats

cards

Pencils

Pens

Pictures

Underwear &c



## ISSUING STATION

DATE OF ISSUE

FREIGHT-BILL NUMBER

**Consignee**

**To Missouri, Kansas & Texas Railway Co., Dr. For charges on articles transported from**

### BILLING STATION AND ROUTE

WAY-BILL NUMBER AND DATE

CAR INITIAL AND NUMBER

SHIPPER

ORIGINAL POINT OF SHIPMENT

ORIGINAL CAR INITIAL AND NUMBER

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT CHARGES	ADVANCES	TOTAL
(B) Clocks					
(T) Box -	330				
(P) 2 Vals 1500 per Cwt					
(K) Merch					
Received Payment for the Company..... 1907					Total
Agent, Per					

Agents must use indelible pencil and carbon paper, or type carbon paper. The use of lead pencil will not be permitted either on freight bill or receipt.



58 85  
12.13

25.1  
7.75  
14.1  

---

46.75  
12.13  

---

34.62

From  
Mabel  
Brother  
Hiram  
John



# AMERICAN EXPRESS COMPANY.

White Plains, N. Y.,

19

Received of

NOT

NEGOTIABLE.

Value asked and given as

Marked

said to contain

100  
VALUE ASKED & NOT GIVEN

Which this Company undertakes to forward to the nearest point to destination reached by it, subject to the following terms and conditions, and which terms and conditions are agreed to by shipper or owner in accepting this receipt.

1. This Company is not to be held liable for any loss or damage, except as forwarders only, nor for any loss, damage, or delay, by the dangers of navigation, by the act of God or of the enemies of the Government, by the restraints of Government, strikes, mobs, riots, insurrections, pirates, or from or by reason of any of the hazards or dangers incident to a state of war.

2. Nor shall this Company be liable for any default or negligence of any person, corporation or association to whom the said property shall or may be delivered by this Company, for the performance of any act or duty in respect thereto, at any place or point off the established routes or lines run by this Company; and any such person, corporation or association, is not to be regarded, deemed or taken to be the agent of this Company for any such purpose, but, on the contrary, such person, corporation or association shall be deemed and taken to be the agent of the person, corporation or association from whom this Company received the said property. It being understood that this Company relies upon the various Railroad and Steamboat lines of the country for its means of forwarding property delivered to it to be forwarded, it is agreed that it shall not be liable for any losses or damages caused by the detention of any train of cars or of any steamboat or other vehicle upon which said property shall be placed for transportation; nor by the neglect or refusal of any Railroad Company, Steamboat or other transportation line to receive and forward the said property. Nor shall this Company be liable for any losses or damages caused by detention of said property due to Customs Regulations.

3. It is further agreed that property covered by this receipt and passing over ocean routes in transit shall be subject to the conditions expressed in the Bills of Lading of Ocean Steamship Companies accepted for the shipment.

4. It is further agreed that this Company is not to be held liable or responsible for any loss of, or damage to, said property or any part thereof, from any cause whatever, unless in every case the said loss or damage be proved to have occurred from the fraud or gross negligence of said Company or its servants; nor in any event shall this Company be held

liable or responsible, nor shall any demand be made upon it beyond the sum of Fifty Dollars, unless the just and true value thereof is stated herein, and an extra charge is paid or agreed to be paid therefor, based upon such higher value; nor upon any property or thing unless properly packed and secured for transportation; nor upon any fragile fabrics, or any fabrics consisting of, or contained in, glass.

5. If any sum of money besides the charges for transportation is to be collected from the consignee on delivery of the said property, and the same is not paid, or if in any case the consignee cannot be found or refuses to receive such property, or for any other reason it cannot be delivered, the shipper agrees that this Company may return said property to him subject to the conditions of this receipt, and that he will pay all charges for transportation, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.

6. In no event shall this Company be liable for any loss, damage or delay, unless the claim therefor shall be presented to it in writing at this office within ninety days after date of shipment, in a statement to which this receipt shall be annexed.

7. It is further agreed that any carrier or party liable on account of loss or damage to any of the said property, shall have the full benefit of any insurance that may have been effected upon or on account of said property.

8. And it is also understood that the stipulations contained herein shall extend and inure to the benefit of each and every company or person to whom, through this Company, the said property may be entrusted or delivered for transportation.

9. Deliveries at destination are only to be made within the delivery limits established at such points at the time of shipment and prepayment in such cases shall only cover places within such delivery limits.

10. Prepayment of carrying charges for shipments to Foreign Countries does not include Government, Frontier or Port charges.

For the Company,

Agent

The Liability of this Company is limited to \$50, unless the just and true value is stated in this Receipt and an extra charge is paid or agreed to be paid therefor, based upon such higher value; and such liability ceases on delivery by the Company of property at nearest point to destination it can carry same. Fragile fabrics and fabrics consisting of, or contained in, glass, at owner's risk.



# AMERICAN EXPRESS COMPANY

## MONEY ORDERS

possess advantages over all other safe methods for remitting money:

- 1st. The rates are the lowest.
- 2d. There is no possibility of loss. Purchaser is given a receipt which will aid in obtaining a refund in case order is lost.
- 3d. There is no delay or inconvenience in purchasing or cashing same.
- 4th. Orders paid at over 30,000 places in United States, Canada, Mexico, Central and South America, West Indies, Hawaii and Philippine Islands.

### RATES FOR MONEY ORDERS

issued in the United States:

Not Over	Not Over	Not Over
\$ 2.50. 3 cts.	\$30.00. 12 cts.	\$75.00. 25 cts.
5.00. 5 cts.	40.00. 15 cts.	100.00. 30 cts.
10.00. 8 cts.	50.00. 18 cts.	Over \$100.00
20.00. 10 cts.	60.00. 20 cts.	at above rates.

## DRAFTS ON FOREIGN COUNTRIES

Drafts drawn by this Company, in Sterling, Francs, Lire, Lei, Marks, Kroner, Rubles, Kronen, Gulden, Finmarks, Turkish Pounds, Local Dollars, Pesos, Rupees, Yen and U. S. Dollars, on all parts of the Commercial World.

## TRANSFERS OF MONEY BY TELEGRAPH

are made by this Company between points in United States and Canada, also CABLE TRANSFERS to and from all Foreign Countries.

## TRAVELERS CHEQUES

originated by this Company in 1891, are the most modern, economical, secure and satisfactory form of carrying funds for foreign or domestic tours. Issued for \$10, \$20, \$50, \$100 and \$200 and payable in gold or its equivalent, without discount or commission, by 15,000 correspondents throughout the world.

They are received by Hotels generally, many Steamship and Railroad Companies, Sleeping Car Companies, and by Merchants, Shopkeepers and others in settlement of account or fares.

TRAVELERS LETTERS OF CREDIT issued.

## ORDER AND COMMISSION DEPARTMENT

purchases or obtains for patrons any article, including Household Supplies, at any place where the Company has an Agency, returning same in the quickest possible time and without cost for such special service performed in the United States and Canada; only the usual rates for carrying the goods being charged, and a small fee when it advances the purchase money.

Effects sales, through regular commission houses, of all kinds of Country Produce, Fruit or other shipments consigned to it. Consignments disposed of to good advantage. Returns prompt and correct.

And performs with intelligence and discretion any other legitimate service that it can properly undertake.

A supply of Order Blanks furnished on application.

## FOREIGN SHIPPING DEPARTMENT

This Company forwards Express Shipments of Merchandise, Parcels, Baggage, Valuables and Securities, and Freight Consignments in small or carload lots, by every class of service, to or from all Foreign Countries and the United States and Canada.

With its Offices in Europe, and Shipping and Banking Correspondents at all Principal Cities and Ports of the Commercial World, this Company possesses facilities and advantages unequalled by any other forwarder, and which enable it to give the best and quickest Foreign Express and Freight service.

### OFFICES IN EUROPE:

LONDON, - - -	5 & 6 Haymarket.
LIVERPOOL, -	84 Queen Street.
GLASGOW, - -	10 James Street.
SOUTHAMPTON, -	30 Gordon Street.
	4 Oriental Place.
PARIS, - - - -	11 Rue Scribe.
	54 Rue des Petites Ecuries.
HAVRE, - - - -	43 Quai d'Orleans.
HAMBURG, - - -	9 Alsterdamm.
BRISSEN, - - -	139 Am Wall.
ANTWERP, - - -	7 Quai Van Dyck.
ROTTERDAM, - -	17 Gedempte Clashaven.
ROME, - - - -	Piazza Venezia.
NAPLES, - - - -	23-30 Via Vittoria.
GENOA, - - - -	17 Piazza Nunziata.

### THIS COMPANY IS

GENERAL EUROPEAN AGENT FOR  
N. Y. Central & Hudson River R. R. Co.  
and  
Merchants Despatch.

This Company Collects Drafts, Notes, Bills, Coupons, Dividends and other paper, Records Deeds, Pays Taxes for non-residents, serves legal papers, etc.  
FURTHER INFORMATION CAN BE OBTAINED AT ANY AGENCY.



## ISSUING STATION

DATE OF ISSUE

FREIGHT-BILL NUMBER

### Consignee

To Missouri, Kansas & Texas Railway Co., Dr. For charges on articles transported from

### BILLING STATION AND ROUTE

WAY-BILL NUMBER AND DATE

CAR INITIAL AND NUMBER

SUPPER

ORIGINAL POINT OF SHIPMENT

ORIGINAL CAR, INITIAL AND NUMBER

[illegible]

Agents must use indelible pencil and carbon paper, or typewriter and carbon paper. The use of lead pencil will not be permitted either on freight bill or receipt.



Mrs Swann

Granville  
Ohio



Uniform Bill of Lading—Standard form of Straight Bill of Lading approved by the Interstate Commerce Commission by Order No. 787 of June 27, 1908.

**TOLEDO & OHIO CENTRAL RAILWAY COMPANY.****STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.**

Shippers No. ....

Agents No. ....

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading,

at Granville Nov 27 1908,

from N.B.M. Society the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from .....

is in Cents per 100 Lbs.

1st	IF 1st Class	IF 2d Class	IF Rule 25	IF 3d Class	IF Rule 26	IF Rule 28	IF 4th Class	IF 5th Class	IF 6th Class

IF Special

IF Special

per .....

per .....

(Mail Address—Not for purposes of Delivery.)

Miss Harriet Rogers  
Coalgate

State of Oklahoma County of .....

Car Initial ..... Car No. ....

PACKAGES

DESCRIPTION OF ARTICLES AND SPECIAL MARKS

WEIGHT

(Subject to Correction)

CLASS OR  
RATECHECK  
COLUMN

If charges are to be prepaid, write or stamp here, "To be Prepaid."

To be Prepaid

Received \$ 4.60  
 to apply in prepayment of the charges on the property described hereon.

J. B. Dickerson  
 Agent or Cashier.

Per .....

(The signature here acknowledges only the amount prepaid.)

Charges Advanced :

\$ .....

Shipper.

Per

N.B.M. Society

Per

J. B. Dickerson Agent.

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)



## CONDITIONS

**Sec. 1.** The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

**Sec. 2.** In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law, acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

**Sec. 3.** No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona-fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

**Sec. 4.** All property shall be subject to necessary cooerage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly

noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

**Sec. 5.** Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given, may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and out liability on the part of the carrier, and subject to a lien for freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the use of any vessel or car, or for the use of tracks after the property is held forty-eight hours (exclusive of legal holidays), for unloading, and may add such charge to all other charges under and hold such property subject to a lien therefor. In this section shall be construed as lessening the force of any law or as setting aside any local rule affecting storage.

Property destined to or taken from a station, where there is no regularly appointed agent, shall be held at the risk of owner after unloaded from cars or vessels, and when loaded into cars or vessels, and when received on private or other sidings, wharves, or landing places, shall remain at owner's risk until the cars are attached to and after departure from trains.

**Sec. 6.** No carrier will carry or be liable for loss, damage, or delay of documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

**Sec. 7.** Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

**Sec. 8.** The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

**Sec. 9.** Except in case of diversion from rail to water route, which is provided for in Section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

**Sec. 10.** Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.



From Mrs. L. Zimmerman  
2357 Grant Ave. Ogden, Utah.

Florence Rogers.

Unchuka

Oklahoma.

% Indian Orphanage.



partial...  
tions of employment is  
not able to get the whole  
res are willing enough  
employers who are mak-  
from cheap labor, but  
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employers who are oper-  
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in order that they  
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believe it the  
to obtain other  
crash comes."  
newhat surprised

This May is 68 years old. She  
the home of her son, William McC  
lough, a well known railroad man.

The Brown family is one of the pio-  
neer and highly respected families of  
the state, they having come to Utah  
in the early days. Mrs. McCullough  
has been a resident of Harrisville for  
forty years. The brother who was  
killed in Salt Lake last week was  
the oldest child of the Brown family,  
he being 73 years old at the time of  
his unexpected demise.

At the family reunion at Harris-  
ville, one year ago, there were res-  
ent nine brothers and one s  
oldest being 72 years and 11  
52. Four months after  
the youngest brother, J  
the Ogden hospital, th  
William D., was  
week in Salt Lake  
feared that the  
lough, will pas  
three deaths in a  
past year.

The family car  
England in th

heart.

The Japanese and Koreans in Seoul  
have subscribed most liberally to the  
new building, and it is understood that  
the original subscription of 10,000 yen  
(\$5,000), secured by the late Durham  
White Stevens from Japanese in To-  
kio, will be increased by the original  
subscribers to 20,000 yen (\$10,000), out  
of respect to the memory of Mr. Ste-  
vens, who was assassinated by a Ko-  
rean in San Francisco last March.

#### SCHOOL OF SOCIALISM TO BE OPENED ON NEW YORK

4.—A Chautauqua  
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#### DO NOT

To the Person Subm  
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SIC BOX.. Over

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# MARKS' B...

## FOR SA



Charges are based upon value, and the liability of this Company is limited to \$50.00 unless a greater value is declared at time of shipment. Fragile articles and articles consisting of or contained in glass or chinaware, at owner's risk.

Express Charges do not include Duties or Custom House Expenses, which must be guaranteed by Shipper.

Value, \$

# Wells Fargo & Company Express

(17)

Mch. '07

Ogden, Utah.,

Dec 7 1908

Received from

Said to  
Contain

VALUE Declared  
by Shipper

Dollars,

Marked

Which Wells Fargo & Company, hereinafter called the Company, undertakes to carry upon the following terms and conditions, to which the shipper hereby agrees, and as evidence of such agreement accepts this Shipping Receipt.

1. It being understood that the Company relies upon railroad, steamboat, stage and other lines for transportation, and has no control over same, it is agreed that its liability shall be that of a forwarder only, and that it shall not be liable for any damage to said property from delay of any railroad train, steamboat or other conveyance on which the same may be carried.

2. The charge for carrying said property being based upon a valuation not exceeding Fifty Dollars, unless a greater value is declared, it is hereby agreed that the Company shall not be liable in any event for more than Fifty Dollars unless a greater value is stated herein; and in case of partial loss of damage, shall not be liable for more than such a proportion of same as Fifty Dollars, or the value declared herein, bears to the actual value if greater.

3. If the Company has no office at destination, it shall carry said property to its office nearest or most convenient to destination, and there notify consignee or deliver said property to connecting carrier to complete transportation, and the Company shall not be liable for any loss or damage occurring after giving such notice to consignee or after delivery to connecting carrier.

4. The Company, unless negligent, shall not be liable for loss of or damage or delay to said property caused by quarantine, customs regulations, strikes, riots, or perils of navigation, fire or steam, the act of God, heat, cold, wet or decay, nor for the escape, injury or death of live birds or animals, the Company not being a carrier thereof, except at owner's risk. Nor shall the Company be liable in any event for any loss of or damage or delay to said property from any cause whatever, unless the same shall be proved to have resulted from the fraud or negligence of the Company, or its servants.

5. The said property being packed, secured and addressed by the shipper, it is agreed that the Company shall not be liable for any delay or damage to same resulting from improper or insufficient packing, securing and marking, nor shall the said Company be liable for any damage to fragile articles or articles consisting wholly or in part of or contained in glass or chinaware, unless the same shall be marked, described and accepted as such herein, and additional compensation paid or agreed to be paid therefor.

Nor shall the Company be liable for any loss of money, jewelry or valuable papers, unless the same are separately packed, sealed, marked as such and so described herein.

6. If any C. O. D. is not paid by consignee within thirty days from the date hereof, it is agreed that the Company may, at its option, return the said property to shipper, who shall pay charges for transportation both ways, and that the liability of the Company shall be that of warehouseman only, except during actual transportation and twenty-four hours thereafter.

7. In no event shall the Company be liable for any loss, damage or delay unless written claim therefor shall be presented to it within ninety days of the date of such loss, damage or delay; and any suit for or on account of such loss, damage or delay shall be brought within one year from the date hereof or be forever barred, any statute of limitation to the contrary notwithstanding.

8. It is further agreed that any carrier or party liable on account of loss of or damage to said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

9. The Company shall not be required to deliver said property except within its present delivery limits unless herein otherwise agreed and specially paid for. At points where the Company has no delivery service, the consignee shall receive said property at the office of the Company.

10. If said property shall be forwarded upon Ocean Routes, it is agreed that the regular Bill of Lading of any steamship company to whom the same may be delivered, shall limit and define the Company's liability with respect to such ocean transportation unless an extra charge has been paid or agreed to be paid for Marine Insurance and noted herein by receiving agent of the Company.

11. All the terms and conditions of this receipt shall apply to any forwarding or return of said property, and shall extend to and inure to the benefit of any person, company or corporation to whom the Company may deliver the said property for transportation, storage or delivery.

NOT NEGOTIABLE

For WELLS FARGO & CO. EXPRESS

Charges, \$

and 1/35



Favorable Rates for Produce, Vegetables, Fruit, Game, Etc.

Shipments are Forwarded in Charge of Messengers, and by the Swiftest Trains, Stages and Steamers.

## WELLS FARGO & COMPANY.

### EXPRESS CARRIERS

Over Railroad, Stage and Steam-  
boat Routes

Throughout the United States  
AND TERRITORIES.

ALSO, IN

British Columbia and Mexico.

The Company's Lines Covering some **40,000** Miles.

Connections are made with ALL RESPONSIBLE EXPRESS COMPANIES, thus reaching nearly every Hamlet, Town and City  
in the UNITED STATES and CANADA.

### CARRIES AND DELIVERS

MONEY, VALUABLE PARCELS, PACKAGES,  
MERCHANDISE, LETTERS, ETC.

### FILLS COMMISSIONS

Records Deeds, Pays Taxes for Non-  
Residents, Serves Legal Papers, Etc.

### RECLAIMS BAGGAGE, ETC.

At Depots and Hotels, and Redeems  
Goods in Pawn.

### EXPRESS FORWARDERS

FROM NEW YORK, TO

Liverpool, London,  
Havre, Paris, Hamburg,

And all the Principal Points in Europe

And, by Steamers from San Francisco, to

ALL PACIFIC COAST PORTS.



### MONEY ORDERS

Paid everywhere in the United States,  
Canada and Mexico.

### TRAVELERS' MONEY ORDERS

Payable in all countries of the world at par.

Money sent by Telegraph to all Principal  
Agencies and delivered promptly  
by Special Messengers.

### COLLECTS

Drafts, Notes, Bills, Coupons, Divi-  
dends and Other Paper.

### ATTENDS TO ORDERS

For Goods and Household Supplies to  
be Returned by Express.

### FOREIGN TRAVEL, ETC.

Attends to Passengers and Baggage, coming  
or going, and to Transportation of  
Goods in Bond.

Orders for Exchange—Foreign and Domestic—are taken at all Offices.

Fair Rates, Quick Despatch and Careful Handling.



# Model Steam Laundry

Coalgate, Okla. 11/1 190 91

M. Murron Orphan Home

No. Cash on Delivery Pr.

THIS SLIP MUST ACCOMPANY ALL CLAIMS FOR SHORTAGE.

Shirts or Negligee	75/39	10c
Shirts, Negligee, collar attached		13c
Shirts, collars attached, pleated		15c
Collars		3c
Cuffs, per pair		5c 50
Sack		
Drawers, cotton		7c 25
Drawers, wool		10c
Undershirts, cotton		7c
Undershirts, wool		10c 52
Nightshirts		10c
Socks		5c 53
Handkerchiefs		3c
Silk Handkerchiefs		5c
Neckties		5c
Overalls, per suit		25c
Vests, Linen		15 to 20c
Pants, Linen		25c
Coats, Linen		25 to 75
Towels, each 3c, Rollers	5 Rln	5c 31
Sheets		6c 57
Pillow slips		3c up 14
Spreads		15c up
Shirt Waists		15c to 35c
Ladies' Shirts		25c up
Bonnets		25c
Curtains, Lace, per pair		50c to \$1.00
Blankets, per pair		50c to \$1.00

## Cleaning and Pressing Department

Suits cleaned and tailor pressed	\$2 57 2
Coats " " " "	\$1 30 c
Pants " " " "	75c
Vests " " " "	50c

Phone 117

Satisfaction Guaranteed

H. E. CHARLES,

PROP.



# Post Office Department

OFFICIAL BUSINESS

Original Reg. No.

52842

RETURN TO:

*C. J. Eddy*

(Name of sender.)

Street and Number, }  
or Post Office Box, }

MUSKOGEE,

OKLAHOMA.

PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300.

Postmark of Delivering Office

ATOKA

OCT  
16  
130P  
1909

and Date of Delivery

OKLAHOMA

This card must be neatly and correctly made up and addressed at the post office where the article is registered. The postmaster who delivers the registered article must see that this card is properly signed, legibly postmarked, and mailed to the sender, without envelope or postage.




# REGISTRY RETURN RECEIPT.

Form 1548.

*Received from the postmaster registered article, the original number of which appears on the reverse side of this card.*

Date of delivery 1906, 1909  
(To be filled in by person signing receipt.)

When delivery is made to an agent of the addressee, both addressee's name and agent's signature must appear in this receipt.

  
(Signature or name of addressee.)

\_\_\_\_\_  
(Signature of addressee's agent.)

A registered article must not be delivered to anyone but the addressee or the person in whose care it is addressed, except upon addressee's written order or a written order from the sender transmitted by the mailing postmaster and duly verified.

When the above receipt has been properly signed, it must be postmarked with the name of delivering office and actual date of delivery and mailed to its address, without envelope or postage.



Post Office Department  
SECOND ASSISTANT POSTMASTER GENERAL  
Washington

March 13, 1909.

The Postmaster General has referred to this  
office your communication of March 8th.

The matter will receive prompt attention.

Respectfully,

A handwritten signature in dark ink, appearing to read "A. C. G. Out". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

General Superintendent.



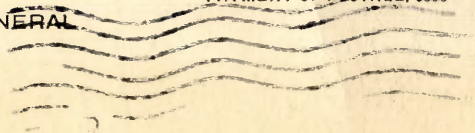
Post Office Department

PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300

SECOND ASSISTANT POSTMASTER GENERAL

DIVISION OF RAILWAY MAIL SERVICE

OFFICIAL BUSINESS



Mr. C. J. Eddy, Treasurer,

#412 North 15th Street,

Muskogee, Oklahoma.



# Post Office Department

OFFICIAL BUSINESS

Original Reg. No.

51178

PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300.

Postmark of Delivering Office

MAY  
25  
1909

OKLA

RETURN TO:

C. J. Eddy, Texas, Murrow Indian Orphan's Home

(Name of sender.)

Street and Number, }  
or Post Office Box, }

40 Muskogee National Bank

MUSKOGEE,

OKLAHOMA.

This card must be neatly and correctly made up and addressed at the post office where the article is registered. The postmaster who delivers the registered article must see that this card is properly signed, legibly postmarked, and mailed to the sender, without envelope or postage.



Red Oak ST,

Aug 30, 1906

Rev. J. S. Murrow

Dear Bro

Sapernann Baptist Church	\$5.85
S. D. Collins Kistler	1.00
Rev. Maurice Cass Garland	1.00
John Jones Kista	20
James Stelly Iron Bridge	50
Bethel Baptist Church Stigler	5.30
Mrs Mrs Elias Falsom Kinta	2.00
Dr. Dr. Martin Eaglepoint	1.00
Adam Cooper Kinta	1.00
Sim Colbert Quinton	1.00
Ellis Tonder Featherston	.25
Rev. Ben woods Talibina	5.00
Johnson Frazier Calvin	35
Gov. Green M <sup>c</sup> Burlain	50.00

\$ 74.45



Brought \$ 7 4.43-

Edward Barnett Garland \$ 1.00

Amos Henry Lodi .500

Mr. & Mrs H<sup>m</sup> Martin Stigler 1.00

C. & C. Bapt Asso Stigler 38.20

To Subscribers Indian orphan

Edward Barnett Garland 17 28-

Stephen Perry Stigler 15 28-

Cash received Grand total \$ 119.10-

Donation of Fractional Land

Emeline (Scott) James .38

Joel M<sup>c</sup> Gurtain 1.41

Billy Thompson 1.17

Elizabeth Thompson 1.08

\$ 4.04



Pledges to be made

Robert Cass	\$ 1.00
Joseph Byington	2.00
E. L. Johnson	10.00
B. W. Ben & Wife	5.00
It <del>to</del> M. Post oak	3.00
Isham Morris	5.00
Golberson Thompson	2.00
	<u>\$ 28.00</u>

Cash - - - - \$ 119.10-

Fractional Lands \$ 4.00-

All Grand Total \$ 151.20

3 / \$ 119.10-

$$3971 \times 2 = 79.42 \div 43.70 = 35.72$$

\$ 35.72

J. S. Knight



Red Oak I.T.  
Aug. 30, 1906

Rev. J. S. Morrow  
Dear Father:-

I take the names of  
orphans children wanted  
to send school orphan.

1	Eliza Havenport	age	17
2	Pearl	"	14
3	Vena	"	11

by Guardian J. B. Havenport  
of Antlers Foraya I.T.

1	Jesse Potts	age	12
---	-------------	-----	----

By Guardian Rev. Silas James  
Talihina I.T.

I will be there when I  
get through my business up  
up here. D. S. Thurst



## MURROW INDIAN ORPHANS' HOME

Until now there has never been a Home exclusively for Indian Orphan Children founded upon purely Benevolent Principles in the United States. TWENTY-FIVE THOUSAND DOLLARS are needed for buildings. Contributions are solicited. Will YOU help these Indian Orphans? Please help NOW.

ATOKA, IND. TER., ..... 190.....

List of letters written.

Miss Louise Robbins Elyria Ohio  
 Miss Heattie Gribble Cleveland Ohio  
 Enclid for church  
 Mrs Adams Cleveland Ohio  
 First Church  
 Mrs Heattie Ullman Leonderville Ohio  
 Mrs. W. O. Ullman Granville Ohio  
 Mrs C. L. Swisher Germantown Phila  
 Miss Lucy Gladding Woodbury N. J.  
 Miss Emabel Stiles " "  
 Prof. Clark Chamberlain Granville O.  
 Mrs. Wyman Leander N. J.  
 Mrs. W. J. Perkins Cortland N. Y.  
 Mrs. S. A. Legon  
 Mrs S. A. Legon Granville or Medina



1909

Unchuga Oklahoma

To The American Baptist Publication Society

We the members of the Musrow Baptist Sunday School extend to you our most sincere thanks for your donation of Sunday School supplies to us and we vote to give our collection to the following named societies

1. Quarter - American Baptist Home Mission Society

2<sup>nd</sup> Quarter - Woman's American Baptist Home Mission Society

3<sup>rd</sup> Quarter - American Baptist Publication Society

4<sup>th</sup> Quarter - American Baptist Baptist Mission Union for Foreign Missions.

Suly. J. B. Thompson



## A Sunday School Story,

written from memory, by Louise Shunatona.

There was a man, his name was Samuel. God told the king to go out and fight some enemies and cattle. So he went out and fought the enemies, but he kept the best cattle. And so God said he was to be king no more. So He told Samuel to go hunt another man to be king.

And Samuel said, "How can I go? I have no way to go." God said, "Take a young calf." So Samuel took a young calf and started off. He went ten miles. He came to a house of Jesse. Jesse had eight sons. The first one came in. Samuel thought he ought to be king. He was tall and pretty. The second one came. God told him he was not to be king. So all seven came, and none of them were to be king.

Samuel said, "Haven't you got another son?" Jesse said, "Yes, I have." Samuel said, "Where is he?" Jesse said, "He is out in the field herding sheep." Samuel said, "Send for him." Jesse sent for him. He came before Samuel, and God said he was to be king. He told Samuel.

The boy's name was David. He had bright eyes, curly hair and rosy cheeks. He was king David. Samuel had taken a cow's horn full of oil and poured it on his head, and that was the way David was to be made king.



first

Third Grade, Louise S.  
Sunday school.

There was a man his  
name was Samuel.

God told the king to go  
out and fight some  
ememies and cattle.

So he went out and  
fought the ememies but  
he kept the best cattle.

And so God said he was  
to be king no more.

So he told Samuel to  
go hunt another man  
to be king.

And Samuel said how  
can I go I have no  
way to go.



second.

God said take a young calf.

So Samuel took a young calf and started off.

He went 10 miles.

He came to a house of Jesse.

Jesse had eight sons.

The first one came.

Samuel thought he ought to be king.

He was tall and pretty.

The second came God told him he wasn't to be king.

So all seven came



third.

and none of them were  
to be king.

Samuel said haven't you  
got another son.

He said yes I have.

Samuel said where is he.

Jessie said he is out in  
the field herding the sheep.

Samuel said send  
for him.

Jessie sent for him.

He came before Samuel  
and God said he was  
to be king he told

Samuel,

His name was B.



fourth.

David.

He had bright eyes, curly  
hair, and rosey cheeks.

He was King David.

Samuel had taken a  
cow's horn full of oil,  
and that was the  
way David was to  
be made king.

written from memory

Louise Spurnatona



Mrs L. E. Parker

Phone 1845 - Tell them

Mrs Parker is well and  
would like to hear from  
them - if any thing serious  
happens call get there  
by Long distance Phone

Much love

Murrow Oppham home

Mr Eddy if Mrs Parker's  
folks get out of money  
let them have small  
amount of money  
and take it out of  
her wages



MEMORIAL  
TO CONGRESS RELATING TO THE MURROW INDIAN ORPHANS HOME

We, Your Memorialist, in General Council Assembled, respectfully represent that the Murrow Indian Orphans Home is a Non-sectarian Charitable Institution, founded for the purpose of providing a home for the orphan children of Choctaw and Chickasaw parentage and the old and helpless people of the members of the Choctaw and Chickasaw Nations. The good and charitably inclined people who are laboring to build up this institution are well known for long years throughout the Choctaw and Chickasaw Nations for the benevolent, Charitable and Spiritual work among the Indians, under the most trying conditions. The Council esteems their work as a labor of love for humanity and believes that some public recognition should be made of these services, and that a suitable amount of land should be donated, in a legal manner, in aiding the maintenance of this institution in order to enable its management to properly care for the unfortunate members of the Choctaw and Chickasaw tribes of Indians

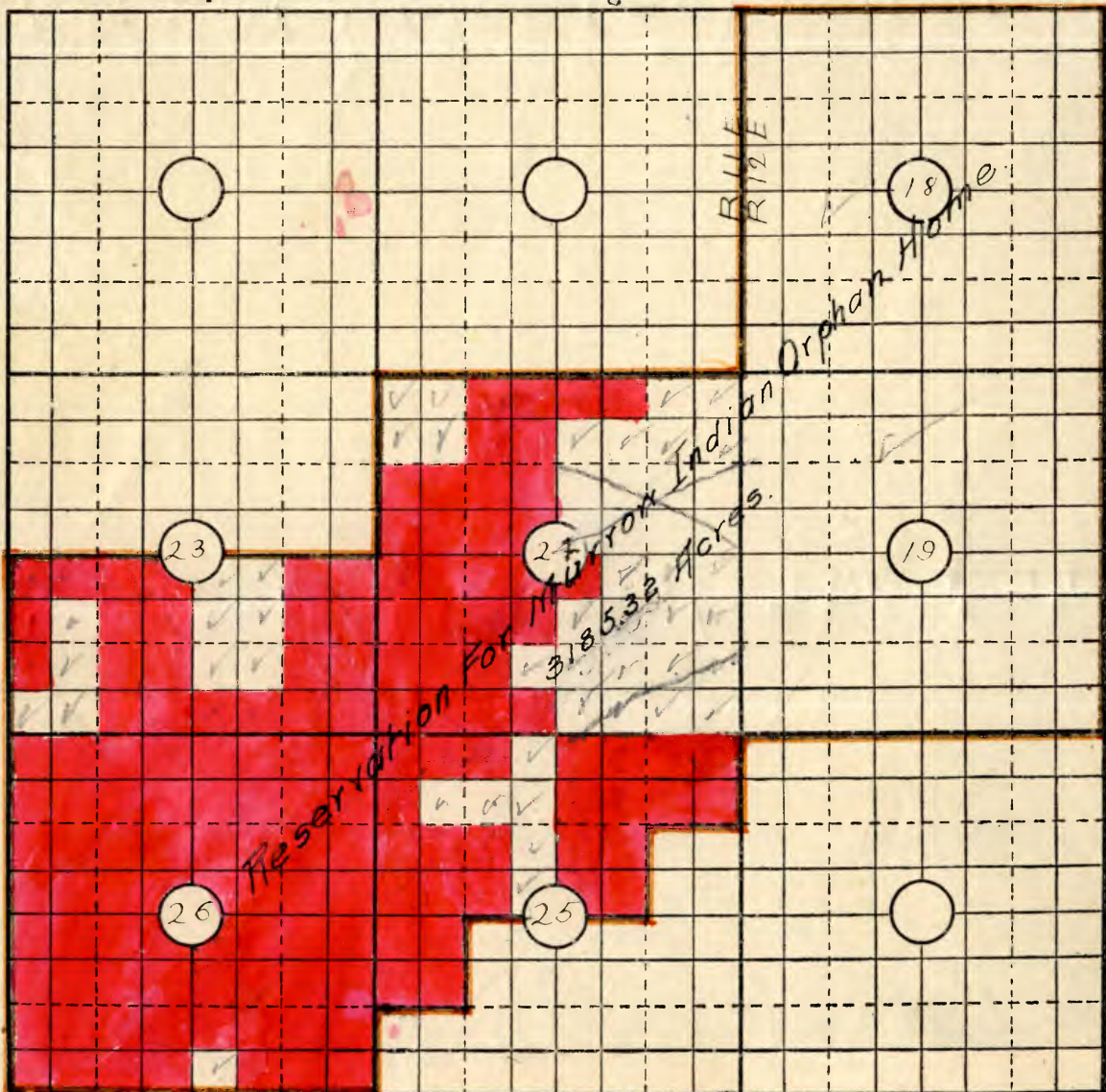


DEPARTMENT OF THE INTERIOR.

Commission to the Five Civilized Tribes.

*Choctaw Nation.*

Township No. 2 N Range No. 11 E and 12 E



Red- Indicates land filed, Nov. 11, 1905.

OK



in after years. We therefore earnestly recommend that the Congress of the United States enact such legislation as may be deemed appropriate, setting aside the following lands, to-wit: Sections 18 and 19 in township 2 north, range 12 east; the south half of the northeast quarter; the northeast quarter of the northeast quarter; the south half of the northwest quarter of the northeast quarter; the south half of the southeast quarter; the northeast quarter of the southeast quarter; the south half of the northwest quarter of the southeast quarter; the northeast quarter of the northwest quarter of the southeast quarter; the northeast quarter of the southeast quarter of the southwest quarter and the northwest quarter of the northwest quarter of section 24; and the northwest quarter of the southeast quarter; the north half of the southwest quarter of the southeast quarter; the south half of the southwest quarter of the southwest quarter; the northeast quarter of the southwest quarter of the southwest quarter; and the southeast quarter of the northwest quarter of the southwest quarter of section 23; and the southwest quarter of the southwest quarter of the southeast quarter of section 26; and the southeast quarter of the northwest quarter of the northwest quarter; the south half of the northeast quarter of the northwest quarter; and the northeast quarter of the northeast quarter of the northwest quarter; and the east half of the southeast quarter of the northwest quarter of section 25 all in township 2 north range 11 east, containing 1790 acres, more or less as shown by the United States Government survey, for the purposes of said home.

Be it further resolved that this resolution of Council shall take effect and be in force from and after its passage and approval.

*J. L. Weir*



approved this the  
24<sup>th</sup> day of November  
1905

Green McCurtain  
Principal Chief  
Choctaw Nation

Noted  
E. H. Wilson  
National Secretary

Dear Sir,  
I have the honor to acknowledge the receipt of your letter of the 23rd inst. in relation to the proposed amendment to the Constitution of the Choctaw Nation. The same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,  
Yours very truly,  
Green McCurtain  
Principal Chief

Approved this the  
24<sup>th</sup> day of November  
1905  
Green McCurtain  
Principal Chief  
Choctaw Nation