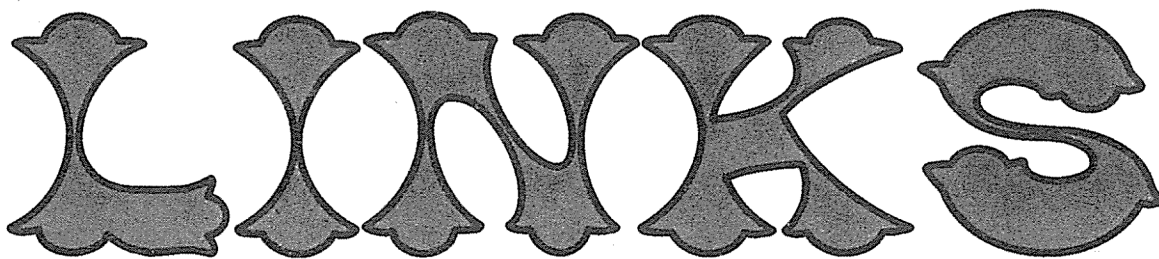


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Volume 6, Issue 2

February 10, 2009

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Oklahoma Inventors and Businesses

Mike Cafasso of Claremore was one of a team of three inventors that received a patent for developing a dual filament light bulb. The bulb was used in the first class sections by American Airlines on their McDonnell Douglas DC-10 and the A300 Airbus.

The basic idea behind the invention: If a filament in a passenger reading light bulb burns out, a second filament in the light bulb will turn on without the loss of illumination for the passenger. This is very effective for passengers on a long flight after the sun has set. When the second filament is burning, a small light emitting diode that is located next to the bulb will also illuminate. This will notify the aircraft maintenance team that the light bulb is operating on its second filament and should be changed when maintenance is performed on the aircraft.

Mike told us the story that led to their invention: In 1991, the wife of Robert Crandall, the president of American Airlines, was flying in the first class section of an American Airlines plane to Europe.

While on the night flight over the ocean the reading light over her seat burned out. For the next several hours she had no way to illuminate whatever reading material she had brought on the flight.

After reporting the incident to her husband, Bob Crandall issued a challenge to the employees of American Airlines to develop a solution to solve the problem.

Mike, Joseph Munoz of Tulsa, and William Dickson of Broken Arrow came up with the solution.

Mike sent us an email with the web link to a site for more information and images of their invention. It is a long web address, and wasn't bad when we could click on it from the email. For those of you interested, it might be easier to go to: <http://patft.uspto.gov/> In the PATFT: Issued Patents section click on Patent Number Search, then enter the number 5061879.

We would like to thank Mike for submitting this information!

Early Oklahoma Inventors

The Oklahoma Inventors database lists the patents issued to individuals residing in Indian and Oklahoma Territory during the period from 1880 to 1907. Searchers are able to link to copies of the patents by name of inventor, patent number, year of issue, or place of residence. The database is an aid to patent searchers as well as those interested in Oklahoma history.

The research conducted has shown that during its territorial period, Oklahoma had an inventive population with over 1,000 patents ranging in scope from agricultural implements to airplane design. The inventive spirit of the new state included both sexes and represented both the urban and rural areas of the state.


You can visit the website at: <http://okinventors.library.okstate.edu>

Patent Number: 722551 Title: Dividers
Issue Date: 3/10/1903
Inventor(s): Adamson, Henry C. (Clay), Pryor Creek, Indian Territory

Patent Number: 316859 Title: Stock Feeder
Assignee: Charles W. A. Lynch
Issue Date: 4/28/1885
Inventor(s): Agee, Francis M., Vinita, Indian Territory
Notes: Cherokee Nation, Indian Territory
Charles W. A. Lynch, of same place assigned 1/2

Patent Number: 614072 Title: Gate Latch
Issue Date: 11/15/1898
Inventor(s): Baldwin, Charles E., Miami, Indian Territory

Patent Number: 851483
Title: Moistening Attachment for Dental Engines
Issue Date: 4/23/1907
Inventor(s): Bartlett, George, Lenapah, Indian Territory

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Patent Number: 836553 Title: Ore-Separator
Issue Date: 11/20/1906
Inventor(s): Bauer, Adam J., Collinsville, Indian Territory

Patent Number: 748155
Title: Churn Operating Mechanism
Assignee: Henry C. and Mary A. Nicholson
Issue Date: 12/29/1903
Inventor(s): Beeler, Isaac W., Miami, Indian Territory
Notes: Ottawa Nation
Assigned 1/4 to Henry C. and Mary A. Nicholson, of Kansas City, Missouri


Patent Number: 711816 Title: Vehicle Hub
Issue Date: 10/21/1902
Inventor(s): Bilyeu, Adam A. (Alfred), Talala, Indian Territory

Patent Number: 659641 Title: Hay Stacker
Assignee: George W. Blackwell
Issue Date: 10/16/1900
Inventor(s): Blackwell, Charles, Vinita, Indian Territory
Notes: Cherokee Nation
Assigned to George W. Blackwell of same place

Patent Number: 682132 Title: Hay-Rake
Assignee: G.W. Blackwell
Issue Date: 9/3/1901
Inventor(s): Blackwell, Charles, Vinita, Indian Territory. Assigned to G.W. Blackwell, of same place

Patent Number: 711816 Title: Vehicle Hub
Issue Date: 10/21/1902
Inventor(s): Bledsoe, John C. Charles, Talala, Indian Territory

Patent Number: 741104 Title: Harness Saddletree
Issue Date: 10/13/1903
Inventor(s): Bowers, Doctor Cope, Chelsea, Indian Territory

	
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Patent Number: 612699 Title: Match Safe
Issue Date: 10/18/1898
Inventor(s): Bristow, George O., Nowata, Indian Territory

Patent Number: 718086 Title: Clothes Line
Assignee: Thomas E. Mulvihill and Ernest C. Dodge
Issue Date: 1/13/1903
Inventor(s): Brown, Frank S., Chelsea, Indian Territory
Notes: Assigned 1/3 to Thomas E. Mulvihill and Ernest C. Dodge, of St. Louis Missouri

Patent Number: 839721 Title: Guide Means for Freight-Car Doors and the Like
Assignee: William H. Clark
Issue Date: 12/25/1906
Inventor(s): Bruce, Thomas J., Chelsea, Indian Territory
Notes: Assigned 1/8 to William H. Clark, of Chelsea, Indian Territory

Patent Number: 821985 Title: Stalk-Cutter
Issue Date: 5/29/1906
Inventor(s): Clark, Ralph A., Chelsea, Indian Territory
Notes: District 4, Cherokee Nation

Patent Number: 838010 Title: Window-Scaffold
Issue Date: 12/11/1906
Inventor(s): Henry J., Vinita, Indian Territory

Patent Number: 537631 Title: Extensible Scaffold
Assignee: C.H. Hawkins
Issue Date: 4/16/1895
Inventor(s): Cooper, Thomas W., Big Cabin, Indian Territory
Notes: C.H. Hawkins of Chelsea, Rogers Co., Cherokee Nation, Indian Territory assigned 1/2

Patent Number: 739393 Title: Wall Papering Machine
Issue Date: 9/22/1903
Inventor(s): Crockett, Samuel, Sr. R. (Robertson), Vinita, Indian Territory

Patent Number: 486664 Title: Tool Holder
Issue Date: 11/22/1892
Inventor(s): Davidson, Solomon J., Vinita, Indian Territory

Patent Number: 573815 Title: Fence Making Machine
Issue Date: 12/22/1896
Inventor(s): Dial, Robert, Chelsea, Indian Territory

Patent Number: 689170 Title: Churn
Issue Date: 12/17/1901
Inventor(s): Dragoo, John W., Miami, Indian Territory
Patent Number: 858804 Title: Horse-Power
Issue Date: 7/2/1907
Inventor(s): Fountain, Fred M., Claremore, Indian Territory

Patent Number: 598504 Title: Wrench
Issue Date: 2/8/1898
Inventor(s): Gaines, Eli P. (Prestain), Fairland, Indian Territory

Patent Number: 671189 Title: Fruit-Picker
Assignee: Solomon B. Dobson
Issue Date: 4/2/1901
Inventor(s): Gilbreath, John W., Miami, Indian Territory
Notes: Assigned 1/2 to Solomon B. Dobson of same place

Patent Number: 629290 Title: Spring Scale
Issue Date: 7/18/1899
Inventor(s): Goodbaudy, Samuel, Miami, Indian Territory

Patent Number: 455830 Title: Plow
Issue Date: 7/14/1891
Inventor(s): Harris, Nelson H., Vinita, Indian Territory

Patent Number: 608605 Title: Stirrup
Issue Date: 8/9/1898
Inventor(s): House, James T., Talala, Indian Territory

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Patent Number: 660111 Title: Umbrella Attachment
Issue Date: 10/23/1900
Inventor(s): Howie, Thomas , Vinita, Indian Territory

Patent Number: 670782 Title: Automatic Wagon-Brake
Issue Date: 3/26/1901
Inventor(s): Howie, Thomas , Vinita, Indian Territory

Patent Number: 814623 Title: Type-Writing Machine
Issue Date: 3/6/1906
Inventor(s): Hyatt, Benjamin S., and Robbins, William A., Vinita, Indian Territory
Notes: District 2, Cherokee Nation

Patent Number: 755497 Title: Windmill
Issue Date: 3/22/1904
Inventor(s): Hyatt, Benjamin S., Vinita, Indian Territory
Notes: Cherokee Nation

Patent Number: 611037 Title: Metallic Railroad Tie
Assignee: John J. Hendricks, Woodson W. Hubbard, Curtis E. Collins
Issue Date: 9/20/1898
Inventor(s): Jacklin, Thomas G., Inola, Indian Territory
Notes: Creek Nation
John J. Hendricks, Woodson W. Hubbard, and Curtis E. Collins of same place assigned 1/2

Patent Number: 718849 Title: Churn
Issue Date: 1/20/1903
Inventor(s): Kneeland, David O. (Ormsbee), Miami, Indian Territory
Notes: Ottawa Nation

Patent Number: 556272 Title: Engine
Issue Date: 3/10/1896
Inventor(s): Knight, Robert D., Vinita, Indian Territory
Notes: Cherokee Nation

Patent Number: 815437 Title: Topping Attachment for Harvesters
Issue Date: 3/20/1906
Inventor(s): Knox, Levi J., Nowata, Indian Territory
Notes: District 3, Cherokee Nation

Patent Number: 866661 Title: Well-Bucket Bottom
Issue Date: 9/24/1907
Inventor(s): Lee, Edward A. (Alonzo), Vinita, Indian Territory
Notes: District 2, Cherokee Nation

Patent Number: Title: Adjustable Neck Yoke
Issue Date: 3/8/1892
Inventor(s): Lineback, John B., Oaks, Indian Territory
Notes: Cherokee Nation

Patent Number: 387687 Title: Hoisting Machine
Issue Date: 8/14/1888
Inventor(s): Long, Napoleon B. B. (Bradford Bonypart), Prairie City, Indian Territory
Notes: Cherokee Nation

Patent Number: 636824 Title: Chuck Bone Holder
Issue Date: 11/14/1899
Inventor(s): Markey, Joseph W., Miami, Indian Territory
Notes: Peoria Nation (Ottawa Nation)



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Patent Number: 627004 Title: Wagon Body Raiser
Issue Date: 6/13/1899
Inventor(s): Maxwell, Samuel N. (Newton), Grove, Indian Territory
Notes: Cherokee Nation

Patent Number: 793142 Title: Churn-Dasher
Issue Date: 6/27/1905
Inventor(s): Merrell, James R., Chelsea, Indian Territory
Notes: Cherokee Nation

Patent Number: 502129 Title: Sickle Head for Mowers
Issue Date: 7/25/1893
Inventor(s): Mitchell, Thomas J., Vinita, Indian Territory
Notes: Cherokee Nation

Patent Number: 630300 Title: Riding Harrow
Issue Date: 8/1/1899
Inventor(s): Moore, James F., Fairland, Indian Territory
Notes: Cherokee Nation

Patent Number: 700067 Title: Chair
Issue Date: 5/13/1902
Inventor(s): Moore, James F., Fairland, Indian Territory
Notes: Cherokee Nation

Patent Number: 695334 Title: Elevator
Issue Date: 3/11/1902
Inventor(s): O'Byrne, William J. (John), Catoosa, Indian Territory
Notes: Cherokee Nation

Patent Number: 734941 Title: Ironing Board
Issue Date: 7/28/1903
Inventor(s): Pierce, John A., Miami, Indian Territory
Notes: Ottawa Nation

Patent Number: 832342 Title: Gate
Issue Date: 10/2/1906
Inventor(s): Schafges, Peter, Claremore, Indian Territory
Notes: District 4, Cherokee Nation

Patent Number: 586873 Title: Traction Engine
Issue Date: 7/20/1897
Inventor(s): Shepherd, Horton H., Fairland, Indian Territory
Notes: Cherokee Nation

Patent Number: 768956 Title: Churn
Assignee: R.M. Peck
Issue Date: 8/30/1904
Inventor(s): Smithley, Alfred M., Miami, Indian Territory
Notes: Peoria Nation
Assigned 2/3 to R.M. Peck, of Miami, Ottawa County, Indian Territory

Patent Number: 705468 Title: Soot or Ash Pan
Issue Date: 7/22/1902
Inventor(s): Stanton, Thomas (K) Kelcy, Talala, Indian Territory
Notes: Cherokee Nation

Patent Number: 697416 Title: Nut Lock
Assignee: David G. Elliot
Issue Date: 4/8/1902
Inventor(s): Sutherland, William S., Chelsea, Indian Territory
Notes: Cherokee Nation
Assigned 1/2 to David G. Elliot of Chelsea, Indian Territory

Patent Number: 813678 Title: Vehicle-Spring
Issue Date: 2/27/1906
Inventor(s): Sutton, John W., Collinsville, Indian Territory
Notes: District 8, Cherokee Nation

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Patent Number: 809031 Title: Churn
Assignee: Lee Settle, Morris Haas, Joseph E. Feland
Issue Date: 1/2/1906
Inventor(s): Swallow, Fredric , Claremore, Indian Territory
Notes: District 4, Cherokee Nation
Assigned 1/4 to Lee Settle, 1/4 to Morris Haas, and 1/4 to Joseph E. Feland, all of Claremore, Indian Territory

Patent Number: 689170 Title: Churn
Issue Date: 12/17/1901
Inventor(s): Swallow, Fred, Miami, Indian Territory
Notes: Peoria Nation

Patent Number: 723757 Title: Churn
Assignee: Charley Branson
Issue Date: 3/24/1903
Inventor(s): Swallow, Fred, Miami, Indian Territory
Notes: Ottawa Nation
Assigned 1/2 to Charley Branson, of Miami, Indian Territory

Patent Number: 689763 Title: Axle
Assignee: J. B. Ludlum and E. D. Morgan
Issue Date: 12/24/1901
Inventor(s): Taylor, John S. (Scott), Claremore, Indian Territory
Notes: Cherokee Nation
Assigned 2/3 to J.B. Ludlum of Coffeerville, Kansas, and E.D. Morgan of Claremore, Indian Territory

Patent Number: D31140 Title: Sliding Jaw for Pipe-Wrenches
Issue Date: 7/4/1899
Inventor(s): Taylor, John S. (Scott), Claremore, Indian Territory
Notes: Cherokee Nation

Patent Number: 749594 Title: Muzzle for Calves or Colts
Issue Date: 1/12/1904
Inventor(s): Vancuren, William M., Foyil, Indian Territory
Notes: Cherokee Nation

Patent Number: 840673 Title: Animal-Trap
Issue Date: 1/8/1907
Inventor(s): Ward, John A. (Albert), Nowata, Indian Territory
Notes: District 3, Cherokee Nation

Patent Number: 718180 Title: Draft Equalizer
Issue Date: 1/13/1903

Inventor(s): Washam, Bert, Pryorcreek, Indian Territory
Notes: Cherokee Nation

Patent Number: 770879 Title: Driving Mechanism
Assignee: S.A. Byers
Issue Date: 9/27/1904
Inventor(s): Waters, Caswell , Pryor Creek, Indian Territory
Notes: Cherokee Nation
Assigned 1/2 to S.A. Byers, of Pryorcreek, Indian Territory

Patent Number: 612470 Title: Car Coupling
Issue Date: 10/18/1898
Inventor(s): Widders, William D., Fairland, Indian Territory
Notes: Cherokee Nation

Patent Number: 595087 Title: Running Gear
Issue Date: 12/7/1897
Inventor(s): Widders, William D., Fairland, Indian Territory
Notes: Cherokee Nation

Patent Number: 724980 Title: Combined Pencil Holder and Calendar
Assignee: Samuel D. Ames
Issue Date: 4/7/1903
Inventor(s): Widders, William D., Fairland, Indian Territory
Notes: Cherokee Nation
Assigned 1/2 to Samuel D. Ames, of Fairland, Indian Territory

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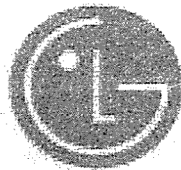
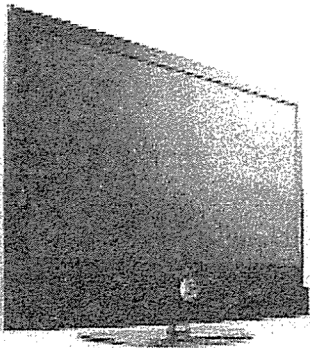
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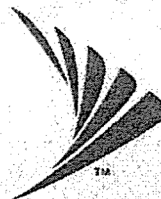
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Angie's Grand Flags

Angie Free recently moved her business to the Grand Lake area. You may have noticed the new building in Langley, located north of the "Y" on Highway 82. The enterprise, known formerly as Pam's Custom Products was once located in White Oak, where it was a successful, well-kept secret. The shop designed all types of banners and flags, specializing in difficult logos and patterns. Banners and flags were designed and fabricated for corporate promotions and specialty events.

"Mom stated Pam's Custom Products in 1994," Angie explained. "She began by producing company logo flags and banners."

Acting as the middleman for larger companies, Pam built a business that supplied custom appliquéd items.

With the passing of her mother in December 2003, Angie, an RN who previously worked at Craig General Home Health and Saint Francis Hospice, decided to continue her mom's legacy. She moved the business to Langley-known now as Angie's Grand Flags-to be closer to the family home in Pensacola. She is excited about the new location and hopes customers feel the same.

"Word of mouth has been wonderful around the Grand Lake area," Angie said. "Businesses have been great to spread the word about our products. Our vinyl and screen printing business has flourished since relocating."

She added: "We are a small, family-owned company with three employees. Lucy began working for my mom in 1994, and Tina and Pam both began working in 2001."


In the summer months, Angie's daughter Cassy helps by cutting out letters and designs.

"With the move to Langley we have added the capability of providing vinyl banners and screen printed products such as shirts, hats, aprons, towels, koozies and many others products," Angie said. "Plus, we also produce aluminum signs with vinyl lettering, real estate signs, political signs and decals for vehicles and windows."

Flags are a professional and elegant way for companies to display their logos. Angie said 95 percent of her business in this particular market niche comes from out-of-state companies. Angie's pays special attention to detail during the entire process. Just about everything is hand sewn. She and her talented staff take pride in the finished product.

Angie's Grand Flags still performs contract work for large flag companies, both national and international. The companies provide specifications and labels. When the flags are finished, the label is sewn in and the items are sent on their way. Many patterns are in continual use.

Angie's accommodates one-of-a-kind requests and orders of any size. Staff can produce banners that are double sided, mirrored or vertical, and can create special sizes. Production time and delivery averages two weeks.



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"Banners and flags can really help attract attention to businesses," said Angie, adding that products can be made from nylon, vinyl or cotton materials.

Banners and flags are always in demand at area parades and rodeos. Angie's has made several such items for the annual Will Rogers Memorial Rodeo in Vinita. The shop makes the banner that is used each year during the event. It is double-sided and completely hand sewn-right down to the American Legion logo.

Angie's also fabricates banners and colorful "breakthroughs" for sports teams and cheerleading squads. Constructed of heavy duty nylon, breakthroughs are popular at sporting events because they are re-usable. When it's game time, players make an impressive entrance by bursting through the reclosable center. Breakthroughs look beautiful mounted on the gym wall when not in use.

Angie's Grand Flags has had its share of high-profile customers. There have been many times while watching television that employees have spotted flags that they have produced. They have created a variety of flags that they have produced. They have created a variety of flags for Disney's World of Fun in Lake Buena Vista, Florida. And, if you have watched the movie The Patriot, you have seen some of the custom flags produced at Angie's.

"No one watching that movie has any idea that the flags were produced in White Oak, America," chuckles Angie.

Patterns are produced the old-fashioned way at Angie's. Companies send an image they want reproduced on a given promotional item. Angie's staff then converts the image using a transparency or a table top projector. The pattern is then traced off and ready for production. Letters are hand cut and flags are handmade.

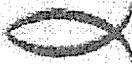
Blank flags, also called "attention flags," are a great way to attract business. They are popular at apartment complexes and car dealerships and come in all shapes, sizes and colors. In-stock flags include U.S., military, garden flags, state flags and, of course, always-popular Oklahoma Sooner flags.

Because many flags have a shortened life span if they are flown 24/7, Angie likes to encourage people to maintain them frequently.

"You can save money by having them mended as soon as they begin to fray," she says. "If they will bring them in, we will re-sew the flag for a reasonable price. This will keep the flag maintained and in top condition for a longer period of time. In the end, it is a cost savings because the flag does not have to be replaced so often."

Angie's handles large jobs with ease. The largest flag they have made was 30' x 60'. They also do a lot of sizeable banners-including 8' x 40' vinyls. A company in Jay uses these large banners to promote sales by hanging them on the sides of semi trucks.

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Matthew 4:19

Some of the more unusual items constructed at Angie's are side bin drops made for a Welch business out of 18- ounce canvas duck. The shop has repaired dog shade covers for kennels and has also had calls to repair boat covers, as well as covers for horse trailers.

"Occasionally, people will pop in and say 'I heard you have big, industrial sewing machines. Can you repair such and such for me?' And usually we can," said Angie. "We don't have a problem with helping people mend what they need mended. We do have to be careful of how clean we keep our sewing machines, so we might ask that you take the item to the local car wash, and then after it is dried we will try and make repairs."

Thinking about new ways to advertise your business? Custom banners are a great way to increase visibility. Use them to complement existing signage by announcing a special sales event or by highlighting a particular product or service. They can be bold and colorful, or be made to blend in with existing structures while catching the eyes of passersby. Sizes can be tailored to meet your specific needs in colors and sizes distinctive to your business.

Angie's Grand Flags is committed to exceed your expectations of great service and a quality product. They want you as a repeat customer and hope you'll tell your friends and associates about their products. Please feel free to contact them by phone at 918-782-3330 or 918-782-3334.

Oklahoma Companies Named Best Places to Work



Four Oklahoma-based companies were ranked in the top 100 best places to work in 2009.

Oklahoma City based Devon Energy had the state's highest rank at 13 in the standings released Thursday by FORTUNE Magazine.

Chesapeake Energy and American Fidelity Assurance, both of Oklahoma City, and Tulsa-based QuikTrip also made the list. View the full listing on FORTUNE's Web site.

"While making the FORTUNE list is wonderful recognition for the company, it says even more about our employees," Devon's chairman and chief executive officer Larry Nichols said in a press release. "Their values and their commitment are what make Devon a great place to work."

It is the sixth straight year America Fidelity has made the list.

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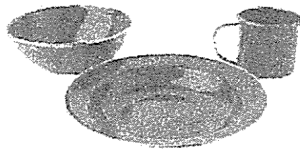


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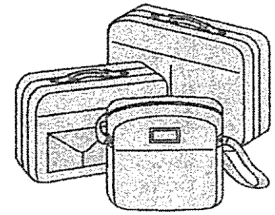
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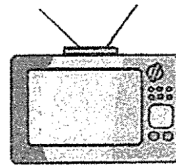
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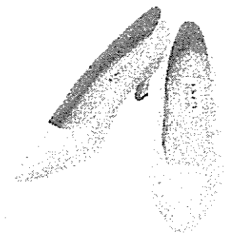
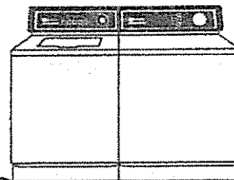
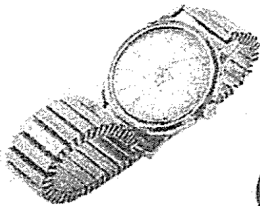
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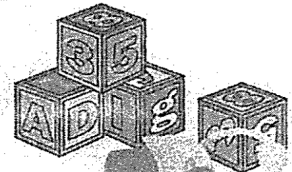
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Railroads

Because of the peculiar circumstances of Oklahoma and Indian territories in the first half of the nineteenth century, railroads were late in coming. In the Reconstruction Treaties made between the U.S. government and the several Indian Nations after 1866, the stipulation was made that one north-south and one east-west railroad were to be allowed through the territories. Kansas demanded an outlet to the Gulf of Mexico, while plans for a transcontinental railroad from St. Louis to the Pacific along the 35th Parallel were being made at the same time. By 1870 already a total of 52,900 miles of railroads existed in the United States, with 1,350 miles in Missouri and 660 in Kansas, but still with none in Oklahoma. Only then did the Missouri, Kansas and Texas Railway Company (MK&T, or Katy, originally known as Union Pacific, Southern Branch) start building its line from Kansas toward Denison, Texas.

Congress had stipulated that the first railroad to reach a certain point on the Kansas border, near Chetopah, was to have the right to cross through Oklahoma, and the MK&T won the competition with the Kansas and Neosho Valley company. The Katy reached Chetopah first. Originally, a land grant in Indian Territory was promised to the railroad in question, and the Katy investors fully believed that they were entitled to this land. However, after protests from the Indian Nations and much legal wrangling, their claim was finally dismissed. The Katy line reached the Red River late in 1872. Meanwhile the Atlantic & Pacific had entered Indian Territory as well with a line from Pierce City, Missouri, to Vinita, but seeing the problems with the land grant claimed by the Katy, it decided to stop there and wait for better times. Most of the traffic on the Katy line was interstate, chiefly Texas cattle north and grain to the Gulf ports south, as the region it passed through was sparsely populated and did not produce much freight. Only the coalmines around McAlester prospered because of the presence of the railroad, and there the Katy developed a lively coal traffic.

By the 1880s Indian Territory was seen more and more as a barrier to commerce, and traffic between the neighboring states and Congress took measures to allow further railroad construction through Oklahoma. The St. Louis and San Francisco Railway (Frisco) was the first to profit in 1886-87 by building a line from Arkansas across the southeastern corner of Oklahoma into Texas. Next came the north-south line of the Atchison, Topeka and Santa Fe, opened in 1887 and running partly through the Unassigned Lands past Guthrie and the future Oklahoma City. The Chicago, Rock Island and Pacific crept slowly south from Kansas toward El Reno, especially after the opening of the Unassigned Lands in 1889, and reached the Red River in 1892. Most of these lines followed old, established trade routes or cattle trails such as the Texas Road and the Chisholm Trail.

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In the 1890s other mainlines, such as the Kansas City, Pittsburg and Gulf (later Kansas City Southern) passed through the Twin Territories. A few local branches were also built, but the Panic of 1893 put a temporary stop to most railroad construction. Foreign investors were instrumental in the financing of most of these railroad companies. The Katy was originally chiefly German and Dutch owned, the Frisco and Santa Fe were British and Dutch, the Rock Island was owned by American, British, and other foreign bond- and shareholders, and the Kansas City Southern was almost completely Dutch owned. In the later regional development of Oklahoma, both in railroads and in oil, foreign capital continued to play an important role.

The real great boom in railroad building only started about 1897 when regional companies, generally sponsored by the existing mainline companies, started new construction. Between 1897 and 1907 Oklahoma was covered with a dense network of branches, often paralleling each other. Every company tried hard to get its share of the wealth, which led to a lot of over construction. The gradual opening of the land to settlers from elsewhere and the discovery of oil in several places made regional transportation mandatory.

The railroads were quick to oblige. The main line companies already present in Oklahoma, the Katy, the Frisco (successor to the Atlantic and Pacific), the Santa Fe, and the Rock Island, all feverishly built branch lines into the oil regions and onto the vast prairies that were being converted into wheat-producing areas. The influx of people also necessitated many regional and local passenger trains. From a paltry 289 miles in 1880, the Oklahoma network had grown to 6,572 miles by 1920. But it is illustrative of the overbuilding that of all railroads abandoned in the state before 1940 a full 75 percent had been built between 1897 and 1907.

The constitution of the new state of Oklahoma of 1907 held a provision that no intrastate railroad could be sold to an interstate company, and this stricture impeded new construction for some years until the provision was abolished. Through lines that were then under construction or planned had to charter separate companies under Oklahoma law for a time. Some interstate companies such as the Frisco managed to clean up their corporate structure by completely buying up their Oklahoma subsidiaries just before the new constitution was to go into effect. The Panic of 1907 also contributed to the end of large-scale railroad construction in Oklahoma, but despite this, a few lines such as the Kansas City, Mexico and Orient and the Wichita Falls and Northwestern (Katy) were being pushed forward just before World War I. More branches were being built into the oil fields, as these were successively discovered and developed, some as late as the 1920s. Even later, in the late 1930s, the Santa Fe constructed lines in the Oklahoma Panhandle, chiefly for tapping the wheat-growing districts there.

In the 1920s road transportation had already grown enormously with the opening up of outlying districts with passable roads. Much traffic had already been diverted from rail to road. Pipelines had siphoned off much oil formerly carried by rail. More and more travelers found the motorbus more convenient and comfortable than the once-a-day steam train. Railroads tried to modernize, of course, by substituting motorcars with gasoline or diesel engines for the steam locomotives, but not always successfully.

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The Great Depression caused havoc among Oklahoma railroads already weakened by the road competition. Abandonment of superfluous lines such as the Oklahoma Central and the Fort Smith and Western, lines that should never have been built, became more common, and many passenger schedules were abolished or replaced with mixed trains. World War II meant a reprieve, and traffic grew to enormous proportions. The establishment of military bases, the renewed working of oil and coal reserves, and the curtailing of road traffic through gasoline rationing caused an unprecedented surge in railroad transportation.

But after the end of hostilities Americans turned en masse to the private automobile, and passenger trains were soon abolished all over the state. In the 1950s and 1960s many branch lines were abandoned and lifted when even revenues from freight were insufficient to maintain the track structure. As a result, by 1965 the Oklahoma mileage had shrunk to 5,570. But this was just the beginning, as the nationwide consolidation of interstate companies made some main lines superfluous as well. After years of insolvency, the old Rock Island system finally closed down and was liquidated in 1980; some of its lines in Oklahoma were taken over by others. The Frisco was bought up by the Burlington Northern in 1980, and this new combination in turn merged with the Santa Fe in 1997 as Burlington Northern Santa Fe. The Katy was absorbed by the Union Pacific/Missouri Pacific system in 1989, so that by the end of the twentieth century only Union Pacific, Burlington Northern Santa Fe, and Kansas City Southern remained of all original mainline companies. In 1995 Oklahoma railroad mileage was down to 3,434, or about half of what it had been in 1920.

Apart from local and regional passenger trains, some prestigious name trains either passed through or had their destination in Oklahoma. The Frisco with its "Meteor" of 1902 and the Katy with its "Katy Flyer" of 1896 competed for the traffic between St. Louis and the Southwest, until in 1917 both companies joined forces and operated together the "Texas Special" between St. Louis and San Antonio by way of Vinita and Denison. Another joint operation was the "Bluebonnet" of 1927, which ran between Tulsa and Houston. The streamlined "Firefly" of 1939, between Kansas City, Tulsa and Oklahoma City was again a pure Frisco train. In the early sixties patronage fell disastrously, and the Katy ended all passenger service in 1965, while the Frisco continued some services for two more years. The other important passenger carrier, the Santa Fe, operated a number of trains through Oklahoma, including the "Kansas Citian" between Kansas City and Dallas, the "Tulsan" of 1939 between Kansas City and Tulsa, and the "Antelope" between Kansas City and Oklahoma City. The "Ranger" ran all the way from Chicago to San Antonio by way of Oklahoma City until superseded in 1948 by the streamlined "Texas Chief". This latter train ran until 1971, when Amtrak assumed the long-distance passenger trains in the country. Lack of patronage caused its discontinuance in 1979, making Oklahoma one of the few states without any passenger train service.

This situation lasted until 1999 when Amtrak introduced a daily run from Oklahoma City to Dallas over the Santa Fe line through Purcell and Pauls Valley. The fourth of the big players in Oklahoma, the Rock Island, introduced its famous streamlined "Rockets" in 1937, of which the Kansas City Dallas run passed through El Reno, and the Memphis-Tucumcari train through Oklahoma City. A postwar replacement of the first train was the "Twin Star Rocket," Minneapolis-Houston, again by way of El Reno and Chickasha, but bypassing Oklahoma City. All these trains were gradually abolished in the early 1960s.

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Greers Ranch House Sausage

Greer's Ranch House Sausage has become a tradition for many in northeast Oklahoma over the years. This family owned business located just north of Pryor has been in operation since 1966 and still produces the highest quality sausage and bacon in the area.

Tom Greer and sister LeAnn McDaniels run the business now along with their brother Bryan, the sales manager. But it was their father David Greer who first put the Greer's name on the label.

The Greer's name is a proud tradition and their sausage is enjoyed by many in the four-state area.

Greer's produces only whole hog" sausage and premium bacon. Making whole hog sausage means all the good cuts of pork go in for the highest quality possible. Quality is the standard and is assured with a USDA inspector working full-time with an office inside the plant. The sausage is available in one and two pound chubs, as well as patties and links. Both seasonings, mild and hot, are still made they have been for almost 40 years.

Loyal customers enjoy 14 choices of fresh meats from Geer's. The jumbo quarter-pound hotdogs are a favorite at many ballparks, golf courses, and REC events.

Starting in January of 2006, the Greer family opened a 1,200-square-foot country deli on the south end of their main building to make it easier for customers to stop by and pick up quality meats and cheeses. For years, patrons have placed their order at the front office and waited in the hall to up their goods. "The display cases in the spacious new store will make it much easier for our loyal customers to make their selections," stated Tom Greer, operations manager. With the opening of the deli, select cuts of beef including succulent steaks and savory roasts will be added to the Greer's lineup.

Those stopping by can select from steak favorites such as t-bone, filet, sirloin, ribeye, and porterhouse. Gift baskets will also be available, as will staples such as milk, eggs, coffee, and bread.

Another successful endeavor of the Greer family is its fundraising business. The venture started quite by accident when a local baseball team approached Tom and asked if he had anything the team could sell to make money for traveling expense. Tom gave it some thought and put together a 4-pound box of sausage patties. The team sold all the boxes, met their goal and the fundraising business was born.

Today, Greer's offers youth groups, sport teams, PTAs, and church groups the opportunity to make good money fast with a quality product everyone enjoys.


The fundraising boxes are filled with four pounds of sausage patties or six pounds of sliced bacon.

Recently, a youth football group from Pryor sold 1,000 boxes of Greer's quality meats and made more than enough to equip the entire team with all the necessary gear. The boxed meats are competitively priced with local grocery stores, which makes selling easy. Call for more information at 918-825-1710.

Greer's has the perfect entrée for your family's holiday meals. The veteran crew at Greer's sugar cures and hickory smokes whole, bone-in hams that have been a favorite for local feasts for years. These hams are the real deal-not chunked, formed or processed.



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Botts Wholesale Company

Botts Wholesale Company was established in Miami in 1903, certainly qualifying it as one of the city's pioneer firms.

The first Botts business was established as a general merchandising store by Mr. and Mrs. Floyd E. Botts in their home. Two years later, Floyd and Georgia Botts began selling candy and cigars at wholesale, setting the trend for what Botts has become.

That first wholesale operation was one of the area's first outlets for world-famous Wrigley's gums. Various candies were sold in 30-pound buckets, and cigars were dispensed in cans of 25. All sales and deliveries in those early days were made by horse and buggy.

Fourteen years into the history of the business, the Botts's established a new location at 108 North Main. That three-story structure served as Botts headquarters until 1965, when Urban Renewal required that the business be relocated.

Offices then were established at the company's present location, 326 Fifth northwest.

While at the North Main location, however, Botts expanded its distributorship to include school supplies, tobacco and notions. Soon sales and deliveries were made by automobile.

Botts officials have always prided themselves on the fact that they've never charged for a delivery. It's the same way today, to all customers within a 75-mile radius of Miami.

In 1924, Botts again expanded, this time setting up its own cigar manufacturing business in the upstairs portion of the building on North Main W.K. and Austin brands were favorites of the time, and they were sold for a nickel apiece. The cigar making function ceased in 1931.

Soon after 1931, route deliveries and sales had so vastly expanded that trucks-two of them-were required for the first time.

In 1935, the Botts' son, Bud, married the former Dorothy Boone of Wyandotte. They then bought another truck to keep up with increasing demands for their services.

During the World War 2 years, the Botts' daughter Lorena continued with the area route sales and deliveries with her parents while Bud was away in the Army. Also during that time, the company added Red Cross Soap Company products to the local line.

In 1946, Lorena got married and retired, leaving the family business in the hands of her parents and her sister-in-law and brother, who had by then returned from military duty.

Bud and Dorothy's three children- Lee, George and Dottie- all helped keep the business going at various stages of their lives.

At about the same time the firm bought the only Curtis Candy Company (makers of Baby Ruth and other famous candy bars) truck operating in the area, and hired its driver, Edward Sharp. A vending machine route then was tacked on, and they serviced 100 cigarette and 20 candy machines.

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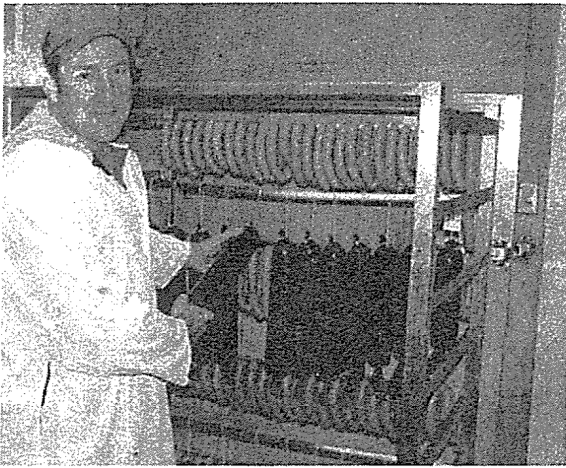
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Walke Brothers



Not all economic news is bad these days. Walke Brothers Meat Company says business is strong. After all, people have to eat.

"We had a better year last year than we've ever had," said John Walke. He said there was no decline in business during the second half of 2008 despite doom and gloom on the world economic horizon.

"We're a service-oriented business," said Walke.

His meat company provides fresh cuts of meat for retail customers. Livestock is walked into the back, butchered and sold up front, but the retail portion of the business is not what keeps the meat processing company going.

"Eighty-percent of what we do is in the back," said Walke. "Custom processing for people."

In addition to beef and pork, Walke Brothers processes buffalo and wild game such as deer and elk. Processing of game is put on hold from the middle of November through December in order to handle the high volume of customer demand for ham and turkey, but otherwise processing goes on year round.

"We did well at Christmas," said Walke.

The meat company is primarily a local operation doing business with local people, but global markets and events affect even this Rogers County business.

New regulations added in response to mad cow disease is one area where world events impact local business. Though mad cow never became an issue in Oklahoma, nationwide, all meat-processing plants were affected by an increase in paperwork due to the disease, said Walke.

A more dramatic impact hit the sausages Walke offers for sale.

Only Walke and one other person make sausages at the plant. His sausage ingredient combinations, such as those that make up the portabella sausages currently popular with the retail trade, are well-kept secrets, said Walke.

Controlling who mixes the ingredients is primarily for quality assurance, however.

"Anytime you're mixing ingredients, you need to maintain consistency of flavor," said Walke.

The meat and other ingredients that comprise those sausages are stuffed into natural casings. Twelve years ago they were twisted and linked by hand. Now a \$46,000 machine stuffs exact portions into the casings and twists them. The sausages are smoked while slow cooking in a special smoker oven where Walke Brothers uses only natural smoke flavoring. The smoker oven circulates the smoke to keep temperatures even. It also regulates humidity.

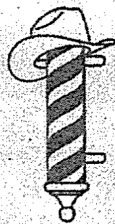
Walke buys the natural casings used to make these sausages in bulk lots called hanks. Casings used to cost about 11 cents each.

Natural casings are made from the lining of pork intestines. They are cleaned and sanitized. Making casings is a labor-intensive job. Casings currently cost Walke around 40 cents each.

That price hike means Rogers County consumers are paying more for their sausages these days.

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The cause? Hog disease and natural disasters that killed millions of livestock in China.

An interview with Ron Plain, professor of Agricultural Economics at the University of Missouri and a prolific writer on the hog market, sheds light on how what happened in China impacted prices in Rogers County.

In 2006 hog prices were down so low some producers were facing a crisis. Producers in Canada, for example, were seeking governmental stipends in order to stay in business.

China consumes and produces a lot of pork. But in 2006 and 2007, blue ear disease, which poses no danger to humans, killed millions of China's hogs. Extreme weather also affected Chinese pork producers.

"Because of a variety of problems, disease, earthquakes and floods, China had a huge drop in pork production," said Plain. "As a result, they imported a lot of pork."

This had two effects on the U.S. and other economies.

One effect was positive. Now the U.S. and Canada could import pork to China. Consumer prices rose with the increase in demand, but hog producers benefited.

At the same time, lower numbers of hogs in China meant a decrease in demand for the soybean meal fed to hogs.

"We're the world's largest producer of soybeans," said Plain. "Almost all pigs eat soybean meal. Chinese hog numbers declined and needed less feed."

With China's large population, a small change there can have a big impact on other nations.

"A small shortage in China meant China imported lots of pork by our standards and Canadian standards in 2008," said Plain.

The outlook for 2009?

"It looks like Chinese pork production is back up," said Plain. "2009 will be back to 2006 levels."

That means the cost of pork "will drop to more normal levels," said Plain.

Sounds good for Oklahoma tables, but maybe not so good for the economy overall.

"What's good for consumers—cheap meat in the grocery store cases—is not such good news for U.S. livestock producers," said Plain.

Chinese pork production back to normal numbers also means cheaper natural casings in 2009, according to Plain.

The U.S. produces very few natural casings. Preparing the natural casings made from hog intestines is a labor intensive job and labor is cheap in China.

"You can't hire people (in the U.S.) cheap enough to be competitive on the market," said Plain.

At Walke Brothers, business goes on as usual with adjustments for such ups and downs in global markets.

Located along Route 66, the meat company falls within the boundaries of the town of Verdigris.

"We were one of the first businesses to pay Verdigris sales tax," said Walke.

Verdigris Town Manager Joe Robinson said Walke Brothers has been one of the stable businesses his town relies upon for sales tax revenue. Despite the meat company's strong showing for December, other sales tax revenue for the month was down a little said Robinson.

Like municipalities everywhere, Verdigris counts on sales tax revenue to pay the electric bill on stoplights, fund the police department and more. Sales tax is a primary source of revenue for most cities and towns. As 2009 progresses, municipalities across the nation will be watching their budgets and their revenue base hoping sales tax income will stay strong.


While some businesses may suffer setbacks, optimistic municipal leaders say others could prosper, causing sales tax revenue to shift rather than decrease.

The information used here was found in the Claremore progress.

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- 2 Eggs, Corned Beef hash, Hashbrowns & Toast or Biscuit and Gravy

- 3 Egg Western Omelette, Hashbrowns, & Toast or Biscuit & Gravy
- 3 Egg Chili Cheese Omelette, Hashbrowns, & Toast or Biscuit & Gravy
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Munsingwear, Inc.

Munsingwear, Inc. is a Minnesota based firm, originally manufacturing men's underwear. It later added a Women's Wear Division and in 1940s, decided to add a hosiery factory to its operations. It purchased Rollins Hosiery Mill in Des Moines, Iowa, in 1954 and operated it there for ten years.

For economic reasons, it was decided to move the Women's Division to the south, and the hosiery manufacturing was finally located in Oklahoma and Arkansas. The knitting plants went to Bentonville and Rogers, Ark., and the finishing and shipping plants to Vinita, Ok. With the assistance of the Industrial Commission of Vinita, a new building was erected on the north side of town, on Hwy. 2 and operations began in 1955. the plant, when fully staffed, employed about 171 workers. The hosiery products were marketed under the name of "Munsingwear" and "Vinita".

Five executives of the plant in Des Moines moved to Vinita in 1955. Lester Davis was plant Superintendent. Edward Calkin was Office Manager and Accountant for the Division. Harold Edwards was Superintendent of the Finishing Department, Walter (Scott) Brainerd was the Chemical Engineer, in charge of the dyeing processes, and L.L. (Bill) Lehman was Superintendent of the Warehouse and Shipping Department. Sterling Lochhead was Co-ordinator for the three-plant operation. He, however, did not come from the original plant in Des Moines. Two Vinita women were employed in executive positions: Mrs. Jo Heiden was Sales Representative and Mrs. Hazel Marcus was the Personnel Director. The rest of the plant workers came from Vinita and surrounding communities.

In 1966, Munsingwear decided to close out its hosiery manufacturing plants. It had been in operation for eight years in Oklahoma and Arkansas.

Three of the five Vinita executives retired when Munsingwear left Craig County, Lester Davis became a long-time Vinita City Treasurer after his retirement, Both Mr. Edwards and Mr. Lochhead remained in Vinita while Mr. Brainerd retired at nearby Grand Lake. Edward Calkin was transferred from Vinita to Minneapolis in 1962, later to Hamiton, Alabama, but returned to Vinita when he retired in 1976. All five men who came from Des Moines retired with over 40 years of service with Munsingwear.

The information used here was submitted by our friends at the Vinita Library, Connie and Mary.

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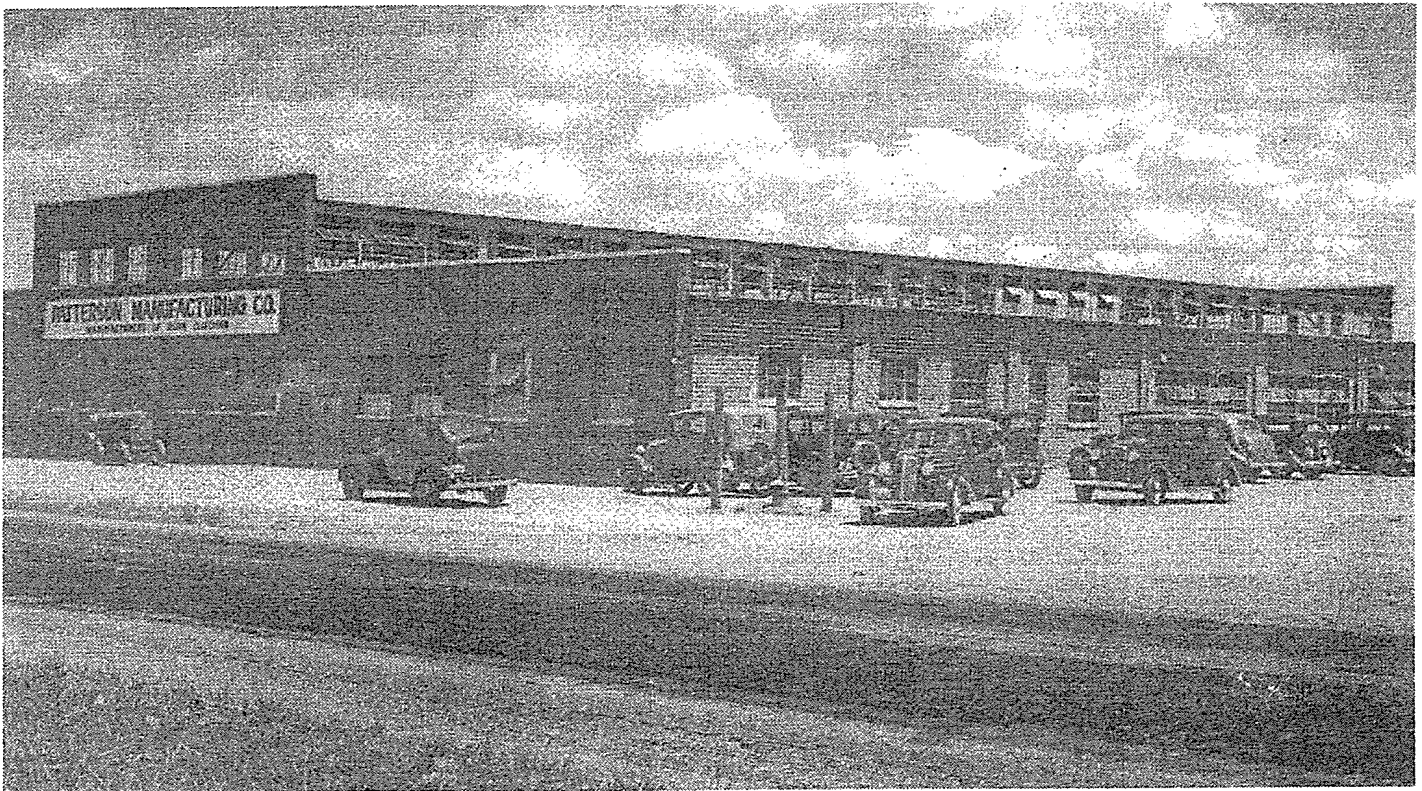
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Patterson Manufacturing



In October 1939, Miami devoted a day to citywide recognition of Patterson Manufacturing Company, then the community's largest industry and contributing factor to population growth.

The official opening of the company's overall factory was observed during the same week. Although the firm had been engaged in the manufacturing of denim earlier that year, it was Aug. 1, 1939, that the first pair of overalls came off the last machine unit in the \$30,000 building.

While the Patterson Company was honored principally by a program that included a colorful Main Street parade, the industrial outlook for Oklahoma as a whole was the theme for a luncheon meeting scheduled at Hotel Miami. There local businessmen and civic organizations of every classification heard Judge Oras A. Shaw of Tulsa discuss industrial opportunities for the state. Judge Shaw was a member of the State Opportunity tour, which was an extensive inspection of large industries in nine southern states.

The Miami Lions Club and the Junior Chamber of Commerce cooperated with the Chamber of Commerce in arranging plans for the occasion. Lions club members provided Main Street decorations, while the Jaycees led the "wear overalls" movement.

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The parade, which was headed by the Miami High School band, began at 11:45 a.m. at the Patterson plant. The procession marched as far south as Third Avenue and South Main Street.

Overall company employees paraded in their work dress, behind the band officials of the company also were in the procession.

The Patterson Company employed approximately 250 persons in its first year.

A.W. Patterson was president of the firm. Besides Patterson, company officials included Hugh L. Thompson, vice president; Dr. M. M. DeArman, vice president; Ralph Hodges, secretary; and Morris Wagner, treasurer.

In operation at Denison, Texas, for nearly six years, the firm gave employment to 250 persons. Mr. Patterson said in October 1939 that Miami operations would reach a normal stage about Jan. 1. Training of new employees had slowed up production figures since the plant moved to Miami.

Following a noon luncheon meeting, attended by several Tulsa Chamber of Commerce members, a public inspection was held at the overall factory. Plant officials showed visitors the various steps in the making of overalls and farmerettes. W. J. Martin, N.E.O. engineer and a member of the city utilities board, made the trip through the southern states with the guest speaker, Judge Shaw.

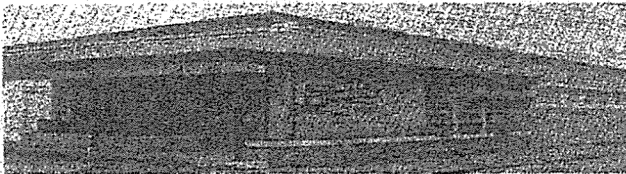
Martin himself was honored when John H. Dunkin of Tulsa, chairman of the opportunity tour, announced a 10-member committee to study the "ways and means of a proper follow-up of our tour and to map plans for a future industrial development program for this state.

The business burned April 30, 1952.

The information used here was provided by our friend at the Miami Library, Barbra Becker.

NOTE: Because of weather, meetings, and illness, we ran out of time before we could get information about a lot of manufacturing companies in our area. If you have information about any companies not featured in this issue, PLEASE contact us!

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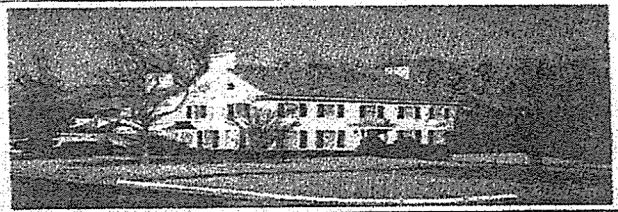
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The Grand Café

The Grand Café had its beginning in 1914. The owner, Mr. and Mrs. W.E. Updegraff, came to Vinita, Oklahoma, from Plain View, Arkansas, in 1911. They owned the Boston Café for three years in the one hundred block of East Illinois. In 1914 the café was moved to 117 East Illinois, and Mr. Updegraff renamed the café "Updegraff Grand Café" in keeping with the Grand Theater across the street, where the Vinita City Hall is now located.

The café was open twenty-four hours a day, seven days a week. Buses, then being the popular way of travel, made frequent stops at the café. Also the "Booth Taxi" was operated from the café.

August 14, 1922, Mr. Updegraff died, but Mrs. Updegraff continued to operate the café and care for four boys and one girl.

Mrs. Updegraff received recognition in the Robert L. Ripley's syndicated column "Believe It or Not" in June of 1933. She was the recipient of this honor due to her ability to make sixty pies in forty-five minutes or at a rate of one pie every forty-five seconds. The only electrical device used was an electric mixer for soft pie meringue. There were fourteen different kinds of pie. The price for a whole pie was 35¢, or 10¢ a cut. Some of the favorite pies were: Cherry, Apple, Boysenberry, Pineapple, Gooseberry, Raisin, Fresh Plum, Strawberry, Mince, Chocolate, Banana, Coconut Egg Custard and Custard.

During her association with catering business, Mrs. Updegraff had made in excess of 720,000 pies.

Some of the prices of food were: a grilled Fillet Mignon with French Fried Potatoes cost 50¢; coffee or a dinner drink served for 5¢; one-half Fried Chicken for 65¢; and a Club Steak with French Fried Potatoes was 85¢.

Mrs. Updegraff retired in 1947. The Grand Café was sold to Frank Ross. Mr. Ross operated the café a very short time then sold it to Guy Johnson, who also owned it a short time, then leased it for a time.

In 1951, Archie and Lanoe Wilson bought the lease and became the owners of the café. That was when you could buy a lunch for 65¢ with drink and dessert. On Sundays the price of \$1.00 bought three courses, drink and dessert.

Those were the days when a number of passenger trains passed through Vinita. The trains were met with box lunches and other goodies from the café.

In the eighteen years that the Wilsons operated the café, the Lions Club had their yearly "Pancake Day" there. It was a day of fun with work. The Lions turned out pancakes of all shapes and some came out a little green when the cake coloring was found on St. Patrick's Day.

The evening meal was a time when the townspeople came out to eat. Saturday evening was the time, with a lot of visiting. "Chicken Grand", served with French fried potatoes, homemade rolls and honey, was served most often.

The ball teams from around the area stopped Friday nights during the school term. The football teams were served a special dinner ordered by the coaches. The basketball teams ate the hamburgers, French fries and cokes.

The Wilsons retired after eighteen years. The café was to be sold at public auction, but just two weeks before the auction, Merlin Sharp and Kenneth Funk bought the café. After two and one-half years as owners, they sold it to Sam and Ann Brannan, who after a few months, sold the contents at a public auction.

The information used here was submitted by our friends at the Vinita Library, Connie and Mary.

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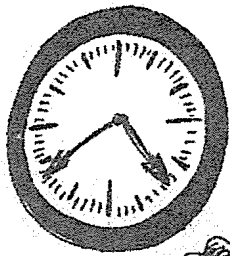
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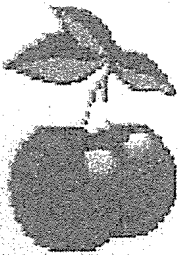
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Inola Gas, Oil and Minerals

In 1907 the Caney River Gas Company put a natural gas line through Inola on its way to Wagoner. There were no meters. Each householder was charged a standard rate for each stove, lamp, etc. he owned. A heating stove, for example was billed \$2.00 per month and lamps were 15cents each. Oscar Jeffers set up a gas and plumbing establishment in anticipation of the demand. Roy Rice was the first businessman to have gaslights in his place of business.

Caney River Company did not live up to expectations, however. (When gas was discovered on the E.K. Evans ranch, many Inolans were supplied by the Chouteau and Pryor Gas Company, which piped gas through Inola on to Chouteau, in 1913.) Meters were eventually installed, but the supply of gas was insufficient, especially in cold weather. In 1917, the Oklahoma Fuel Supply Company connected with the McGee Gas Wells on the G.M. Swanson farm southwest of town. This enabled all of Inola to buy gas from a local supplier. Inola has had an unbroken supply of natural gas since, though new lines have been put in and the gas company is now Oklahoma Natural Gas Company.

The science of geology was still in relative infancy, but studies of Oklahoma determined that many areas were likely to produce the liquid riches demanded by the machine age. As early as 1907, J.L. Stout of Claremore brought in oil drilling equipment and started drilling near the Hayden place. In October of the same year, local businessman organized the Inola Home Oil and Gas Company in an effort to keep all the leases from being bought up by outside interests. W.L. Harris was the president and Oscar Jeffers the vice-President. In 1911 the Rogers County Oil Company was formed with \$25,000 capital stock and leases on several hundred acres. Harris headed this group, also, but other officers were M. J. Cameron, J.S.H. Smelzer, L.L. James, Coker and Hubbard. There was a great deal of confidence that the area did have oil, and most ranchers and farmers were willing to take cash in hand for a lease and let the other fellow take the risk.



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In 1911, the oil wells began to come in, but a severe drought prevented further drilling. Those old rigs ran on steam, lots of it, and water is the first step to steam. Renville Oil Company and Stebbins Oil Company had started operations in 1909, but no major wells were drilled until 1913. In June of that year producing wells were discovered all around Inola, mostly in the southwest. Much excitement was generated by an 800 ft well that brought in 100 barrels a day. J.R. Ballard was a very successful driller and brought in several good wells. By October of 1913, there were six wells bringing in a total of 600 barrels a day.

As more and more wells were drilled and the local oil industry grew to respectable oil boom, a settlement grew up around the wells. W.A. Cummins set up a grocery in the area southeast of the Verdigris Bridge (though there was no bridge there at the time). Many Inolans worked in the field, though few became rich doing so. Some worked for large companies like Stebbins and Gladys Bell, and some worked for smaller companies. A few went into business on their own. A man and team could earn \$5.00 a day, and experienced oil drillers even more. This relative prosperity brought a boom to the commercial enterprises in town, and raised prices sometimes resulted. Mishler offered board at \$1.00 a day or \$6.00 a week, and the other hotels and restaurants all did a brisk business also.

In 1913 Josh Ballard's enterprise became the 96 Ballard Company. He sold out his holdings in Inola for \$50,000, including all leases and seven producing well, in 1914, at the height of the boom. That year a pipeline to the storage tanks (near the railroad track north of town) was built. There were high hopes that eventually ten thousand barrels of oil a day would be produced. Inola braced itself for a spurt of growth such as Tulsa experienced with its boom. Unfortunately, our boom was more modest, and 1600 barrels a day was more like it. However, Inola did become a little more prosperous as a result, and even more important, it gave Inola a boost when she needed it, bringing in scores of people, many of whom stayed. Oil in 1919 brought 40 cents a barrel, providing many a reasonable living and a few a fortune. By 1929-30 it was down to 15 cents a barrel, not worth bringing out of the ground. In 1977 the same oil would bring \$12. Think what a Boom to Inola that oil would have been today.

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In 1916, it seemed that almost any riches might be found in the ground hereabouts. The Inola Prospecting and Development Company was organized to dig for gold, copper, platinum, tungsten, and other minerals which were believed to lie in the Timber Hill area. The President of the company was C.M. Sparks, and the other officers were J.F. Benson, H.K. Kusch, and R.M. Chambers. They started digging a mineshaft on the R. A. Reynolds farm and found copper at sixty feet. Eventually there were three shafts in the area. Shaft two hit "a good showing of gold" at fifty feet.

Shaft one was the scene of a fatal accident in 1917. G. F. Hewitt was injured when the bucket which Charlie Price was lowering to him came loose and fell over 65 feet breaking his collarbone and causing other injuries. He later died of pneumonia as a direct result of the injuries.

By 1918 Shaft One was 112 feet deep in spite of the cold winter when little work could be done. Some enthusiasm must have gone out of the project, however, because the Register started reporting, "little work done on the shafts this week." Eventually work was stopped altogether.

One mineral the Inola area had in abundance was coal. Strip mining was in practice even before statehood. Mules were used to haul the coal out of the shallow pits. Coal was available at the Bull Creek site for \$3.00 a ton in 1910. "Red coal" was offered for \$2.50 a ton four miles south of Inola in 1925 by E.J. Mullen. Coal rose in price over the years, and mining operations continued until recently.

The one remaining treasure in the ground, suspect some, is money and gold buried by the out laws of the past as they made their gateways. Metal detectors in hand, these prospectors search the countryside, especially the woods and river bottoms. No major strike has yet been made, but perhaps Belle Star's cache or other outlaw's treasure will be discovered and added to the riches of Inola. (Maybe they'll find all those watches.)

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Boudinot and Watie Tobacco Factory

Early in the 19th century, tobacco surged forward as a cash crop in the Mississippi Valley and as a medium of exchange by Rocky Mountain traders. Tobacco became increasingly prominent as a form of private enterprise.

During the 1860s several citizens of the Five Civilized Tribes in Indian Territory were encouraged to enter in this growing market. Confederate money, during the late years of the Civil War, had greatly lowered in value, and tobacco was accepted as a medium of exchange in this region.

Within the borders of the Indian Nations there was no system of taxation of the citizens in the production and sale of agricultural and manufactured products within their borders. The Cherokees had sustained great losses in personal property at the end of the Civil War. For this reason, a few enterprising Cherokees and Choctaws set up tobacco factories not far from the Arkansas line.

Elias C. Boudinot and his famous uncle Stand Watie set up such a factory west of the Arkansas line, near Maysville, Arkansas, in what is now Delaware County. They interpreted the new Treaties of 1866 with the Federal Government as allowing them to set up such factories as well as granting them exemption from U.S. excise tax in the sale of their products beyond the borders of the Indian Territory. However, their right to do this was denied by the U.S. Supreme Court in the legal test of Indian Treaty rights known as the Cherokee Tobacco Case of 1871.

The Cherokees were one of the few Indian tribes capable of starting a manufacturing enterprise. They achieved a high degree of civilization in Georgia before their removal in 1838 to what is now Oklahoma.

The Boudinot and Watie firm believed it their right to manufacture without paying U.S taxes, and cited the Cherokee Treaty of 1866 to support their belief, since they were citizens of a separate "nation." However the Supreme Court ruling of 1871 said that the 1868 Act of Congress, which levied the tobacco tax, overrode the provisions of the Cherokee Treaty. This decision erased any assumption that an American "nation" could be preserved within the U.S. borders, isolated legally from the Federal Government yet integrated commercially and otherwise with the advancing American society in the west.

Elias Cornelius Boudinot, the main promoter of the ill-fated tobacco enterprise, was a brilliant Cherokee delegate and a trained lawyer. His uncle, General Stand Watie, was the leader of the Southern Cherokees. He was the last general officer of the Confederacy to surrender to the U.S. Army officers at the close of the Civil War.



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Boudinot was one quarter Cherokee by blood, well educated, and well fixed in a middle class way. He studied civil engineering in Manchester, Vermont, and law in Arkansas, He was admitted to the bar in 1865 at the age of 21. During the War Between the States, he was in Richmond as a delegate from the Cherokee Nation to the Confederate Congress.

Many aspects of the tobacco business made an impression Boudinot during his years in Richmond. The rise of western Burley tobacco as a basis of saleable quid doubtless caught Boudinot's attention. Confederate currency was being debased in value, while tobacco assumed a wartime status as a medium of exchange.

During the battle for Richmond, plans were made to burn the city's stock of leaf tobacco, in order to keep it from the Union forces. Boudinot must have been aware of these plans and of the value of tobacco itself.

For Stand Watie, the tobacco venture was something of a last, almost desperate fling. Four years of wartime raids left him campaign weary and older than his sixty years, with a family to be resettled after the refugee years in Texas, and three teenage children to be educated. For Watie, tobacco was not only needed for personal comfort, but also as currency.

The Boudinot and Watie enterprise began early in 1868. Watie was more or less a silent partner. A deal was made with Hannibal manufacturers to move to Indian Territory west of Maysville, and west of the Cherokee boundary line. By November, the tobacco works consisted of several buildings with a Post Office address of Boudiville. This was located in the eastern part of what is now Delaware County.

The big item of the day was Burley plug, a sweetened plug tobacco. Boudinot's product carried the name of "Boudinot and Watie." He recognized the value of the Boudinot name and the name of Watie, heroic leader of the Confederate Cherokees.

There was a second tobacco factory in the area, known as the J.R. Simmons factory, also located near Maysville. Both these factories were west of the Arkansas State line in the Cherokee Nation.

At that time, the average cost of making a plug was 43 cents. With a 32-cent tax, this meant that a plug sold for a minimum of about 75 cents per pound. Without the tax, Boudinot could sell at 50 or 60 cents per pound and still make a good profit, even with increased manufacturing costs.

Boudinot was evidently very optimistic about his business venture. In 1869 he offered to buy out his uncle's share of the business. However, that same year the factory was seized by the U.S. Marshall for the Western District of Arkansas, along with three others along the Arkansas line. They were seized for non-payment of excise taxes, even though the Treaty of 1866 provided for no regular taxation of any property or enterprise in the Cherokee Nation. Boudinot took his case to the U.S. Courts, but the Supreme Court made its decision against him in 1871. A hydraulic press, pumps, scales, molds, 4,500 pounds of leaf tobacco, sugar, licorice, and grape juice were seized.

Watie died in 1871, leaving Boudinot alone to face the courts for non-payment of excise tax. He was personally subject to criminal action. The charges were dropped in 1872. Boudinot filed for damages of \$98,050, including an alleged 40,000 pounds of manufactured plug. The factory and machinery had been returned to him. They were valued at \$16,700. In 1883, the Court of claims awarded him \$3,000, which was considered a defeat for him.

The Supreme Court issued its decision against the Cherokee on May 1, 1871. There was more to the case than the right to manufacture tobacco tax-free. It is possible that this right might never have been challenged if tobacco made by Boudinot-Watie had not found its way across the line of competition with manufacturers obliged to include federal tax in their prices.

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2009 Special Edition Future Issues

As always, we encourage our readers to contact us with information about any of the subjects listed below. You can email us at se_links@yahoo.com. Please put issue month in the subject line. You can also send information to Community Links, P.O. Box 85, Chelsea, Oklahoma 74016. We would also like to hear from you about ideas for future issues. Our circulation area includes Delaware, Craig, Mayes, Nowata, Rogers, and Ottawa Counties.

March: Yesterday's News: We spend a lot of time going through newspaper archives. This issue will be dedicated to what else was happening in northeast Oklahoma during front-page headline events such as: Oklahoma statehood, the death of Will Rogers and Wiley Post, and Armistice Day.

April: Mysteries, Tragic Events, and Outlaws: This will be the third year we have featured these subjects. The April 2007 and April 2008 issues are among our most popular issues.

May: Everyday Heroes: We proudly pay tribute to our local firefighters and law enforcement officers as a way to thank them for all they do to keep our communities safe.

June: Events, Festivals, and Places of Interest: We will be going off the beaten path to find out what is going on in our part of Oklahoma that our readers might enjoy.

July: More Yesterday's News: We will see what else was happening in our part of Oklahoma during the Oklahoma City Bombing, JFK's assassination, and other front-page headlines.

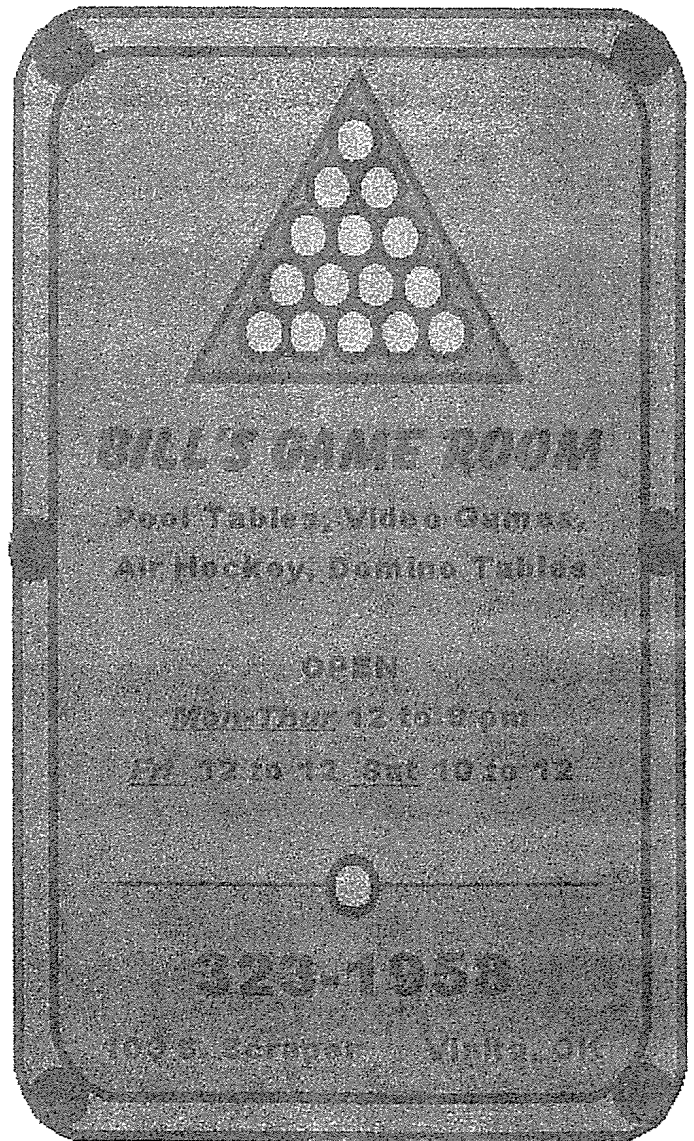
August: Groups and Organizations: We feature groups and organizations that benefit our communities and the people who live there.


September: Outstanding Educators: We all have at least one teacher who helped us make the most of our scholastic years. We want to hear from our readers about their favorite teachers and how they made an impact on their lives.

October: Sports and Outstanding Athletes: We feature past and present athletes. If you know of someone you would like to see featured, please contact us with your information.

November: Hometown Heroes: In honor of Veterans Day, our November issue is always dedicated to our veterans, those currently serving, and groups and organizations dedicated to the military.

December: Updates and things we missed.



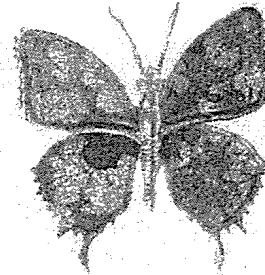
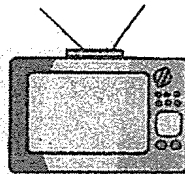
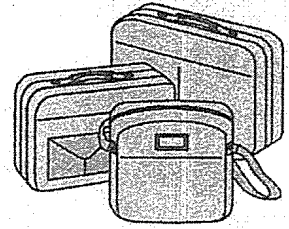
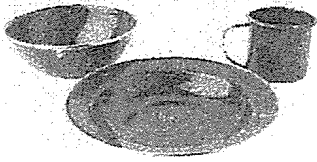
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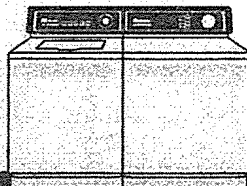
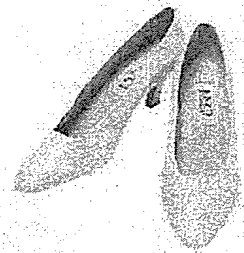
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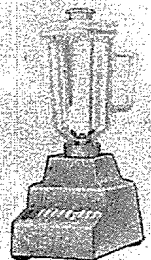
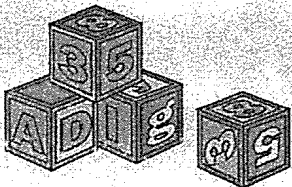
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Community Links is dedicated to linking communities, increasing knowledge, expanding horizons, and offering opportunities. Links "The Little Green Paper" and Links "Special Edition Series" are published by persons with disabilities.

Our circulation area includes towns in Craig, Delaware, Mayes, Nowata, Ottawa, and Rogers counties. The support of our advertisers makes it possible to bring these publications to you at no cost. We thank our advertisers for their continued support!

Next Issue: Yesterday's News

We spend a lot of time going through newspaper archives. This issue will be dedicated to what else was happening in northeast Oklahoma during front-page headline events such as: Oklahoma statehood, the death of Will Rogers and Wiley Post, and Armistice Day - and anything else we find of interest during our search. We will visit Craig, Delaware, Mayes, Nowata, Ottawa, and Rogers Counties. If you know of an interesting story you would like to see featured, PLEASE contact us!

We would also like to hear from you about things you would like to see featured in future issues. WE NEED YOUR HELP! Our address is: Community Links, PO Box 85, Chelsea, OK 74016. Our email address is: se_links@yahoo.com. Please put ATTN SE Links in the subject line.



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