

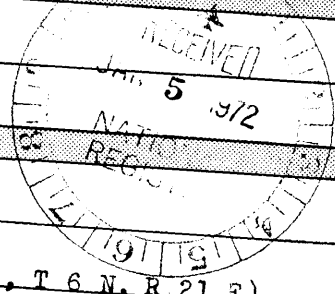
NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Oklahoma
 COUNTY: Latimer

FOR NPS USE ONLY

ENTRY NUMBER	DATE
	<u>APR 13 1972</u>



1. NAME

COMMON: Holloway's Station
 AND/OR HISTORIC: "The Narrows"

2. LOCATION

STREET AND NUMBER: _____
 CITY OR TOWN: c. 5 m. NE of Red Oak
 STATE: Oklahoma (SW/4 Sec. 24, T 6 N, R 21 E)

3. CLASSIFICATION

CODE	COUNTY:	CODE
<u>40</u>	<u>Latimer</u>	<u>077</u>

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input checked="" type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	_____	_____
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____

4. OWNER OF PROPERTY

OWNER'S NAME: O. P. Brewer
 STREET AND NUMBER: _____
 CITY OR TOWN: Bank of Red Oak
Red Oak STATE: Oklahoma

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Office of the County Clerk
 STREET AND NUMBER: _____
 CITY OR TOWN: Latimer County Courthouse
Wilburton STATE: Oklahoma

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Report on the Butterfield Overland Mail
 DATE OF SURVEY: 1958
 DEPOSITORY FOR SURVEY RECORDS: Federal State County Local
Oklahoma Historical Society
 STREET AND NUMBER: Historical Building
 CITY OR TOWN: Oklahoma City STATE: Oklahoma

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input checked="" type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

As indicated in No. 8, most evidences of Holloway's Station and the small settlement that surrounded it have by now disappeared. Holloway himself appears to have left the area when Butterfield service was discontinued in 1861. Although a renewed toll gate authorization was granted one Jack McCurtain in 1866, he lived a mile or so southwest of the Holloway site. Only a few stones remain in the cemetery, to the south-east of the present county road. The principal one of these reads:

Dolphus C.

Son of

H. S. & J. S. Jackson

Born

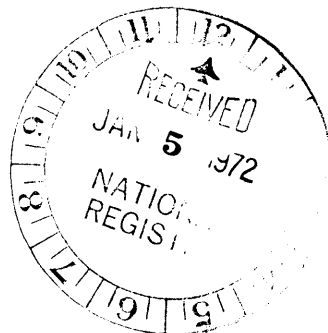
Sept. 23, 1874

Died

Oct. 18, 1875

The Holloway's site is immediately across the road, to the north-west of the cemetery. Though altered by road construction, it is an attractive spot, a small clearing on a timbered flat between the south bank of Brazil Creek and the northern entrance to "The Narrows." As recently as 1930 there remained a few scattered foundation stones and some evidence of a well to locate the site. Now only the cemetery stones are left and -- if one looks closely -- portions of the old Butterfield road grade as it climbed rather sharply out of the narrows. The gradient of the present county road is much less than that of the Butterfield road, and in its construction it cut through and/or filled up sections of the old stage trail. But traces of it can still be found to suggest what stage travel on the frontier was like more than a hundred years ago.

SEE INSTRUCTIONS



SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

1858-1861

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

BUTTERFIELD OVERLAND MAIL

Site Of

HOLLOWAY'S STATION

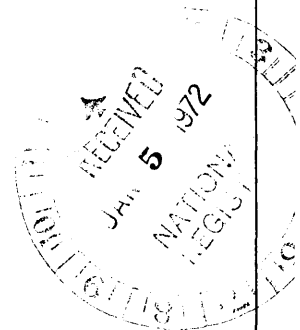
Here was located a stage stand of the Butterfield Overland Mail Route, under Act of Congress, March 3, 1857. First mail stage arrived here in September 1858 enroute to San Francisco. Service continued until the outbreak of the War Between The States.

Oklahoma Historical Society 1958

The above legend, on a bronze tablet cast onto a solid concrete pedestal set beside a picturesque county road about five miles north-east of present Red Oak in Latimer County, establishes the approximate site of this least known of the twelve Butterfield stations serving the company's 192-mile route across Indian Territory. Little is known of the stand beyond the fact that William Holloway is believed to have been the original proprietor, hence the name, and that he held from the Choctaw Nation the privilege of constructing a turnpike and establishing a toll gate near his residence at "The Narrows." Thanks, however, to the scenic nature of "The Narrows" itself, this was one of the better known stretches of the Butterfield route.

When they retraced the road in 1930, the Conklings noted "the pass between the mountains still known as 'The Narrows,' a name given to it by the early travelers over the route." Though hardly "mountains" in the western sense, the rugged eminences lining the Brazil Creek stretch here are substantial. The stage road was forced to make a fairly sharp ascent and descent, and traces of this grade can still be seen. Roughness of the terrain would certainly have justified granting the turnpike privilege, although it is not known just how much construction work Holloway actually performed. In 1866 another toll-gate privilege for the same location was granted Jack McCurtain. Of the

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Conkling, Roscoe P. and Margaret B., The Butterfield Overland Mail 1857-1869, The Arthur H. Clark Co., 1947, pp. 247-250
 Wright, Muriel H., "Historic Places on the Old Stage Line from Fort Smith to Red River," The Chronicles of Oklahoma, Vol. XI (1933), p. 804
 --- Report on the Butterfield Overland Mail, A Special Committee Report, The Chronicles of Oklahoma, Vol. XXXVI (1958), pp. 453-455

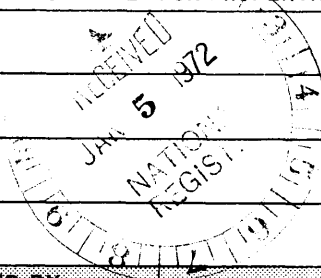
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		34 ° 58 ' 39 "	95 ° 02 ' 54 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: One acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Kent Ruth, Deputy

ORGANIZATION: Oklahoma Historical Society DATE: December 1971

STREET AND NUMBER: Historical Building

CITY OR TOWN: Oklahoma City STATE: Oklahoma CODE: 40

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name [Signature]

Title Liaison officer for Oklahoma

Date DEC 22 1971

I hereby certify that this property is included in the National Register.

[Signature]
 Chief, Office of Archeology and Historic Preservation

Date 4/13/72

ATTEST:

[Signature]
 Keeper of The National Register

Date APR 1 1972

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(Continuation Sheet)

STATE	
Oklahoma	
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(Number all entries)

No. 8 Significance - 2

Holloway's Station

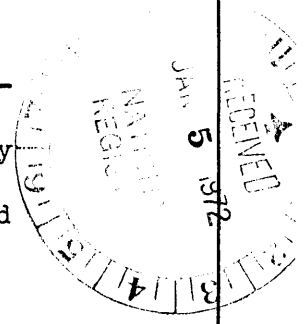
operation of toll gates in Butterfield days, the Conklings made these interesting observations:

The toll-gate of that day in some locations consisted of nothing more than a large trimmed log laid across the roadway, each end supported on a stone pier, thus providing an effectual barrier which could be swung open to permit the passage of wagons or stock. Some gates, however, were more elaborate contrivances, the toll-bar being supported on stout crotched posts, one overhanging end of the bar having a stone of suitable size attached to function as a counterweight.

The establishment of the Butterfield Mail route through Indian Territory appears to have created a unanimous desire on the part of the landowners on the route, and especially those who controlled a stream crossing, to make application for a toll-gate or toll-bridge concession. Prior to September, 1858, it is doubtful if there were more than two or three toll-gates or toll-bridges on this route, but by October of that year, the number of concessions granted by the Choctaw authorities, for either a toll-gate or toll-bridge privilege, included virtually every station site and every stream crossing of any size along the route. It seems unlikely that all these projects were ever put into operation as specified.

Under the law, only Choctaw citizens could be granted these charters which were usually specified to be in force for a period of six years. Apparently only foreigners traveling over the road were obliged to pay toll. . . . Certain stipulated obligations developed on the part of the grantee. Among these was the maintenance of a reasonable portion of the road near the established base of operations, and assuming the liability for personal injury or damage to property, provided the party claiming such damages was not a Choctaw citizen. The law also regulated the scale of toll fees and provided penalties for the protection of the toll-keeper. 'Beating around' a toll-gate was a serious offense and punishable under the law.

It is believed that Holloway abandoned the station and moved away shortly after the Butterfield service was discontinued in early 1861. The name does not appear on any list of later mail route stations. As late as 1930 scattered foundation stones in a small clearing at the northeast entrance to "The Narrows" indicated that a small settlement had



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(Number all entries)

No. 8 Significance - 3

Holloway's Station

existed, at least briefly, around the station. Now even that evidence is difficult to locate -- to the northwest of the county road -- and only a stone or two is left to mark the cemetery, immediately southeast of the road against the hill. But "The Narrows" itself remains -- a notable notch between rugged, wooded hills -- and this striking landmark would seem to justify National Register status for the stage station that served it.

