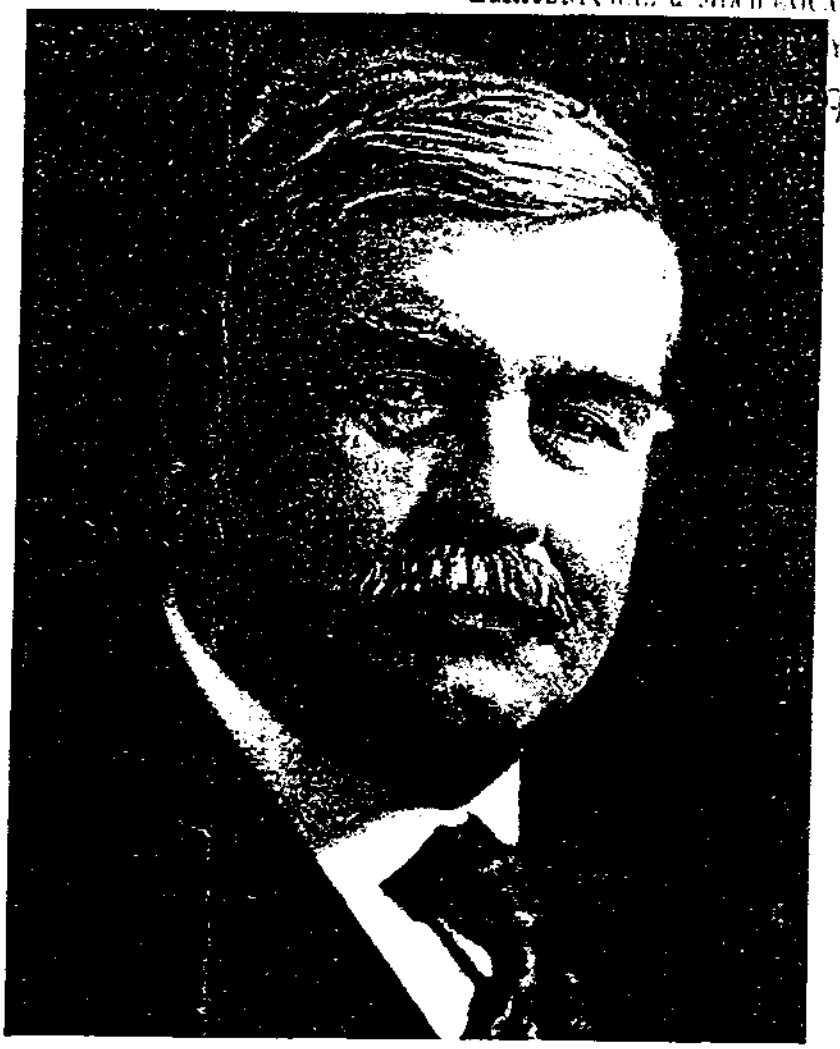
Bristow and Broken Arrow were established as agricultural trade centers that focused on the marketing and processing of corn, cotton, and livestock. From their initial founding until about 1919, farm production was generally successful and profitable. However, agriculture became much less profitable during the 1920s and the 1930s. The collapse of cotton prices in the 1920s made sharecropping very difficult in eastern Oklahoma (formerly Indian Territory), which led the nation in the rate of farm tenancy. Then came the Great Depression years of the 1930s, a period accompanied by severe drought in the southern plains states. Intended to raise prices by lowering farm production, the Agricultural Adjustment Act of 1933 allowed landowners to gain farm subsidies for withdrawing crop land from production, which prompted them to mechanize and evict tenant farmers. As a result, thousands of displaced tenant farm families from eastern Oklahoma and parts of surrounding states began the "Okie" migration to California along Route 66, the "Mother Road."

Transportation and Communication

Telephone service came to Sand Springs in 1913.[1] One of the most interesting examples of transportation history in Oklahoma is the Sand Springs Railway, an inter-urban rail system linking Sand Springs and Tulsa, constructed in 1911. After a year of running on gasoline, Page converted the line to run on electricity, supplied by his Sand Springs Power Plant [NR listed 1998].[2] Charles Page (Figure 17) built the railway to attract manufacturing interests to locate their facilities in Sand Springs. His plan allowed managers and other white collar employees to commute from their Tulsa residences to the



CHARLES PAGE
Industrialist, Citizen, Philanthropist

Figure 17.

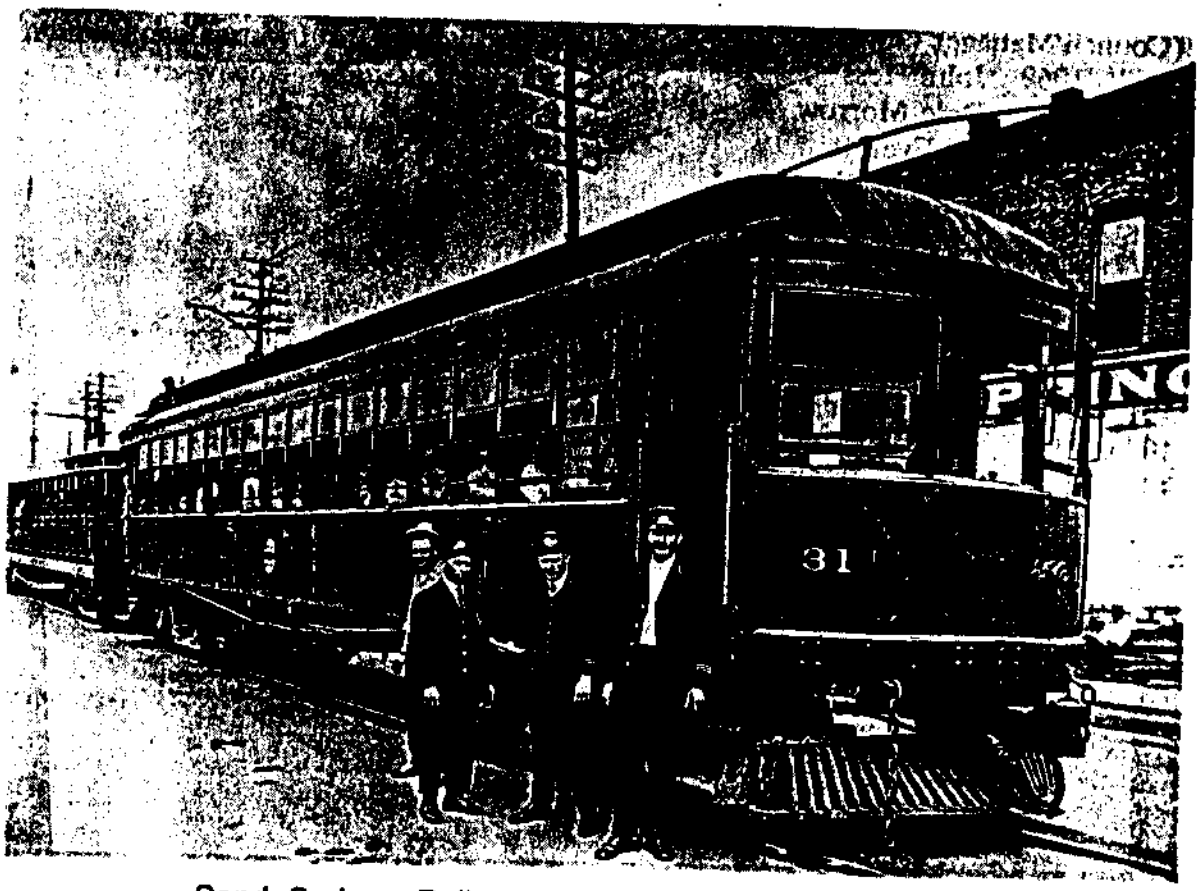
plant, away from the noise and pollution of the factories and railroads. The idea was a marvelous success; and though it outlived its original purpose as an interurban, the Sand Springs Railway remained an important freight line between Sand Springs and Tulsa, eventually switching to diesel locomotives in 1962.[3] The line was eventually abandoned following the de-industrialization of the 1970s, and today the raised right-of-way has been partially converted for recreational pedestrian use.[4]

Page also had a plan for workers. Since he owned the land and benefitted from economies of scale, he could afford to mass-produce modest single family homes, which he financed, for Sand Springs workers (Figure 18). Booming Tulsa, with its exploding land values due to the oil boom and rapid growth, could not offer such opportunity in the days before affordable automobiles. As plants and workers flocked to Sand Springs, in the 1910s and 1920s, working class residential areas materialized, served by one of Oklahoma's most elaborate electric streetcar systems.

Charles Page's streetcar system allowed workers to live away (north and above) the noise and pollution of the industrial park south of town (Figure 19). Nine streetcars, each holding 50 passengers, stopped at 55 locations throughout town between 6:00 am and 10:30 pm (Figure 20). Public servants rode free and school children rode for half price. Reaching 40 miles per hour, it took only 20 minutes to make the entire circuit. The streetcars turned around at Triangle Park, located in front of Charles Page Memorial Library, in the center of the proposed Sand Springs Downtown Commercial District (Figure 21). The focal point of the streetcar system was the Sand Springs Street Car/Railway Company Waiting Station (28 East Broadway Street), built between 1914

711 Garfield (Segner home)

Figure 18.

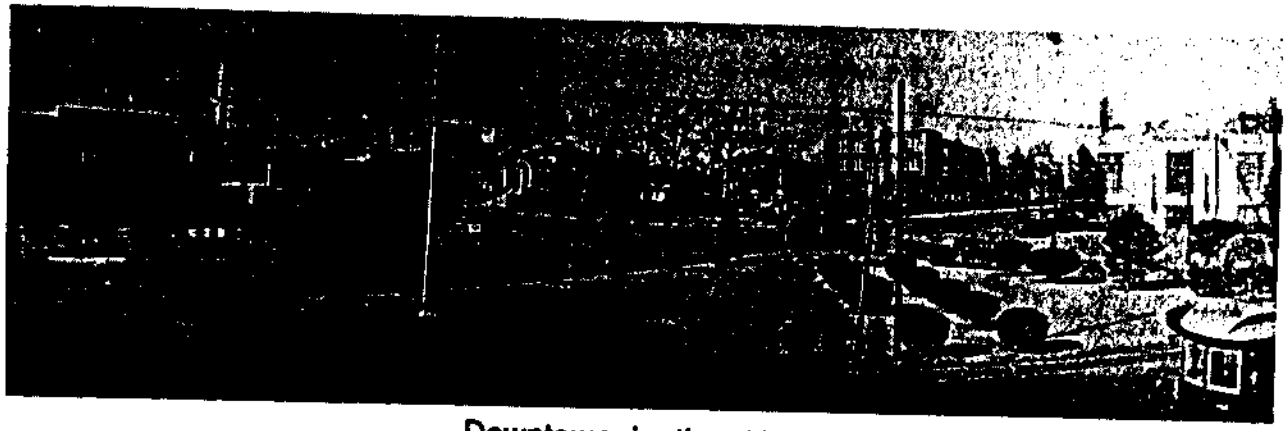


Sand Springs Railway street car in the early 1920's

Figure 19.

Interior of street car ca. 1940

Figure 20.



Downtown in the 1930's

Figure 21.

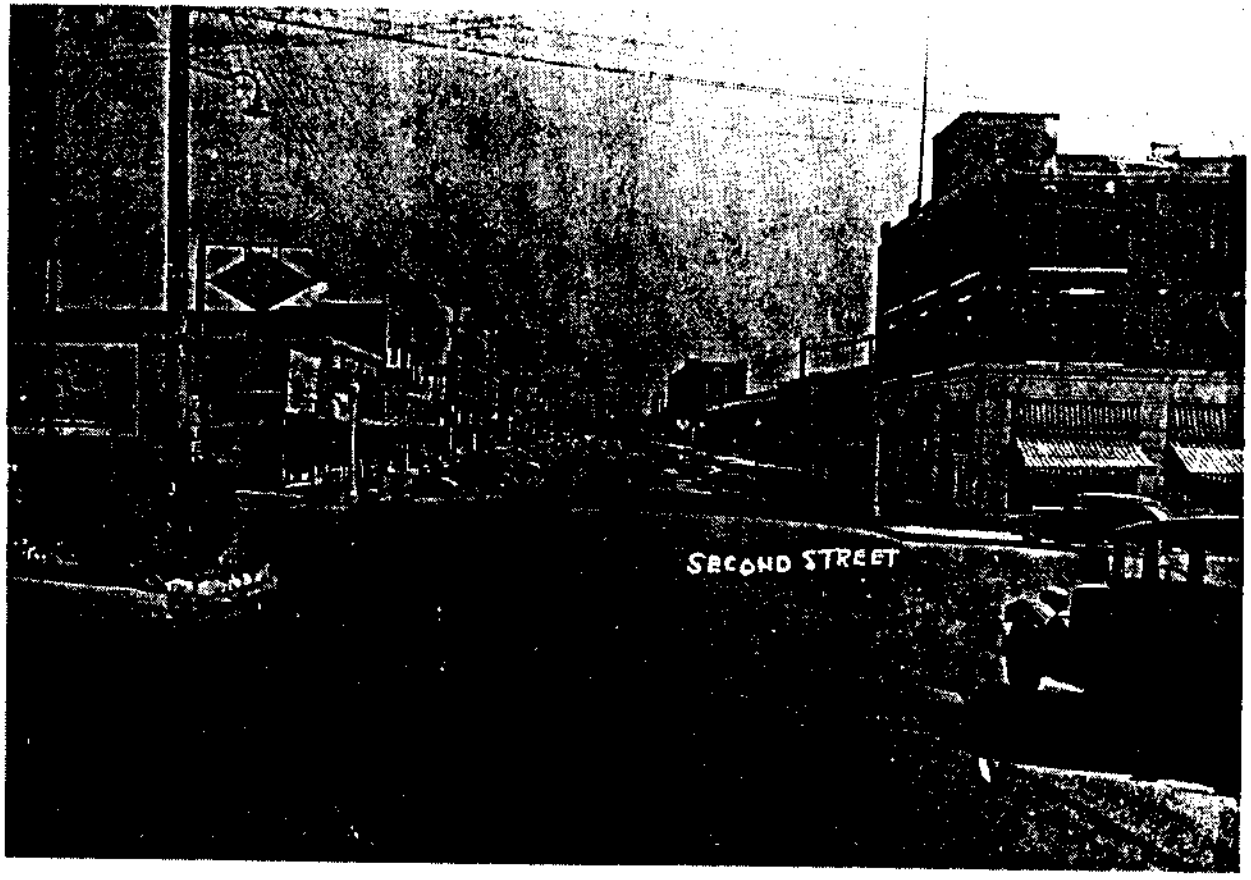
and 1919. By the 1950s the Waiting Station had become one of Sand Springs' most visible public gathering places. Youth and teenagers particularly enjoyed its soda fountain, pinball machines, and juke box. Streetcar service lasted until 1955, when widespread automobile ownership and cheaper bus service replaced it (Figure 22), but the Waiting Station continued to be a popular hangout for years.[5]

The Arkansas River was bridged in 1916 and in 1920 Sand Springs gained automobile access to Tulsa with the construction of an improved road along the route of U.S. Highway 64.[6] Over the decades, Sand Springs gradually grew stronger linkages to Tulsa, eroding its mission as an alternative location for industry and housing, and reorienting to the role of bedroom community.

Industrial

Broken Arrow has a modest manufacturing heritage that predates its spectacular post-1950 growth, but for the most part, the community was a typical agricultural service center in its early days. The establishment of new manufacturing facilities after 1960 far outweighs its earlier industrial identity, but this activity occurred in the last 40 years and is located beyond the Broken Arrow study area.

Sand Springs, on the other hand, stands out as genuine, planned, industrial town. It remains perceived as a working class locale with a distinctively "industrial" landscape by many who pass through on U.S. Highway 64. Perhaps more than any other Oklahoma town its size, the reputation is deserved; at its peak, Sand Springs contained at least ninety companies, including over sixty industrial firms.[7]



Second Street looking east, ca. 1940

Figure 22.

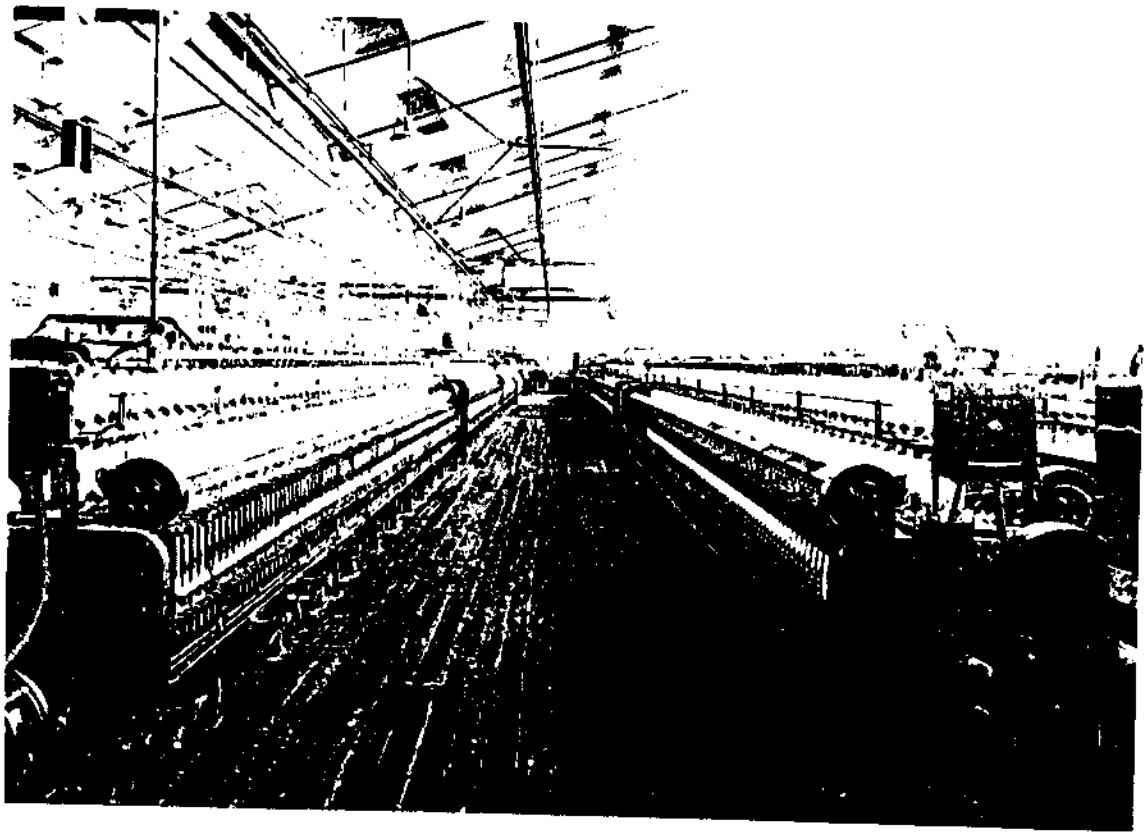
Sand Springs retains a number of significant historical properties that represent an industrial past conceived and carried out by one man, Charles Page, under the auspices of the charitable foundation he created, Sand Springs Home. The Sand Springs Home foundation's initial capital derived from its ability to obtain land, which in this region often translated into appropriating Creek and Cherokee allotments.[8]

Sand Springs Home offered building sites in the proposed Sand Springs Industrial Park District to companies free of charge, long before job-strapped cities offered such inducements to attract economic development.[9] Importantly, Sand Springs Home also had a monopoly on the local utility and transportation infrastructure. By 1920 Sand Springs Home could boast that Sand Springs' water (Figure 23) , gas, and electricity rates were the least expensive in the Southwest.[10] Sand Springs Home's Power Plant [NR-listed, 1998], which burned natural gas from Page's own wells, generated electricity on site and powered the Sand Springs Railway to provide inexpensive, direct freight transport between Tulsa's warehouse district rail hub and Sand Springs plant facilities. The railway also provided inter-urban passenger service, intended to allow executives to work in Sand Springs and return to their Tulsa homes in the evening.

The infrastructure benefits Sand Springs offered attracted a wide variety of heavy industry. Logically, one of the most successful firms in this cotton-producing region was a textile manufacturer. Commander Mills (726 South Adams Road), which opened in 1923, processed raw cotton and produced yarn, thread, and fabric (Figure 24). At its peak, Commander Mills employed 1,100 workers–a huge share of Sand Springs families–and ranked as the largest textile mill west of the Mississippi River.

Old wooden water line from Shell creek Lake to Sand Springs, ca. 1950

Figure 23.



Interior of the cotton mill, ca. 1935

Figure 24.

The proposed Industrial Park District was the core of heavy industrial activity in Sand Springs. This included petroleum refining and petrochemical firms, represented by the 1925 Phoenix Refining Company, as well as Sinclair Prairie Refinery, Chestnut and Smith Company, Mid-Continent Chemical Company, and Waters-Pierce Oil Company. Other mineral processing activities included zinc smelting, represented by Tulsa Smelter and U.S. Zinc Company, and Sheffield Steel arrived in 1925 and Osage Iron and Steel Company supplied the oilfields.[11] The glass industry was represented by the Neodesha Bottle and Glass Company and Kerr Glass Manufacturing Corporation, located at 354 South Main Street (Figure 25). One of the more architecturally impressive extant resources surveyed, the Kerr Glass Building was built in 1916 to produce fruit jars; it later diversified to make a number of other products. S.S. Hard Wood Lumber Company was a major processor of timber products, and a related activity, corrugated box manufacturing, arrived in 1927 with the construction of the Southwest Box Company, Oklahoma Fiber Box Company, later called Champion International, and Braymer Manufacturing Company.[12] Food processing firms, such as the Nu-Flake Cereal Company and Vigo Dog Food, were important employers in Sand Springs.[13] Salt production was even attempted; in 1927 several large settling ponds were dug near Commander Mills to extract salt from oil well brine.[14] By 1927 Sand Springs was recognized as the most heavily industrialized town in Oklahoma, and boosters were calling it "The Gary of the Southwest."[15]

Like the Indiana city, Sand Springs' industrial base played out after the 1960s. Late twentieth century trends such as the rise of the service sector, globalization and the movement of activities overseas, and the trend toward automation took their toll on the

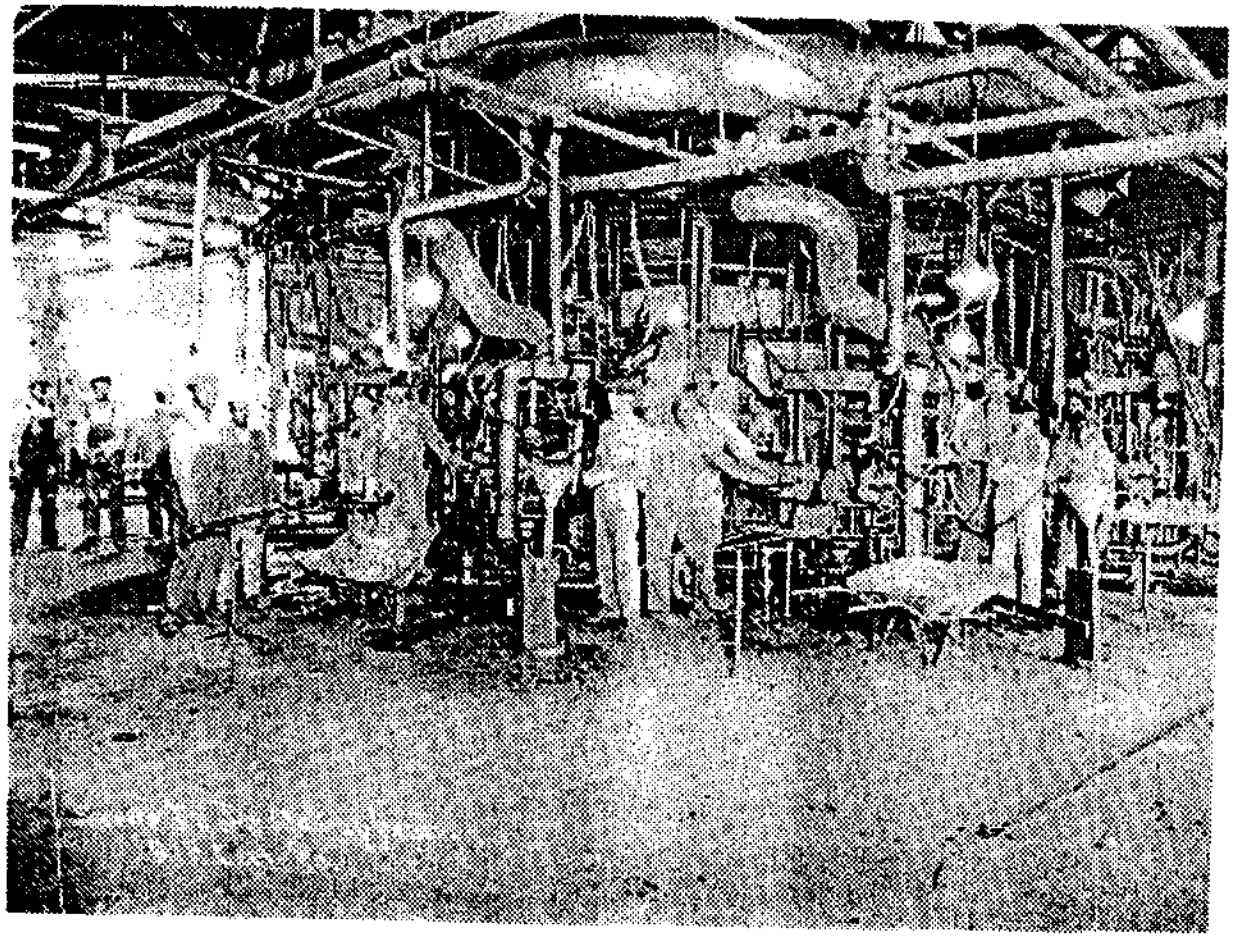


Figure 25.

town's formerly diverse industrial base, resulting in layoffs and plant closures. Petroleum refining has long moved to larger, cleaner, modern facilities in fewer locations (such as the Sunoco plant to the east, in west Tulsa), requiring small firms to specialize in the production of petrochemical products like solvents, paints and varnishes. Commander Mills closed in 1962 and by the mid 1980s its successor, Midwest Textiles, employed only 40 people.[16] In the postindustrial 1990s, the landscape of the Sand Springs industrial park–albeit full of derelict facilities and increasingly surrounded by fast food restaurants–represents a different time and way of life that put Sand Springs on the map.[17]

Population

Of the three study towns, Bristow has followed the pattern of a mineral resource "boom town." Although a pre-statehood Bristow business register declared that 2,500 people inhabited the community (Figure 26), the decennial census of 1910 reported a population of only 1,667. By that year, rail service had been available for nearly a decade, the town had steadily developed as an agricultural service center for central Creek County, and the first oil and gas discoveries had been made.

Bristow experienced rapid population growth during the development of east central Oklahoma's giant oil and fields between 1910 and 1930. The 1930 decennial census recorded Bristow's highest-ever population of 6,619 that year. But by that time the Oklahoma oil boom had collapsed, the Great Depression had begun to set in, and drought days were ahead.

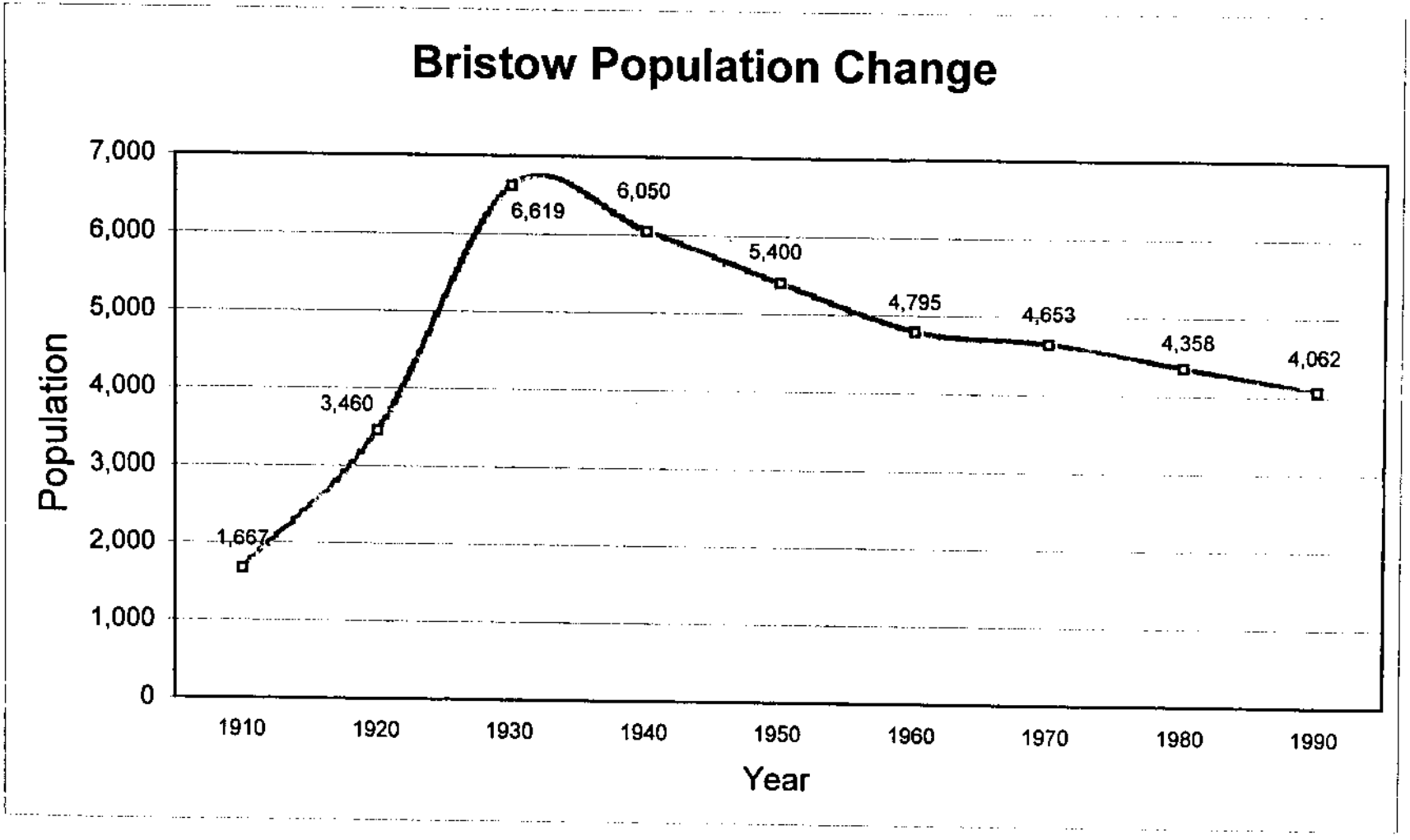

Bristow Population Change
Population
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
1,667
3,460
6,619
6,050
5,400
4,795
4,653
4,358
4,062
1910
1920
1930
1940
1950
1960
1970
1980
1990
Year

Figure 26.

Bristow's population has fallen since 1930. Like many other communities, Bristow lost a considerable share (8.6%) of its population due to out-migration during the Depression years of the 1930s. The most precipitous relative population decline, however, took place in the next two decades. Between 1940 and 1950 Bristow's population declined by 10.7%, and between 1950 and 1960 it declined by another 11.2%. Population decline slowed somewhat during the 1960s (a loss of 3%), but has resumed to over 6% per decade since 1970. Bristow's population size at the dawn of the twenty-first century hovers around 4,000, roughly equivalent to that of the early 1920s.

Despite its early beginnings, Broken Arrow remained a rather small community until the latter half of the twentieth century (Figure 27). Since the 1970s, Broken Arrow has consistently been one of the fastest growing cities in Oklahoma. In 1970 Broken Arrow remained a relatively small town of only 11,700 people; but by that time it had begun to gain population as a bedroom community of Tulsa. The influx of commuters, plus an aggressive annexation and industrialization effort, exploded the town's size in two decades. The city greatly expanded its land area and achieved a population exceeding 58,000 by 1990. The economic boom of the 1990s further increased Broken Arrow's development, and its population surpassed 74,000 in 1999.[18] At the dawn of the twenty-first century, Broken Arrow is Oklahoma's fifth largest city, ranking third in the state in manufacturing, behind Tulsa and Oklahoma City.

Twentieth century population change in Sand Springs has closely mirrored its economic condition as a manufacturing center. Sand Springs was not an early day boom town, nor has it more recently amalgamated with the Tulsa metropolitan area as has

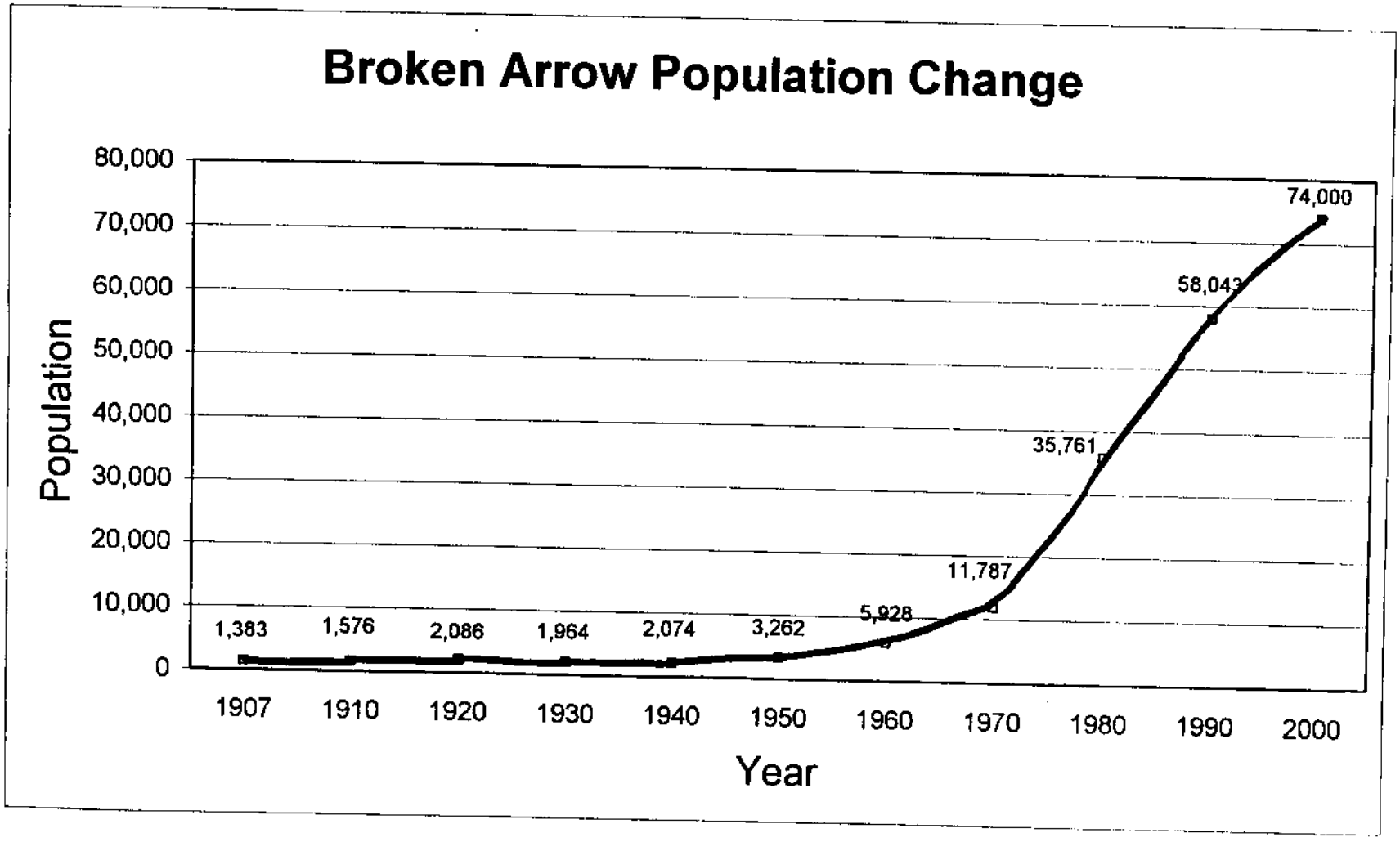

Broken Arrow Population Change
Population
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
1,383
1,576
2,086
1,964
2,074
3,262
5,928
11,787
35,761
58,043
74,000
1907
1910
1920
1930
1940
1950
1960
1970
1980
1990
2000
Year

Figure 27.

Broken Arrow. Sand Springs was born a planned, industrial town and largely remains so at the turn of the twenty-first century (Figure 28).

Within two years of its founding, Sand Springs had attracted 2,500 people, most of whom were workers and their families. Industrial development steadily increased the population to 6,674 by 1930. The Great Depression took a slight toll on Sand Springs during the 1930s, when it experienced an 8% decline, but the war effort and postwar industrial development created a population recovery to match the economic one. The 1960s saw Sand Springs' largest population addition (49%), due in part to the combined effect of annexation of land south of the Arkansas River and an emerging role as a Tulsa bedroom community. Since 1970, Sand Springs has become more a part of the greater Tulsa metropolitan area, which is the main cause for sustained population increases (11-17% per decade).

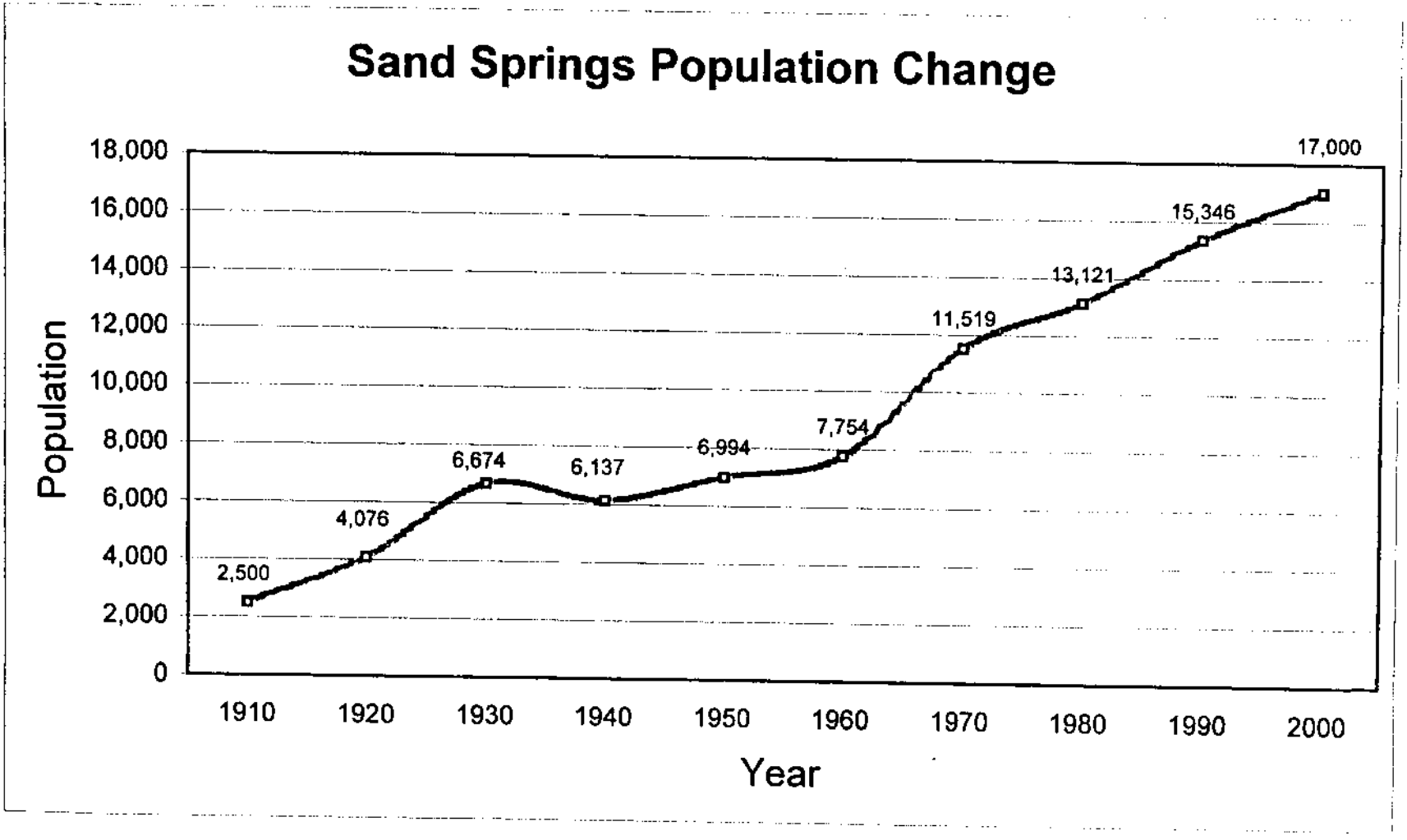

Sand Springs Population Change
Population
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
2,500
4,076
6,674
6,137
6,994
7,754
11,519
13,121
15,346
17,000
1910
1920
1930
1940
1950
1960
1970
1980
1990
2000
Year

Figure 28.

BRISTOW

Founding and Naming

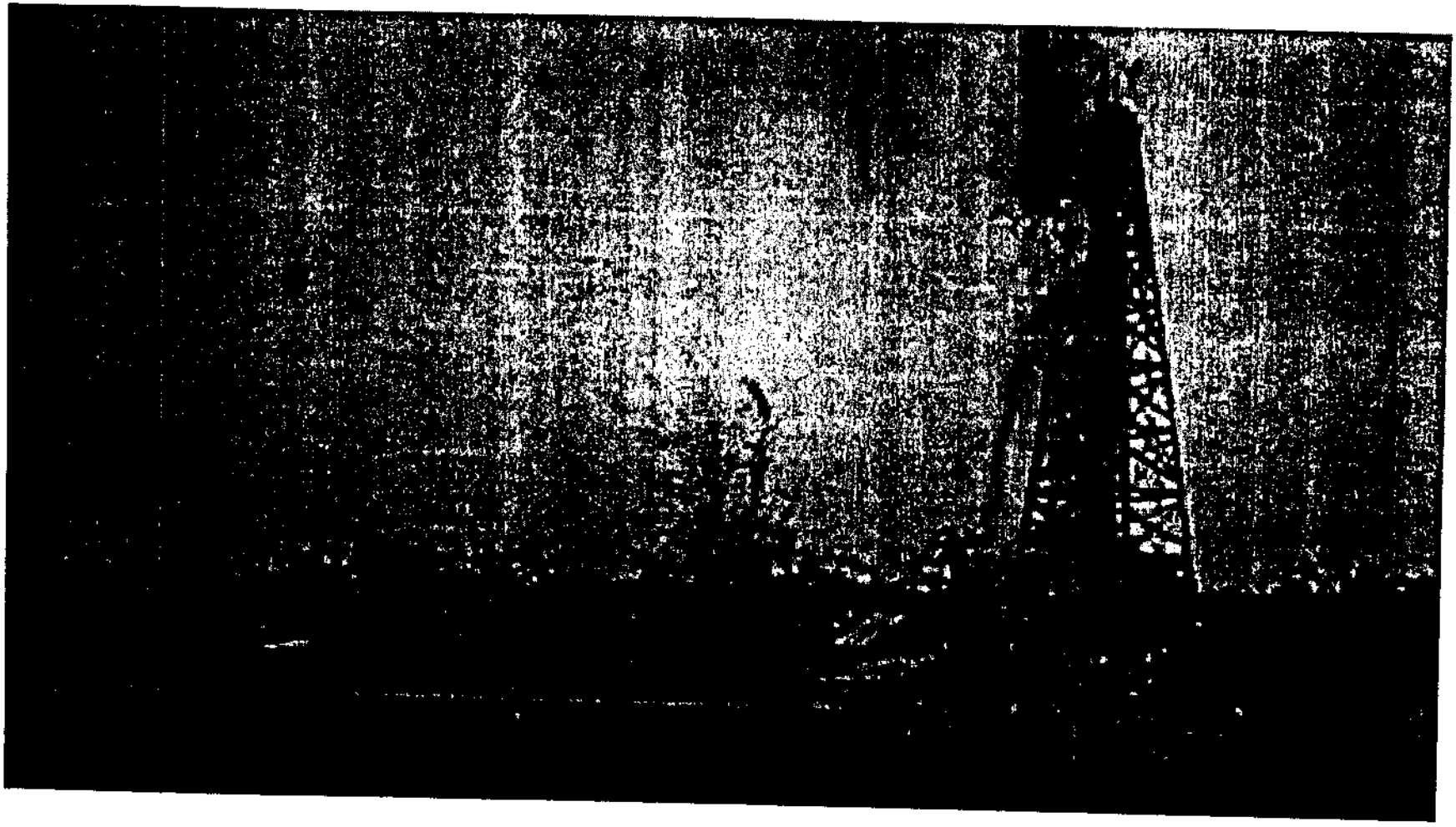
The town of Bristow was established in 1897 as a Creek Nation trading settlement on the surveyed route of what would become the St. Louis and San Francisco ("Frisco") Railroad, which the Indianoma Construction Company was building between Oklahoma City and Sapulpa that year. The settlement received a post office on April 25, 1898, which was named for former Senator Joseph L. Bristow of Kansas, who then served as the Fourth Assistant Postmaster General of the United States. After constructing a depot facility in 1898, the Frisco Railroad began service at Bristow in 1901, and substantial settlement of the town commenced (Figure 29). The original townsite was platted by Charles L. Wood in 1901. The 360-acre townsite contained 108 blocks, each containing 12-24 lots, and was approved by the United States Department of the Interior in 1902. Shortly after initial settlement, Bristow gained the vernacular nickname of "Woodland Queen" of the Creek Nation.[19]

Natural Resources

Bristow was the site of rapid petroleum development between 1916 and 1922 (Figure 30). The boom arrived April 1, 1912, the day Thomas B. Slick announced his oil discovery on a farm about fifteen miles northwest of Bristow. Oil and gas production levels mushroomed for the next three years, making the Cushing oil field the source of two-thirds of the western hemisphere's production.[20] Bristow, located on the eastern fringe of the Cushing field (see Figure 14), benefitted from the economic boom as a

Bristow Main Street, 1899. Photo Courtesy Bristow Historical Museum.

Figure 29.



Bristow Gusher, c. 1916. Photo Courtesy Bristow Historical Society.

Figure 30.

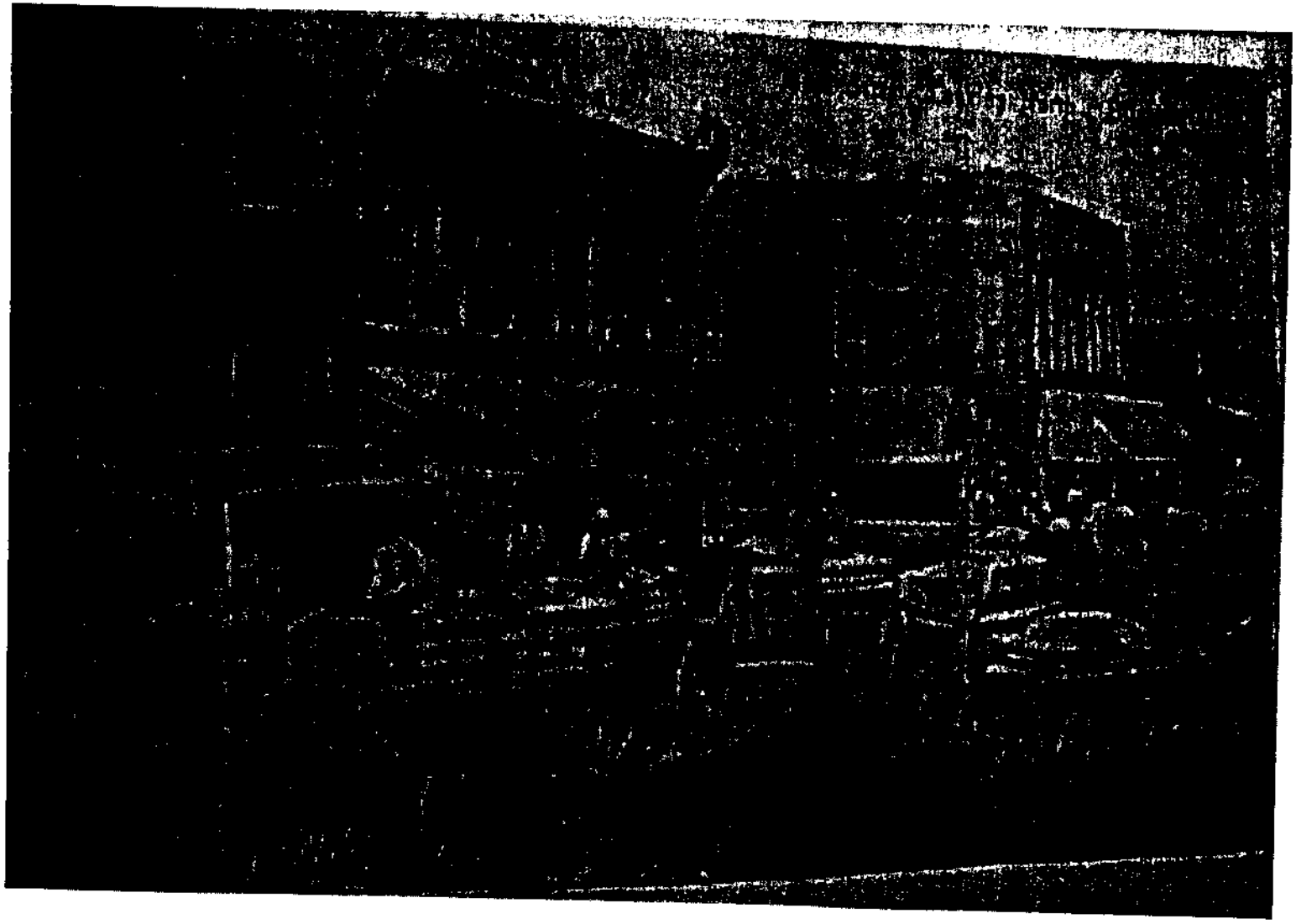
railroad entrepot and oilfield service provider. Agriculture and oil production essentially built the town in its first two decades of existence. Bristow is today the site of one of the largest underground natural gas storage facilities in the United States. The depleted gas field of the El Paso Natural Gas Company, located between Stroud and Bristow, is mechanically injected with surplus natural gas.[21]

Agriculture

Prior to settlement, agricultural pursuits in the Bristow area were dominated by open range cattle ranching and subsistence agriculture. After 1901, railroad service allowed cash crops, namely cotton, to grow in importance. Cotton gins and oil presses were part of the Bristow townscape in the early years; during the fall harvest, Main Street was sometimes jammed with wagon loads of baled cotton from around the county (Figure 31). Today only one rotting carcass of a long-dead cotton gin remain near the railroad tracks on the south end of Bristow. After cotton prices collapsed and mechanization displaced sharecropping after the Second World War, this offshoot of the Cotton Belt wilted; today cotton fields are absent from the eastern Oklahoma landscape. A few new crops, like soybeans and peanuts, partially replaced the cotton, but most land eventually became fenced pasture or woodland.[22]

Commercial Establishments

A 1906 Bristow business register boasts, among other things, a population of 2,500 people and numerous services, including three cotton gins, three banks, two



Bristow Main Street, c. 1905. Photo Courtesy Bristow Historical Society.
Figure 31.

newspapers, seven general stores, five grocery stores, two livery stables, two grist mills, two lumber yards, nine doctors, and seven lawyers (Figure 32). Among the more impressive commercial block buildings that did not survive to the present was Bristow's J.S. Carman & Son Hardware Store, built in 1901 at Sixth and Main (Figure 33). With the exception of the north elevation twin addition, the Stone Hardware Company Building at 103 North Main Street, remains much as it looked when it opened in 1906 (Figure 34). H. Purdy opened the Territorial Bank, the town's first commercial bank, in 1899.[23] Bristow's Roland Hotel was owned by E.H. Rollestone, the oil millionaire who established KVOO.[24]

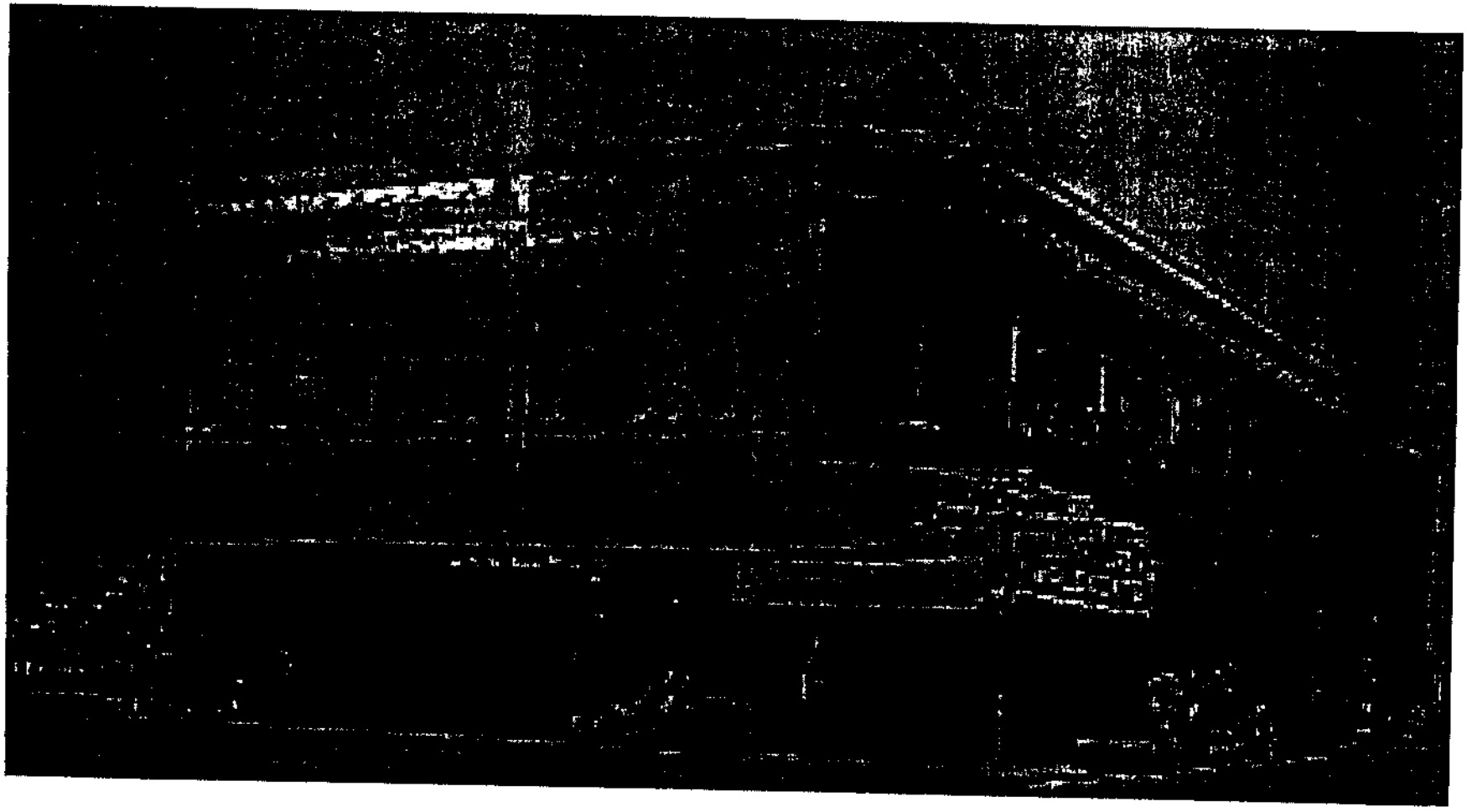
A view of Bristow's townscape at the time of statehood offers insight into how frontier urban settlement in the Indian Territory operated (Figure 35). The town emerged in organic fashion, without a plat or coherence to lots and blocks. While some semblance of order may have been apparent near the life-giving railroad, both commercial and domestic buildings had been sited in haphazard fashion and had already sprawled across the landscape. Less than two decades later, in 1926, at the pinnacle of Bristow's population peak, the view of downtown Bristow is dramatically different (Figure 36). The business district is orderly and every business lot along Main Street is filled. But this scene also provides an insightful clue about the future of Bristow: the automobile has begun to allow rural folk greater mobility, and soon better roads and bigger engines would direct them to towns offering manufacturing jobs and larger stores with greater selections, like Sapulpa, Okmulgee, and Cushing.

BUSINESS REGISTER ____ 1906

2500 PEOPLE
A $10,000.00 PUBLIC SCHOOL BLDG.
A $15,000.00 OPERA HOUSE
3 FINE COTTEN GINS
3 BANKS CAPITAL, $60,000.00
2 NEWSPAPERS
5 FIRST CLASS HOTELS
4 FINE CHURCH BUILDINGS
26 STONE & BRICK BUILDINGS
7 GENERAL STORES
5 GROCERY STORES
3 HARDWARE STORES
3 RACKET STORES
3 FURNITURE & UNDERTAKING
1 SECOND-HAND FURNITURE
3 DRUG STORES
4 BLACKSMITH SHOPS
1 PHOTOGRAPH GALLERY
2 MEAT MARKETS
2 MILLINER STORES
2 LIVERY & SALE BARNS

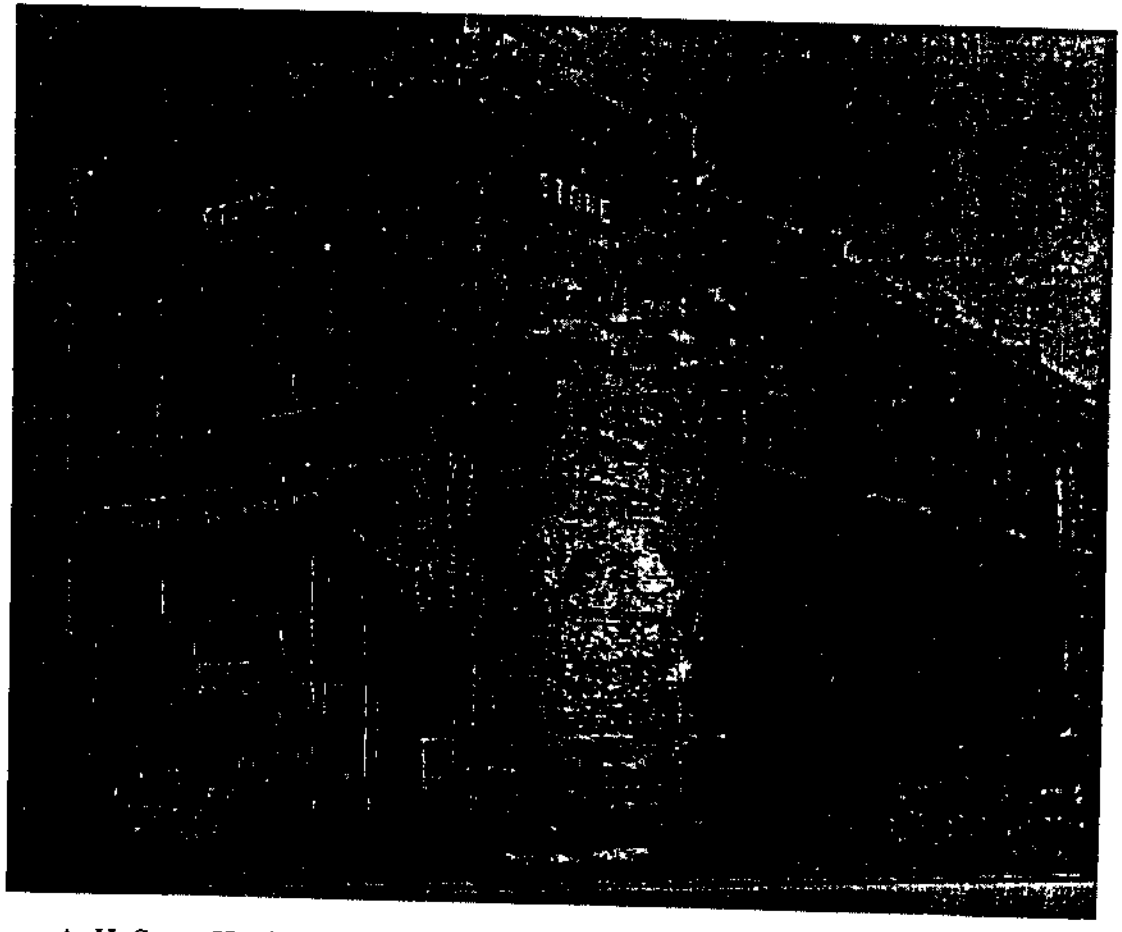
3 FEED & WAGON YARDS
3 CONFECTIONERIES
3 BARBER SHOPS
1 BAKERY
2 GRIST MILLS
1 FEED STORES
1 TIN SHOP
1 SHOE & HARNESS SHOP
2 LUMBER YARDS
2 POOL HALLS
1 TELEPHONE EXCHANGE
2 DRAY & TRANSFER LINES
1 DAIRY
3 REAL ESTATE FIRMS
3 DENTISTS
9 DOCTORS
1 VETERINARY
7 LAWYERS

Figure 32.



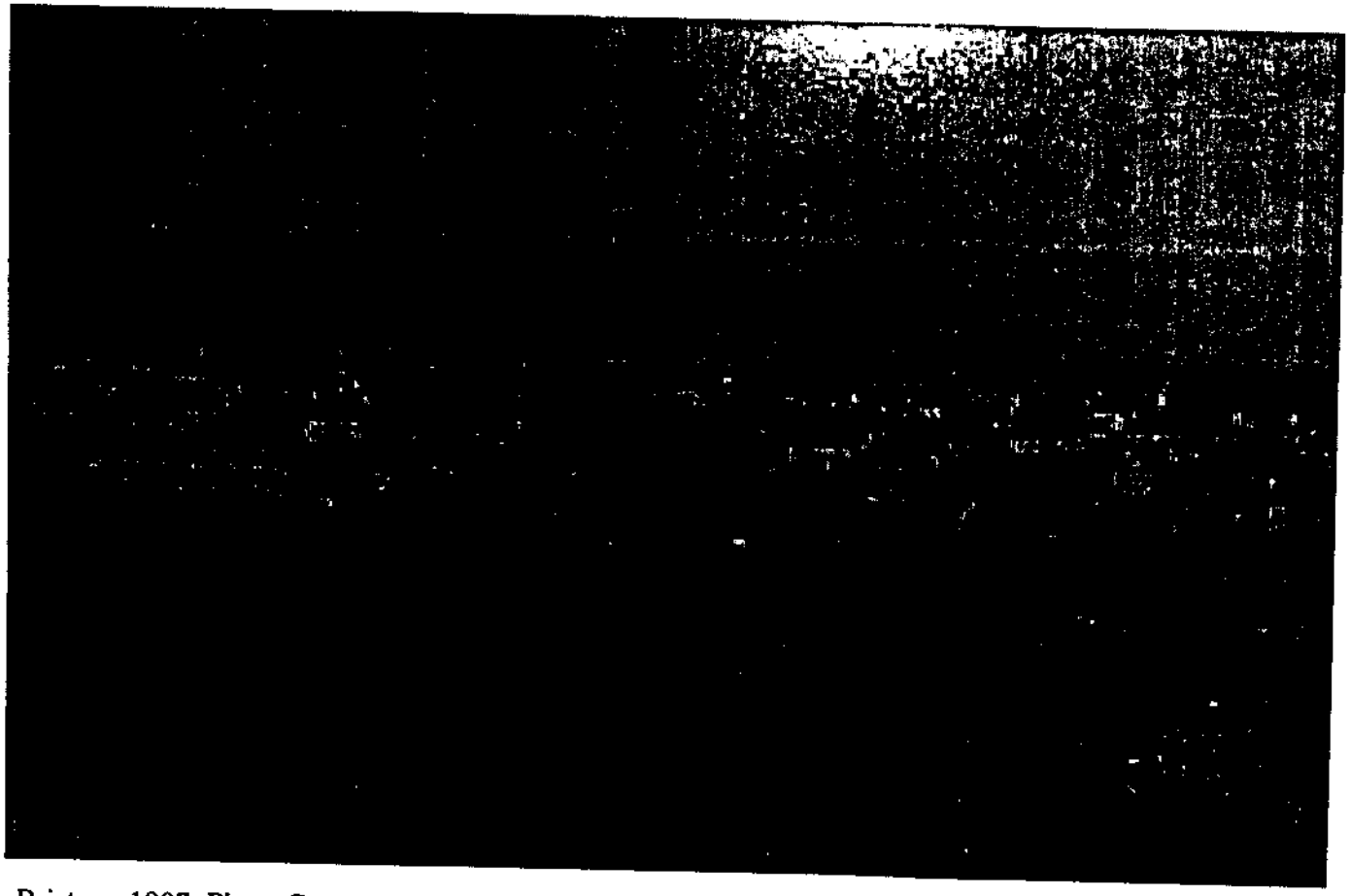
Bristow's J.S. Carman & Son HardwareStore, built in 1901 at 6th & Main , 1901. Photo Courtesy Bristow Historical Society.

Figure 33.



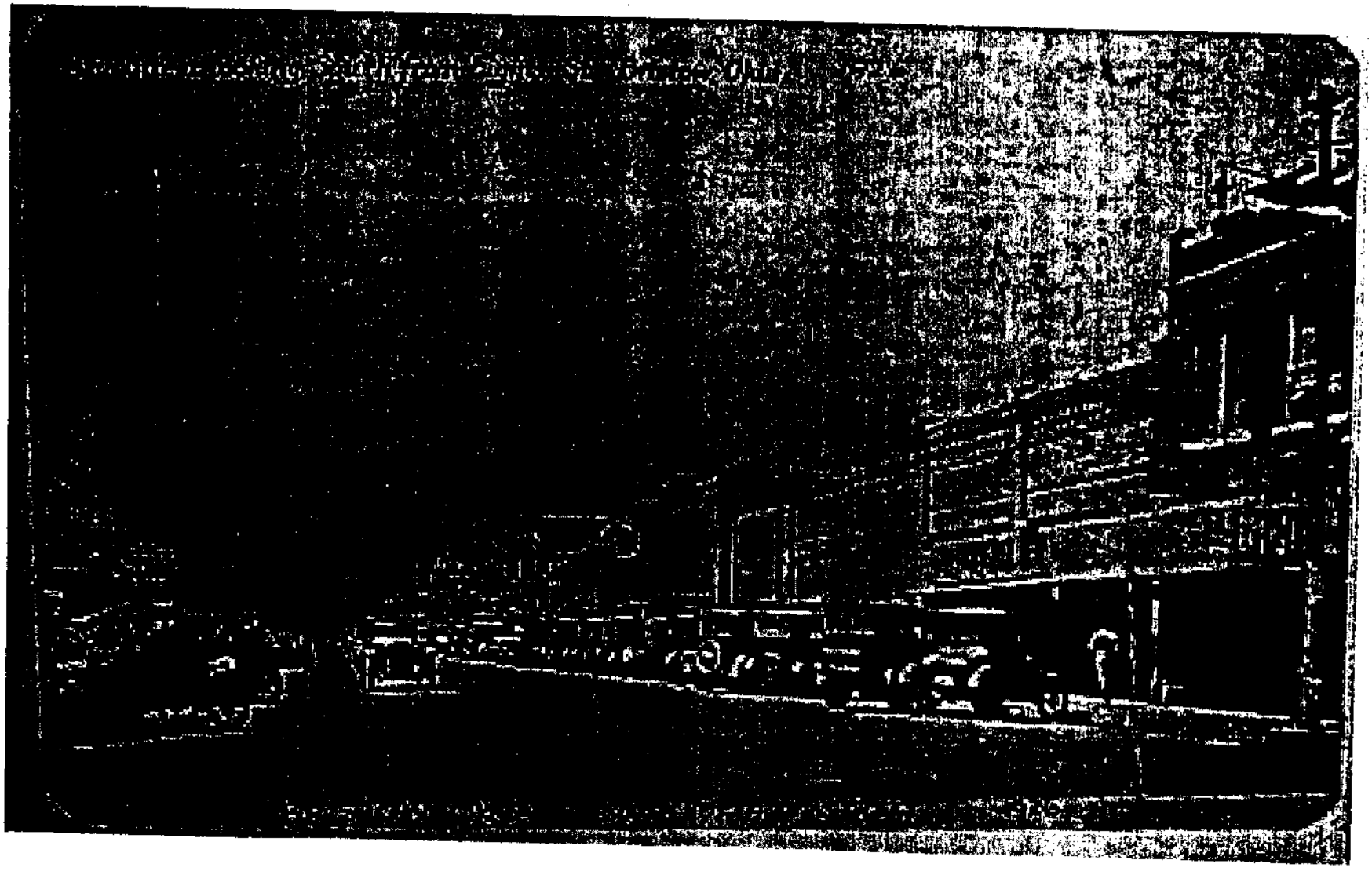
A. H. Stone Hardware Building. Photo Courtesy Bristow Historical Museum.

Figure 34.



Bristow, 1907. Photo Courtesy Bristow Historical Museum.

Figure 35.



Main Street Portion of Proposed Bristow Historic District, 1926. Photo Courtesy Bristow Historical Museum.

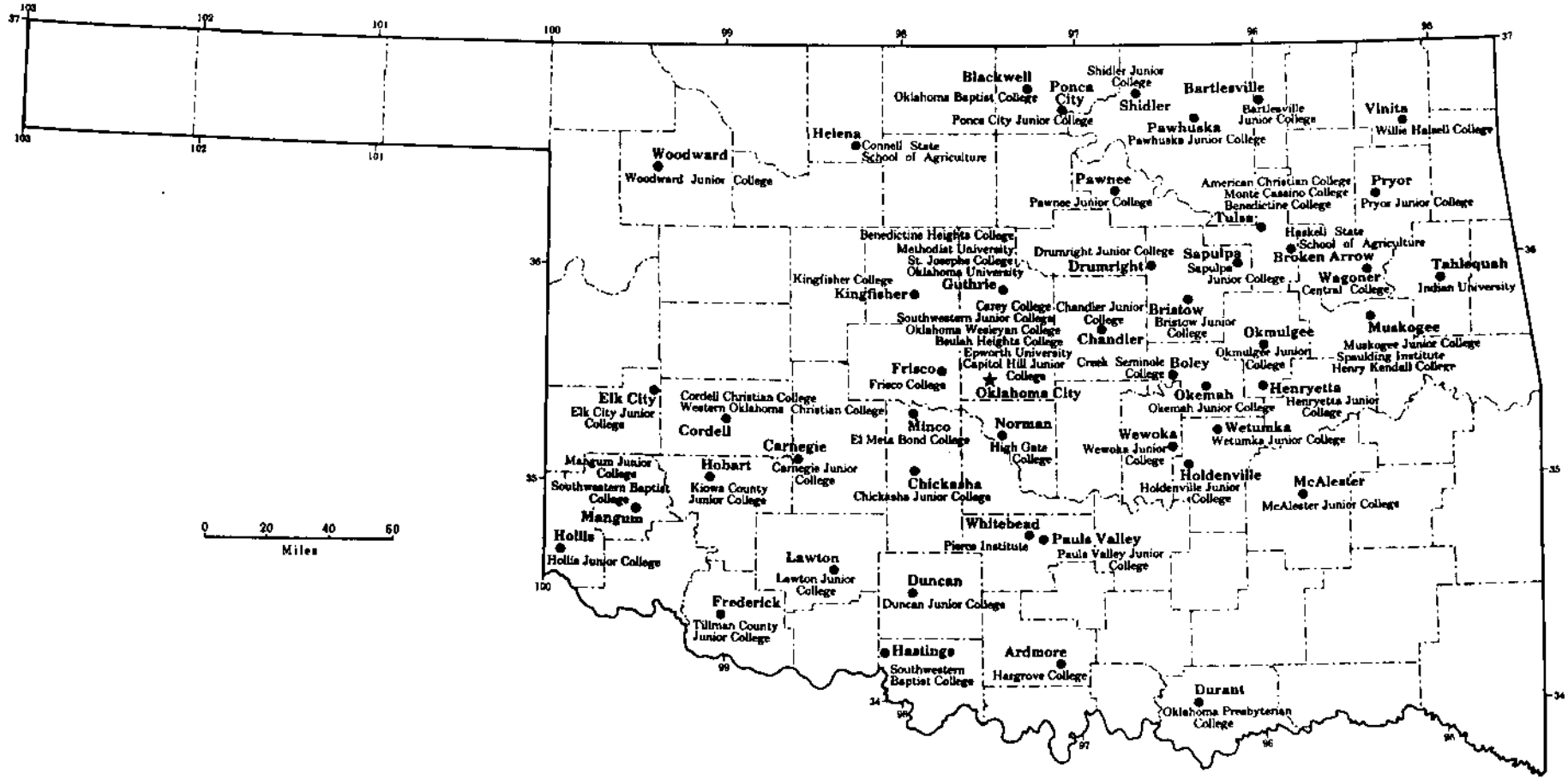
Figure 36.

Schools and Churches

Early settlers organized and constructed a small frame school on East Sixth Avenue in 1898.[25] By 1906, Bristow citizens had constructed a $10,000 public school building. Shortly after statehood the next year, Bristow received a now-defunct municipal junior college (Figure 37).[26] At the time of statehood, the town had four churches.

Cultural and Social

Bristow was the birthplace of one of Oklahoma's most important cultural institutions, radio station KVOO, now located in Tulsa. On January 12, 1925, oilman E.H. Rolleston's KFRU (Kind Friends Remember Us), began broadcasting from a 500-watt transmitter, giving the state its fourth radio station. According to historian Carla Chlouber, KFRU was responsible for the nation's first radio broadcast of a western swing band (and thus country and western music generally) when Otto Gray and His Oklahoma Cowboys (from Ripley, to the west) began performing live in Bristow on May 7, 1925. In its first year, KFRU broadcast live music performances by Gray's band, as well as Jimmie Wilson and His Cat Fish String Band (from Sapulpa, to the east). The nightly broadcasts drew an enormous following, the station upgraded to 1,000 watts, and the call letters were changed to KVOO (the "Voice of Oklahoma"). But, ironically, this station, originally meant to promote Bristow and its local talent, relocated to Tulsa for greater opportunities in 1927. Skelly Oil soon purchased it, upgraded to 25,000 watts, and made KVOO into a country music icon. Perhaps most notably, KVOO helped popularize the genre known as Western Swing, personified by Bob Wills and his Texas Playboys.[27]



OKLAHOMA COLLEGES AND UNIVERSITIES: INACTIVE

Figure 37.

BROKEN ARROW

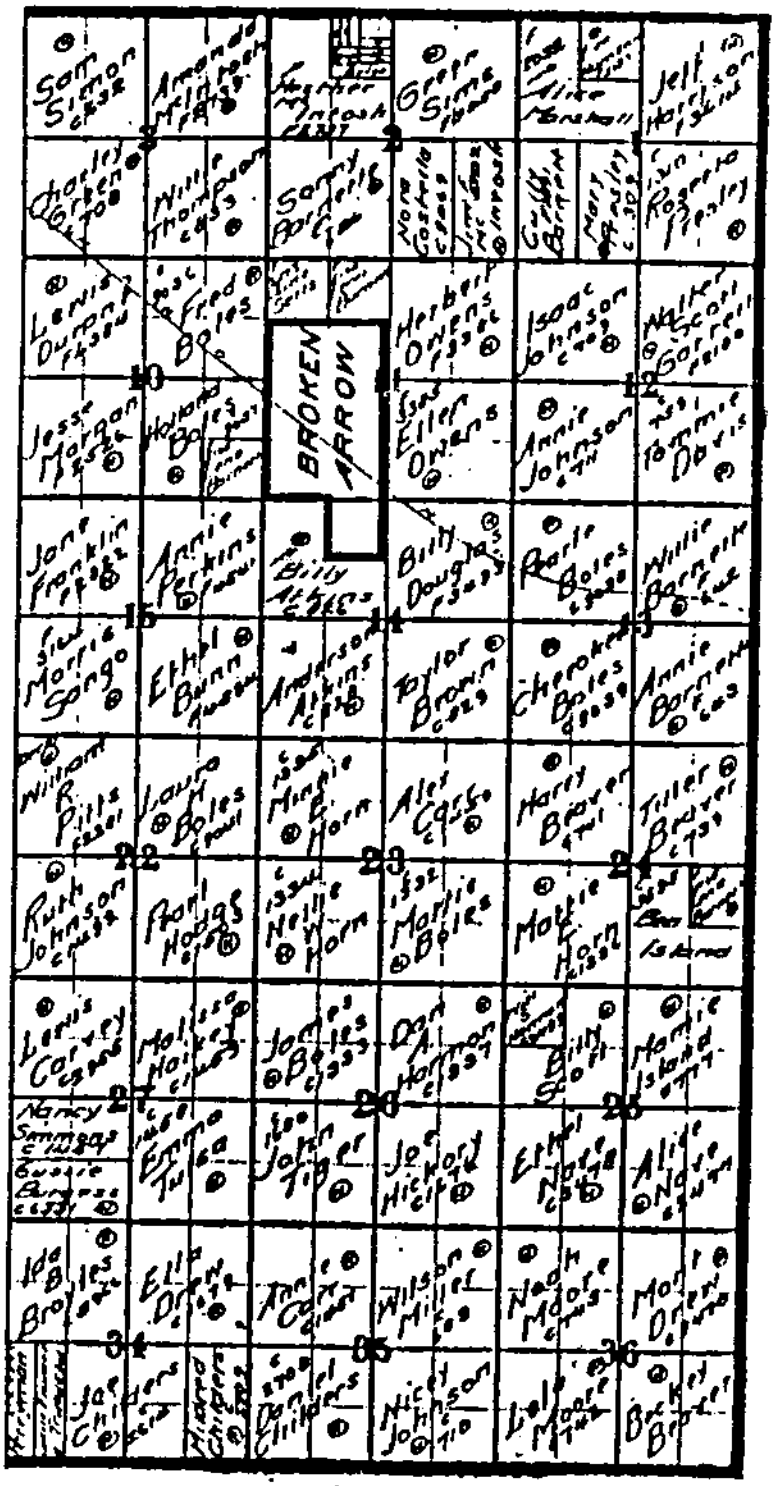
Founding and Naming

Broken Arrow's name, which is often cited to refer to an 1866 ceremony that re-unified warring factions of the Muscogee (Creek) Nation after the Civil War, is actually a carry-over from a pre-removal Creek Nation town in Georgia called Thlikachka (Broken Arrow). The original place name was apparently derived from a Creek story in which a group of arrow makers found a locality in which many branches needed for arrows had been broken and scattered on the ground.[28]

Permanent settlers, including Creek, white, and black cattle ranchers and subsistence farmers, moved into the area following the Civil War; permanent settlement in the area dates to at least 1881, the year a rural post office was established.[29] For two decades the locality remained an isolated hamlet of Creek freedmen families.

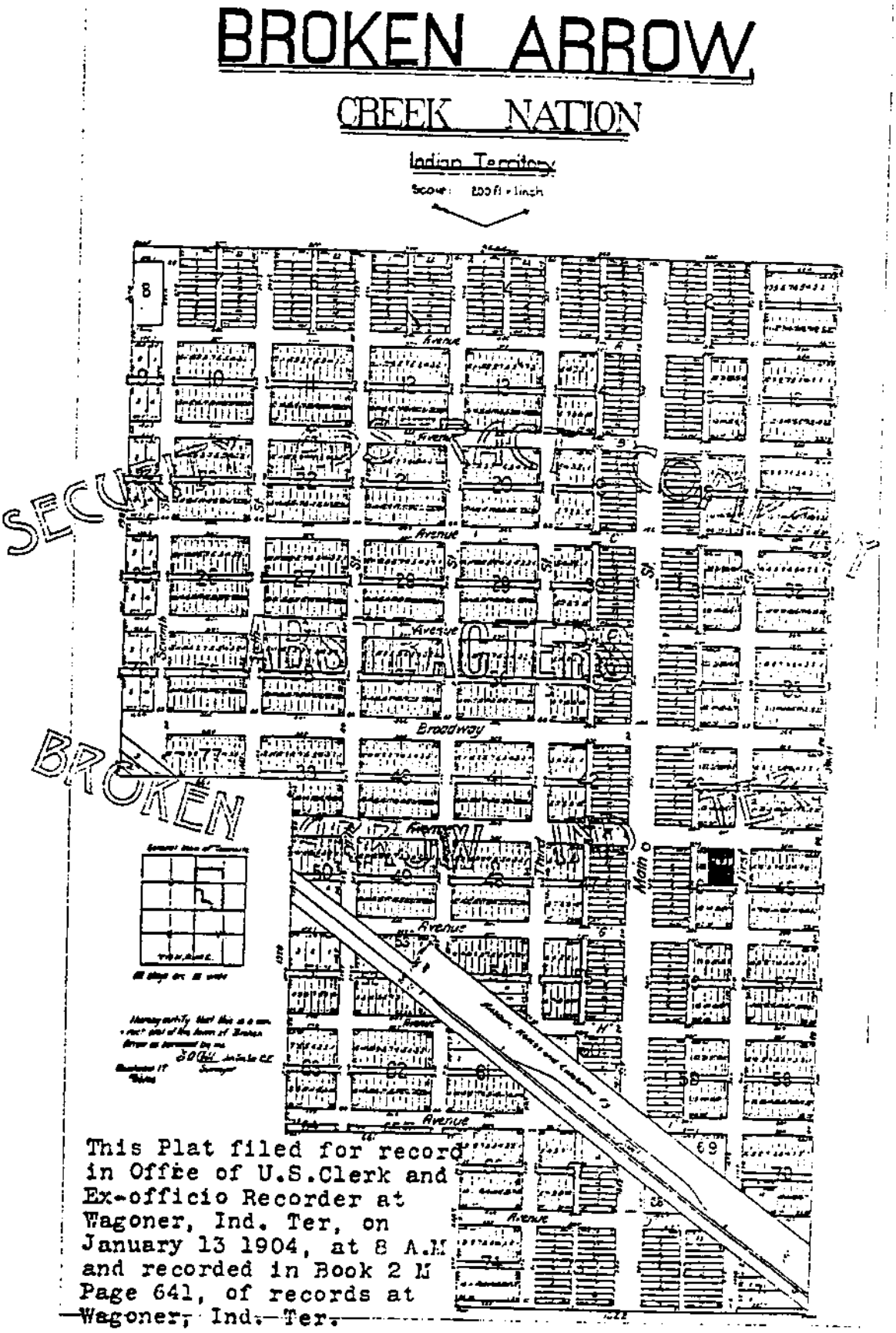
In 1901 the Missouri, Kansas, and Texas (MK&T or "Katy") Railroad surveyed a route for a branch line between Muskogee and Tulsa. As was common at the time, the Katy sold townsite privileges to "separate" townsite companies; in 1902 it sold three such privileges to the Arkansas Valley Townsite Company, one of which was used to designated the Brooks, Sanders, and Williams general store and cotton gin site for a new town. That same year the townsite company purchased Billy Atkins' 120 acre Creek allotment (Figure 38), platted Broken Arrow, and began selling lots to businessmen and settlers (Figure 39). A post office and depot were built in 1902, before rail service began on June 10, 1903 (Figure 40). The 1907 territorial census recorded 1,383, most of whom lived by ranching, cotton farming, and coal mining.[30]

RANGE 14 EAST



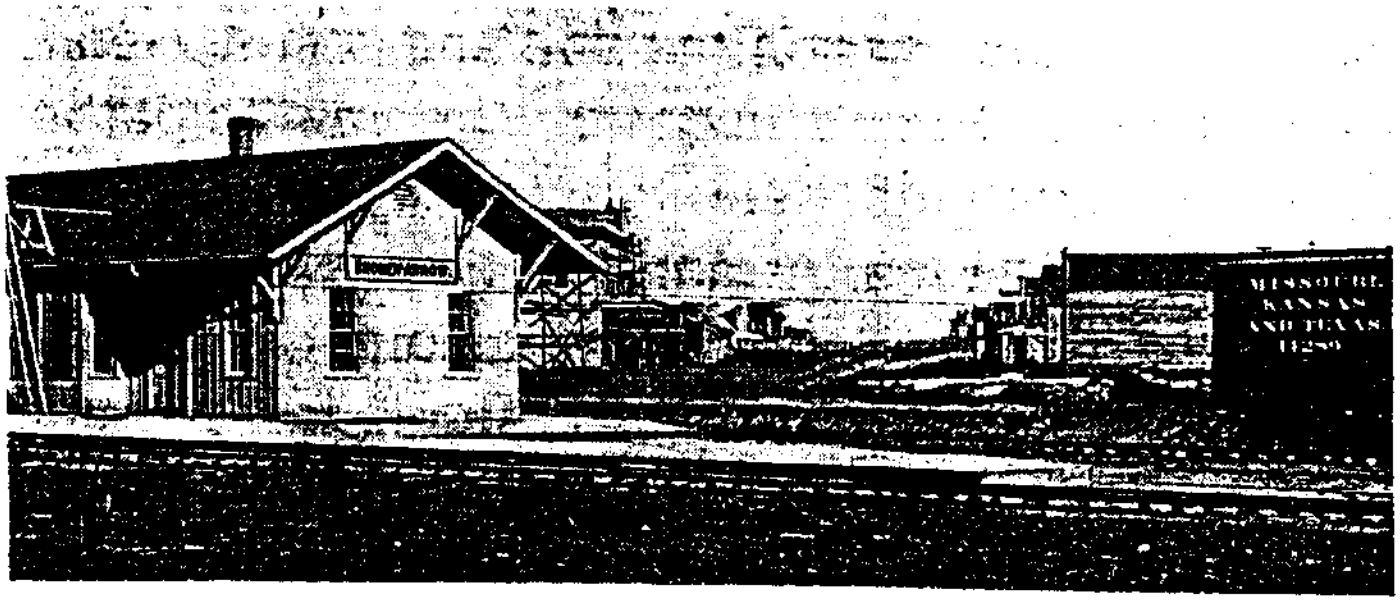
MAP NO. 1
CREEK NATION LAND ALLOTMENTS AROUND BROKEN ARROW, I. T.

Figure 38.



ORIGINAL TOWNSITE SURVEY PLAN FOR BROKEN ARROW, I.T., 1902

Figure 39.



M-K-T RAILWAY DEPOT—Fall of 1903

Figure 40.

One of the town's first actions was to grant a telephone franchise to George Cress and Company, which enabled service by early 1904. Gas utility service began operation in late 1906 and in 1907 the Broken Arrow Electric Light Company began generating electricity for the town. A municipal water system, which withdrew spring water from seven miles south of town, was installed by 1910.[31]

Natural Resources

Small-scale coal production added to the primarily agricultural economy of early Broken Arrow (see Figure 15).[32] Coal production in the area ceased after the Second World War.[33]

Agriculture

Cattle ranching and farming were important in the Broken Arrow locale.[34] Much of the cultivated land reverted to fenced cattle and hay pasture in the years between the Second World War and the physical expansion of the city in the 1970s.[35]

Commercial Establishments

By 1903 a two-block business district had emerged in Broken Arrow, including a bank, a hotel, a restaurant, several hardware, dry goods, and grocery stores, three drugstores, a barber shop, a coal buyer, two cotton gins, two blacksmiths, three lumber yards, and a grain elevator (Figure 41).[36]

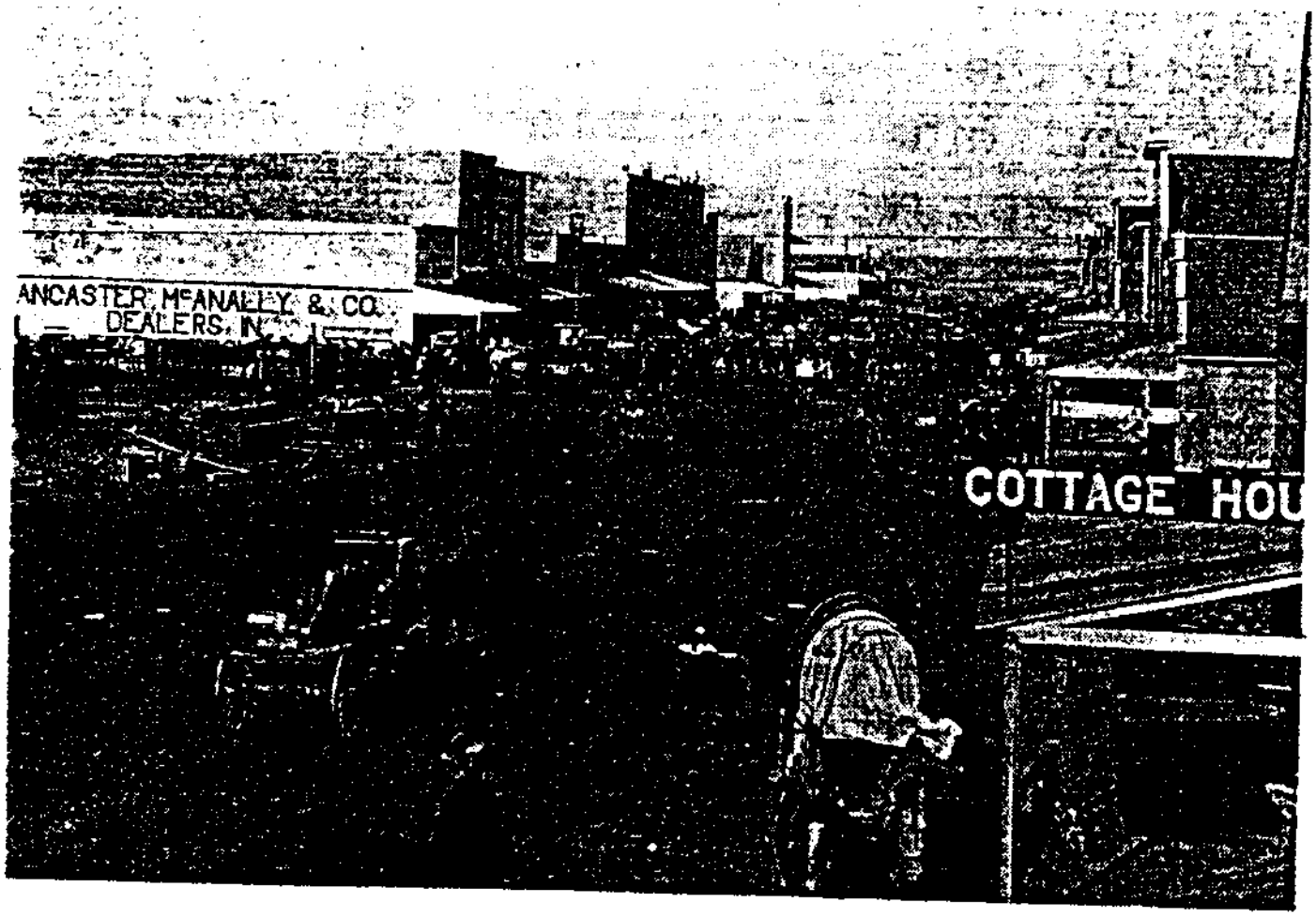


Figure 41.

Main Street, about 1904.
Note bricks in street for construction of Laws building.

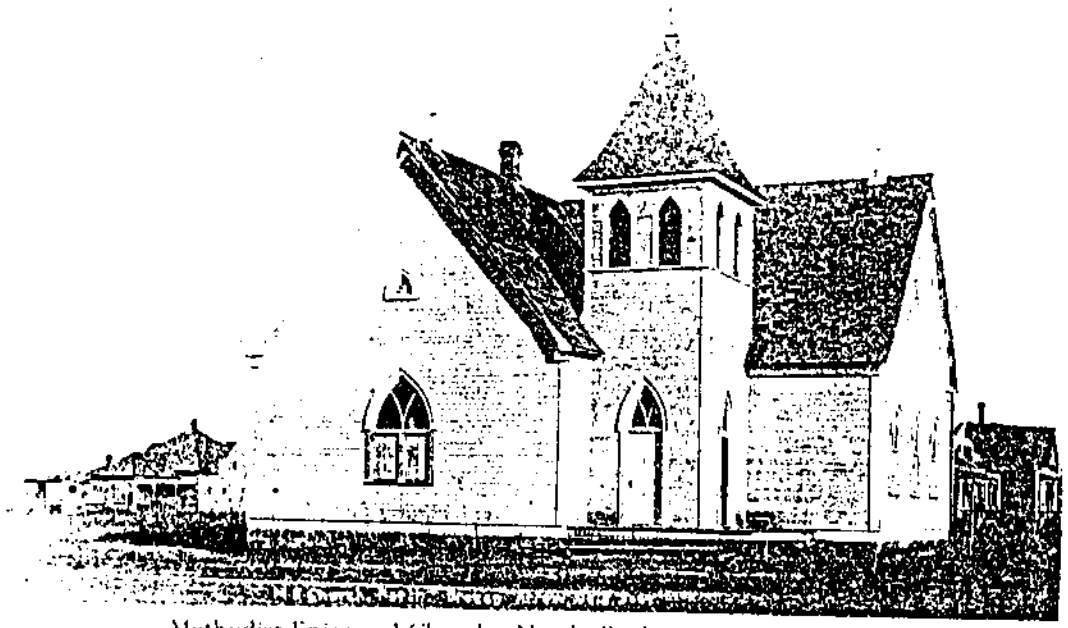
Broken Arrow transformed from an agricultural service center to a manufacturing town during the oil boom period of the 1920s. According to Ruth, by the mid-1980s the oldest and largest employer remained Braden Industries, a local manufacturer of pumps, winches, windmills, and other oilfield-related tools.[37] The last two decades of the twentieth century, however, have brought significant economic restructuring to Broken Arrow, as its service sector has expanded to make it a major suburb in the Tulsa metropolitan area.

Schools and Churches

Broken Arrow's early settlers began holding church services immediately following the opening of the town. The Orcutt Building was used for church services before the Arkansas Valley Townsite Company donated a lot for construction of the Methodist Church, Broken Arrow's first church building, located on Main Street, in 1903 (Figure 42). Early Broken Arrow churches include the Missionary Baptist Church, built in 1904, and in 1905 the First Christian Church and Presbyterian Church.[38]

The Broken Arrow School Board was organized in 1903 and raised enough money to open a public school, situated in the Methodist Church, that October, but lack of funds forced this to close in a matter of months. In early 1904 the city instituted a two percent sales tax for school purposes and built a two story brick public school that fall, which operated for twenty years until it was destroyed. In 1925 Central Middle School replaced the earlier building on the same site.[39]

Broken Arrow's education history includes a state agricultural college named the



Methodist Episcopal Church - North, Broken Arrow, Oklahoma

Broken Arrow Historical Society

Figure 42.

Haskell State School of Agriculture, located at 808 East College Avenue [NR-listed 1978] (Figure 43; see also Figure 37). In 1909 the town designated an 80 acre tract for the college, which was built the following year. The school began classes in 1909 in the Broken Arrow Opera House, identified by this survey as Ross Drug, and continued operation in the 1910 building until 1917, when it was closed for lack of funding when Governor Robert L. Williams vetoed appropriations for its continuation. The building was transferred back to the city and became Broken Arrow High School.[40] This survey found that this National Register property was razed in 1987 in order to make way for a new building on the campus of Broken Arrow High School.

Politics and Government

Broken Arrow incorporated May 4, 1903 with a mayor/alderman form of municipal government. The first mayor was J. B. Parkinson. Tom Higgins served as Broken Arrow's first town marshal.[41]

SAND SPRINGS

Founding and Naming

The modern name of Sand Springs derives from the nearby springs along the north bank of the Arkansas River.[42] Washington Irving visited the area in 1832 when he camped at Beattie's Knob above the Cimarron River (which he called the Red Fork of the Arkansas), just north of present-day town. Apparently, a few Cherokee families, who had occupied the area near the springs since arriving in Indian Territory in 1826, were required

Haskell State School of Agriculture, Broken Arrow, Oklahoma: 1909-1917.

Figure 43.

to relocate following the Cherokee Treaty of 1828. The first record of permanent occupation of the same site was made in 1833, when it was occupied by recently-arrived Creek families, who called the place "Oktaho Wewika."[43] Another early name of the site was Adams Springs, after Lt. Thomas Adams, a prominent Creek Confederate veteran, who settled his family at the springs after the Civil War.[44] The Adams family is buried in Adams Cemetery, known locally as Tullahassee Creek Indian Cemetery (1200 East Charles Page Boulevard), which is located in the center of an asphalt parking lot in a strip mall on the southeast corner of Charles Page Boulevard and South Adams Road.[45]

The town of Sand Springs was founded in 1908 by Charles Page, a 48-year-old successful Tulsa oilman, who constructed Sand Springs Home (Figure 44), an orphanage, on land he bought from members of the Siah Button family.[46] The original Sand Springs townsite was a 241.17 acre tract located in Section 11, Township 10 North, Range 11 East adjacent to the M.K.&T. Railroad.[47] Charles Page personally financed the platting of the town, and the construction of water, natural gas, and electric utility services, including an electric power plant. The Sand Springs Power and Water Company, constructed between 1911 and 1913, is a 32,000 square foot facility located at the corner of Main Street and Morrow Road. The building, called the Powerhouse, was National Register listed in 1998. Sand Springs' high quality artesian spring provided fresh water to early Sand Springs and Tulsa.[48] A post office was established at Sand Springs September 5, 1911.

Sand Springs was thus created as an experimental philanthropic settlement and planned industrial town. By 1910, Page added a greenhouse, laundry, and glass factory to

Figure 44.

employ boys living at Sand Springs Home. In 1911 the Sand Springs Railway connected the settlement to Tulsa, and the town was incorporated on May 12, 1912.[49] By this time Page began to construct cottages to house indigent widows with children, who he also employed, and by 1914 this area had become known as "Widow's Colony" (Figure 45).[50]

Natural Resources

Perhaps the earliest important natural resource in Sand Springs was its high-quality artesian spring water. The original main spring site, from which most people in the early settlement hauled water, is located below the south side of U.S. Highway 64.

In 1920 Charles Page began building a dam across Shell Creek, west of town, which he intended to pipeline (see Figure 23) to a bottling facility in the industrial park. He intended to sell the greater volume to Tulsa consumers via the Sand Springs Railway and use most of the proceeds to finance operations at Sand Springs Home.[51] Unfortunately for Page, two years into his effort, Tulsa looked east, financing the construction of Spavinaw Reservoir. Shell Creek Lake filled in 1926, the year Page died, and a filtration plant for Sand Springs was completed the next year, but by then Spavinaw had been watering Tulsa for two years.

Agriculture

Agricultural settlement around Sand Springs grew during the decade after 1910. Local farm products included corn, potatoes, wheat, alfalfa, small grains, and garden crops. Most farms were self-sufficient and produced small surpluses of orchard crops,

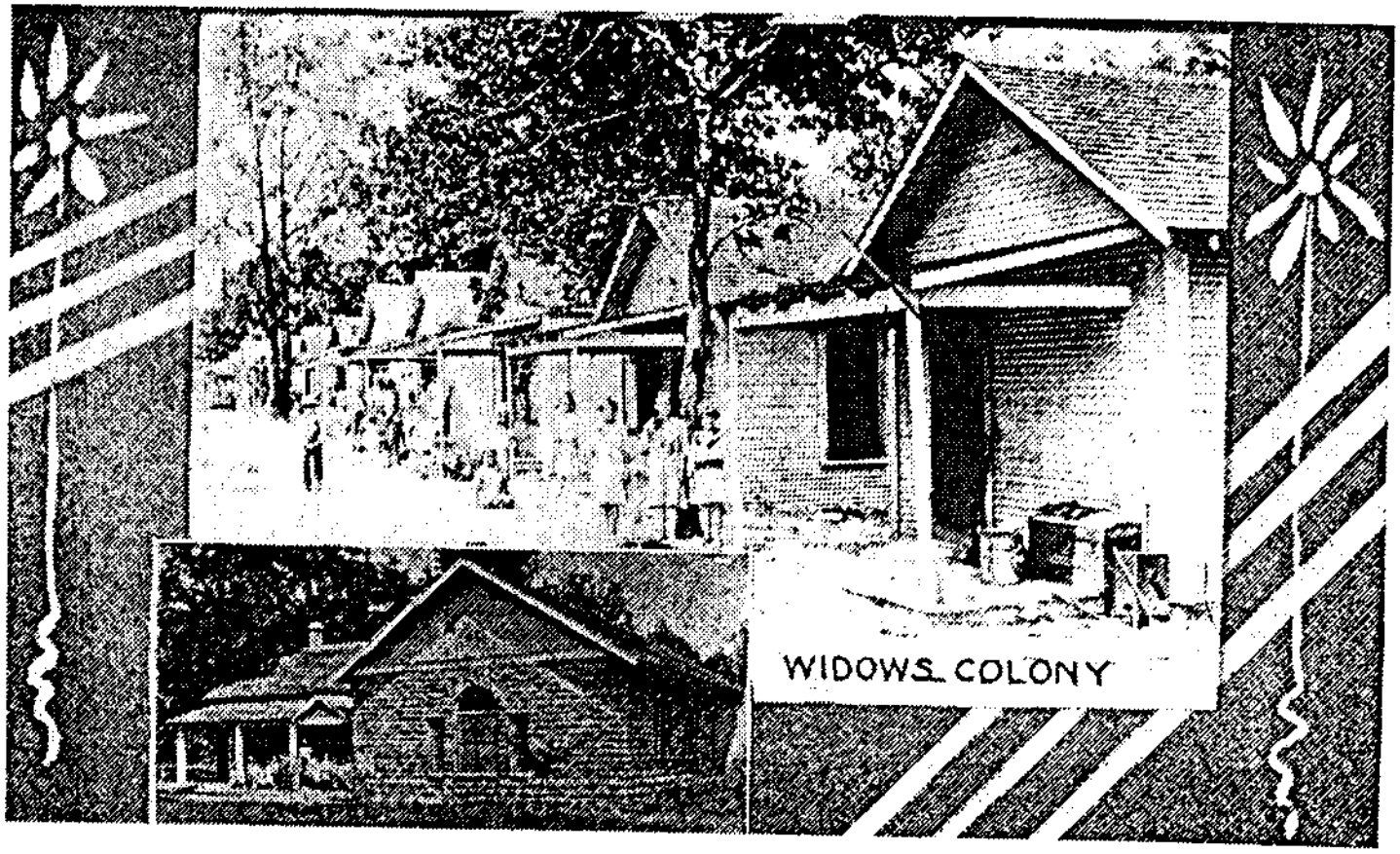


Figure 45.

pork, poultry, and dairy products that were sold locally in Sand Springs.[52]

A native of Wisconsin, Charles Page established a number of agricultural operations in conjunction with the Sand Springs Home. These included orchards and vegetable farms, but he took the most pride in his large dairy operations that employed adolescent boys and provided them agricultural training. Page's herds consisted of expensive show-quality livestock imported from Wisconsin. After Page's death, the Sand Springs Home built five large Wisconsin-style dairy barns, each 30 feet wide by 170 feet long, constructed of 21-inch thick native sandstone walls, and capable of housing fifty head of cattle. The Sand Springs Home Jersey Barn, constructed in 1936 and located outside the study area at 7910 West Charles Page Boulevard, is one of three surviving Sand Springs Home dairy barns. It produced milk for cream and butter. The Holstein barn, located west of Sand Springs, was destroyed in the 1960s to make way for the Keystone Expressway. Another barn, located near the Sand Springs golf course, burned, but the Milking Shorthorn Barn, located five miles west of Sand Springs, as well as Lake Farm barn, located at Shell Creek Lake, still stand.[53]

Commercial/Professional

Kent Ruth describes Sand Springs as "a hard-working, shirt sleeve industrial community that is a living memorial to one of Oklahoma's first oil-rich humanitarians."[54] On closer examination this quote has more meaning, since Sand Springs was a highly-ordered place. As town promoter and proprietor, Charles Page could tailor the collection of businesses to his liking. The majority of the significant commercial/professional

buildings in Sand Springs were constructed between the time he founded the town in 1911 and his death in 1926. In that decade and a half Page sold the town lots and ran the bank, allowing him enormous control over who built their shops in Sand Springs, as well as who stayed in town.

In designing Sand Springs, Charles Page incorporated aspects of both the common courthouse square town (a central common green space surrounded on four sides by business lots), and the planned industrial town (separate zones for worker housing, retailing, services, and industry). Sand Springs' square, however, was a triangle, and the business district was situated to be the pivot point between the industrial park to the south and the residential areas to the north. The business district focused on the proposed Sand Springs Downtown Commercial District, along Garfield, Main, and McKinley Avenues between First, Second, and Third Streets. The first brick building was located at the corner of Second and Main (see Figure 22).[55]

Sand Springs has been a "Main Street" town since 1992. The downtown has been recognized as having more pristine Plains Commercial style architecture than any other town in Oklahoma. The Plains Commercial style is characterized by squarish, 1-2 story, red, buff, or mixed color brick accentuated by masonry parapets that were constructed during and after World War I.[56]

The downtown commercial/professional district also separated the black residential area from the white residential areas to the north. The black community of Sand Springs existed from the earliest days of the townsite. It is wedged between the business district and the industrial park, beginning immediately south of the railroad tracks, between Main

and Wilson. Historically, this was an area of deafening noise, choking air pollution, and great potential for fire, chemical spills, and other accidents caused by the adjacent railroad and factories. Segregation spawned a small, separate social and business community. This area had its own collection of small retail shops, churches, and of course Booker T. Washington School, before the factories began shutting down in the 1970s. Aside from the school, little else than Centennial Baptist Church (127 West Morrow Road) reminds of this area's legacy; poor public maintenance and derelict properties predominate.[57]

Postwar commercial development in Sand Springs culminated in the expansion of the Charles Page Boulevard commercial strip, which began in 1960. In the forty years since, and particularly the last twenty, the Keystone Expressway-paralleling commercial strip has extended several miles eastward to connect to the Tulsa city limits. Retail establishments there have pulled business activity away from Sand Springs' historic downtown, increasing the rate of turnover and closure in the Downtown Commercial District. Adaptive reuse in the form of retailing (pawn shops, antique and curio shops, restaurants) and professional (legal, financial, insurance, realty, etc.) office space has helped the downtown to somewhat recover in recent years, but there remains much potential for further preservation-minded redevelopment efforts.

Schools and Churches

Sand Springs' first schoolhouse, a rural, single-room log structure, was constructed in October of 1908, prior to Charles Page's arrival. Page donated land for school construction in Sand Springs, beginning in 1912 with Central School, located at the

corner of Fourth Avenue and Main Street; it was destroyed by fire in 1945.[58] The Central Junior High School Manual Arts Building (14 West Fourth Street) was completed at the same location in 1947. In 1920 Booker T. Washington School (West Morrow Road and South Wilson Road), a segregated school for blacks, was constructed in the black residential area south of the business district. It was integrated in 1966 and today serves as a kindergarten center.

Page also provided town lots for church construction. Presbyterians constructed the first church in Sand Springs in July of 1912. This was replaced in 1917 by the stately, National Register eligible First Presbyterian Church/United Pentecostal Church (401 North Main Street), of which Charles Page was a member. This building has since been occupied by a Pentecostal congregation. Although it appears historic at first glance, the First Presbyterian Church building in current use on Adams Road was constructed in 1968. Southern Baptists opened the First Baptist Church of Sand Springs on June 20, 1915. On July 30, 1924 it was renamed Broadway Baptist Church.[59] In 1920 the Disciples of Christ built the First Christian Church, constructed of native sandstone quarried from just north of town, at Fifth and Main.[60] Other Protestant groups, including the Church of God, the Methodist-Episcopals, and the Assembly of God also obtained lots and constructed churches. St. Patrick Catholic Church, located at 204 East Fourth Street, was constructed in 1919.

Politics and Government

Clarence Tingley was elected Sand Springs' first mayor in 1912. Six years later a mayor/commission form of government was adopted and Harry Bartlett was elected mayor. The original Sand Springs Municipal Building, built between 1919 and 1921, was a two story office building that covered half the block at Broadway and McKinley. Sand Springs' first jailhouse was built just south of the school at the corner of Fourth Avenue and Main Street.[61] Municipal government changed to a city manager/council system in the late 1960s and the present modern Municipal Building replaced the historic one.[62]

Charles Page was quite influential in Oklahoma politics during the 1910s and 1920s, but even though the Republican Party offered him the gubernatorial nomination more than once, he never sought public office beyond Sand Springs.

Sand Springs received its first newspaper, The Sand Springs Review in 1912; two years later the name was changed to The Sand Springs Leader, which it remains named to this day.

Cultural and Social

Sand Springs Home (see Figure 44) is located on a wooded hill east of downtown Sand Springs and north of U.S. Highway 64 on the original 160-acre Creek allotment purchased by Charles Page in 1908, the northwest quarter of Section 12, Township 10 North, Range 11 East. Reportedly, Sand Springs Home started as a tent housing seven homeless children. Shortly thereafter Page constructed a frame multiple dwelling that housed up to 75 children and brought in 25 children from a failed Tulsa orphanage. The

present brick multiple dwelling was constructed between 1917 and 1918.[63] In 1925, shortly before his death, Page formed a board of trustees and passed supervision of the Home and its endowment to them.

In 1916 Page constructed Widow's Colony on the grounds of the Sand Springs Home (see Figure 45). Widow's Colony consisted of a group of cottages and duplexes primarily for indigent families of killed oilfield and industrial workers. Widow's Colony was located north of Sand Springs Home, just east of the study area, and mostly consisted of Shotgun houses and small bungalows. In 1969 Widow's Colony was replaced by Colony I, a new residential development, and the original houses were removed or destroyed. This accounts for the large number of small bungalows and Shotgun houses scattered throughout Sand Springs. In 1981 a new development called Colony II was built near the original location.[64]

The Page Memorial Library [NR-listed 1998], completed in 1930 at a cost of $100,000 (following Page's death in 1926), is located north of the business district on the north side of Triangle Park. At the apex of Triangle Park is a large bronze statue of Charles Page sculpted by Lorado Taft. This imposing, marble-lined, Art Deco library is the only public library in Oklahoma given to a community by a private citizen.[65] When the statue was dedicated on November 20, 1930, Triangle Park also contained a large cannon, honor roll plaque, and bandstand. The cannon was recycled in a scrap metal drive during the Second World War.[66] The bandstand was used by the Sand Springs Community Band between 1917 and sometime after the war, when it was razed.[67] Sand Springs' humanitarian legacy extended well into the postwar era with the 1964 construction of

Hissom Memorial Center, an 85-acre, 24-building community for the mentally handicapped, located on the south side of the Arkansas River (beyond the study area).

Historically, recreational opportunities of many types have abounded in Sand Springs. Tulsa offers urban cultural and social activities, while Keystone Lake is located to the west.[68] Charles Page thought it important to provide virtuous recreation for his community of workers, widows, and fatherless children. While busy attracting industry to his industrial park, he also selected 80 acres one-half mile east of the Sand Springs Home for his Sand Springs Amusement Park, which opened on July 4, 1911. This would also generate more traffic on the Sand Springs Railway. The Park contained electric rides, a children's playground, penny arcade and shooting gallery, a zoo with a bison herd, a small reservoir named Shell Creek Lake (the planned water source for Tulsa), boating and bathing facilities, a dance pavilion, picnic facilities, and exquisitely-manicured gardens.[69] Page–who was a tolerant northerner–also welcomed black people to the park, and even reserved it each year for the annual Juneteenth Celebration. When the park was closed in 1934, two sandstone sculptures of lions–one of a male lion guarding a cub, the other of a lone lioness–symbolic of Page's own self-image as the protector of widows and children, were relocated to the entry of the Sand Springs Home grounds.

In 1915 there were three theaters in Sand Springs: The Liberty, The Star, and The Harmony.[70] Page also built a public baseball park, located between Second and Third Avenues at Jefferson Street. All of these are now destroyed.[71]

At the same time, Sand Springs' history is also one of a blue collar town, and it has always had an interesting collection of beer taverns and other adult entertainment

establishments. The Rat Hole, for example, was a landmark pool hall located in the basement of the Rexall drugstore (201 North Main Street).[72]

Social clubs and fraternal organizations also have a history in Sand Springs. The Sand Springs Noon Lions Club, for example, was founded in 1929.[73] Local organizations such as the Women's Club, Red Cross, and the Sand Springs Home did what they could to assist families, and the town organized a Welfare Association.

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City Directories

Bristow City Directory. 1926.

This source is an excellent example of a small town directory. Located in the Oklahoma Historical Society Library, it includes a numerical street directory and occupation and population information about Bristow residents in 1926.

City Directory of Sand Springs. 1918.

This OHS Library holding is an early, good source of residential occupant and commercial business information on Sand Springs when the town was only ten (10) years old. It does not contain a numerical street directory, although it does contain an alphabetical directory and population information.

Sand Springs Telephone Directory. 1958-59.

This OHS Library holding is a telephone directory from the late 1950s. It is useful for obtaining community and commercial business information for the latest period of study in the survey.

State of Oklahoma. Department of Highways, Survey Division. Railroads of Oklahoma Existing and Abandoned as of June 6, 1870 - July 1, 1974. Oklahoma City, Okla.: Oklahoma State Department of Highways, 1974.

A valuable reference source on railroad construction in Oklahoma. Includes dates of construction, mergers, acquisitions, name changes, and construction progress.

United States. Census. The Five Civilized Tribes in Indian Territory: The Cherokee, Chickasaw, Choctaw, Creek, and Seminole Nations. Extra Census Bulletin. Washington, D.C.: United States Census Printing Office, 1894.

Valuable early description of population, economic, and social patterns in Indian Territory in mid-1890s, including considerable discussion on townsite settlement throughout each nation of Indian Territory.

Secondary Sources

Bailey, M. Thomas. Reconstruction in Indian Territory: A Story of Avarice Discrimination, and Opportunity. Port Washington, N.Y.: Kennikat Press, 1972.

This historical work details federal reconstruction policies as they were applied to the Five Civilized Tribes after the Civil War.

Baird, W. David and Goble, Danney. The Story of Oklahoma. Norman: University of Oklahoma Press, 1994.

An excellent recent comprehensive introduction to the history of the state by two prominent Oklahoma academic historians. Contains extensive coverage of the cultures and history of the Five Civilized Tribes in Indian Territory and the forces underlying the development of the northeastern Oklahoma study areas.

Bays, Brad A. Townsite Settlement and Dispossession in the Cherokee Nation, 1866-1907 (New York: Garland, 1998).

This is the only study to examine the town settlement process as it occurred in the Indian Territory prior to Oklahoma statehood. While the focus of this case study is how non-Indians established an extralegal urban presence in the Cherokee Nation that was several times the size of the Cherokee population, the same phenomenon took place in the Creek Nation during the same period.

Benedict, John Downing. Muskogee and Northeastern Oklahoma. 3 Vols. Chicago: S. J. Clarke Publishing Company, 1922.

An invaluable, multi-volume, well-illustrated publication relating to personalities and places connected to the founding and early development of Muskogee and other communities in eastern Oklahoma.

Buchanan, James S. and Dale, Edward (eds.) A History of Oklahoma. New York: Row, Peterson, and Company, 1924.

Designed and written as a textbook, this book is historically sound and one of the best brief surveys of Oklahoma history to 1920.

Bucher, Ward, ed. Dictionary of Building Preservation. New York: John Wiley and Sons, Inc., 1996.

This lengthy, recent publication is an excellent guide to architectural terms and definitions relating to the preservation field. Includes numerous illustrations.

Chlouber, Carla. "Otto Gray and his Oklahoma Cowboys: The Country's First Commercial Western Band," The Chronicles of Oklahoma 75(1997-98), 356-383.

This article examines an early western swing band that played in Bristow's KVOO studios, giving the town the distinction of broadcasting the world's first commercially-sponsored country music radio program.

Clark Jr., Clifford E. The American Family Home 1800-1960. Chapel Hill, NC: University of North Carolina Press, 1986.

An excellent book that explores the relationship between the image of the ideal house and family and the reality of middle-class family life. Full of photographs and illustrations tracing the evolution of the average American house to mid-century.

Comstock, William P. and Schermerhorn, Clarence E. Bungalows: Camps and Mountain Houses. Washington: The American Institute of Architects Press, 1990.

One in a series of an outstanding history of the evolution of the bungalow and craftsman architectural styles. Good reference book for understanding decorative details of bungalow/craftsman buildings.

Condra, G. E. "Opening the Indian Territory." Bulletin of the American Geographical Society 39 (1907): 321-340.

One of the earliest scholarly geographical accounts of land, life, and town development in Indian Territory. Written by a former federal surveyor who participated in the general survey of Indian Territory in the late 1890s.

Crawford, W. D. "Oklahoma and the Indian Territory." New England Magazine 2 (June 1890) 454-457.

Describes land use in Indian Territory during the late 1880s. Explains how a minority of whites control the majority of land and how the legal status of Indian Territory prevents federal intervention.

Dawes, Anna Laurens. "An Unknown Nation." Harper's Magazine 76 (1887-88): 598-605.

Describes Indian Territory in the mid 1880s generally as a region of vast natural resource wealth that is being exploited by a small minority of whites at the towns along the railroads.

Dawes, Henry L. "The Indian Territory." The Independent 52 (October 25, 1900): 2561-65.

Written by the former chair of the Commission to the Five Civilized Tribes, Senator Dawes explains the conundrums of land use in Indian Territory which made the task of allotment a daunting federal project.

Debo, Angie. And Still the Waters Run: The Betrayal of the Five Civilized Tribes. Princeton, N.J.: Princeton University Press, 1940.

By far the most ground-breaking and significant work on the history of the allotment of the Five Civilized Tribes. The level of scholarship and thorough documentation remains unmatched.

———. The Road to Disappearance: A History of the Creek Indians. Norman, Okla.: University of Oklahoma Press, 1941.

An excellent history of the Muskogee people, from their pre-removal days in Alabama and Georgia to their tenure in Indian Territory.

Doran, Michael F. "Origins of Culture Areas in Oklahoma, 1830-1900." Ph.D. diss., University of Oregon, 1974.

An excellent geographical analysis of migration patterns into Oklahoma and the resultant culture regions created by the merging of various groups.

———. "Population Statistics of Nineteenth Century Indian Territory." The Chronicles of Oklahoma 53 (1975), 492-515.

A ground-breaking investigation of origins of culture patterns in Indian Territory, including spatial analysis of upper and lower southern culture areas. Based on tribal census data.

Draper, W.R. "The Reconstruction of Indian Territory." The Outlook 68 (June 22, 1901): 444-47.

A good description of the legal transformation of Indian Territory under the allotment policy. Written from a pro-allotment viewpoint. Describes process of establishing legal townsites and surveying and distributing town lands.

Eggleston, George Cary. "The Historical Status of Indian Territory." The Magazine of American History (1883): 440-51.

Explains the anomalous legal status of Indian Territory within the framework of the U.S. Constitution and the resultant status of land and property rights within Indian Territory.

Fitch, C.H. "The Five Civilized Tribes and the Survey of Indian Territory." The National Geographic Magazine 9 (December, 1898): 481-91.

An early photojournalistic account of Indian Territory in the mid 1890s describing the government survey of the lands of the Five Civilized Tribes, which was then in progress. Lengthy description of towns as they existed at the time.

Foreman, Grant. The Five Civilized Tribes. Norman, Okla.: University of Oklahoma Press, 1934.

Perhaps Foreman's most influential historical work. Examines the political and social history of the Five Civilized Tribes from pre-removal times to statehood.

———. A History of Oklahoma. Norman, Okla.: University of Oklahoma Press, 1942.

A standard comprehensive account of the state by one of Oklahoma's most prolific authors.

Franks, Kenny A. The Oklahoma Petroleum Industry. Norman, Okla.: University of Oklahoma Press, 1980.

The best historical overview of the petroleum industry in Oklahoma.

Fugate, Francis L. and Roberta B. Roadside History of Oklahoma. Missoula, Mont.: Mountain Press Publishing Company, 1991.

Useful listing of major events related to specific locales in the state. Historical events in Bristow (p. 332), Broken Arrow (pp. 329-330), and Sand Springs (p. 331) are discussed.

Gibson, Arrell Morgan. Oklahoma: A History of Five Centuries. Second Edition. Norman, Okla.: Harlow Publishing, 1981.

The most widely-used text on Oklahoma history in high school history classes. Authored by a pre-eminent Oklahoma historian.

Gittinger, Roy. The Formation of the State of Oklahoma, 1803-1906. Norman: University of Oklahoma Press, 1939.

A scholarly history of events leading up to the creation of the state.

Goble, Danney. Progressive Oklahoma: The Making of a New Kind of State. Norman, Okla.: University of Oklahoma Press, 1980.

A political and social history of the evolution of the Oklahoma Constitution, including an examination of labor relations and socialism in the state.

Goins, Charles R. and Morris, John W. Oklahoma Homes: Past and Present. Norman: University of Oklahoma Press, 1980.

This handsome collection of photographs plus introductory text categorizes Oklahoma homes by chronological period.

Gottfried, Herbert, and Jan Jennings. American Vernacular Design, 1870-1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, 1986.

An outstanding guide to both residential and commercial building design in the United States, including simple illustrations. Extensive, well-thought-out text accompanies a systematic treatment of house and building styles.

Gould, Charles N. Travels Through Oklahoma. Oklahoma City, Okla.: Harlow Publishing, 1935.

An excellent early description of Oklahoma's physical geography, such as soils, vegetation, and landforms. Written by the director of the Oklahoma Geological Survey.

Green, Donald E., ed. Rural Oklahoma. Oklahoma City: Oklahoma Historical Society, 1977.

This collection of readings focuses on specific crops and livestock that played important roles in Oklahoma's agricultural history.

Harrison, Henry S. Houses: The Illustrated Guide to Construction, Design and Systems. Chicago: National Institute of Real Estate Brokers, 1973.

A comprehensive introduction to house design and construction components. Includes excellent sketches of major house styles, their distinguishing characteristics, and histories, as well as good illustrations of decorative details.

Henderson, Arn, et al. Architecture In Oklahoma: Landmark & Vernacular. Norman: Point Riders Press, 1978.

This book includes a collection of excellent photographs on a wide array of buildings and structures taken throughout the state. Organized by chronological period.

Hinton, Richard J. "The Indian Territory,—Its Status, Development, and Future." American Monthly Review of Reviews 23 (April, 1901), 451-58.

A lengthy article describing Indian Territory towns, the future of Indian land tenure, and the town platting process.

Hofsommer, Donovan L. (ed.) Railroads in Oklahoma. Oklahoma City: Oklahoma Historical Society, 1977.

Written by an author who probably knows more about Oklahoma railroad history than any other student of the subject, this anthology provides general information as to dates of construction of railways that influenced the development of the study area.

Longstreth, Richard. The Buildings of Main Street: A Guide to American Commercial Architecture. Washington, D. C.: Preservation Press, 1987.

A handy guide to commercial building styles and their principal architectural features in small towns and large cities of the United States. Excellent photos.

Kyvig, David E. and Marty, Myron A. Nearby History: Exploring the Past around You. Nashville: The American Association for State and Local History, 1982.

Excellent introduction to conducting local historical research, such as the use of local archives, county records, family histories, and Sanborn Fire Insurance Maps. A methodological must for developing historical contexts.

McAlester, Virginia and McAlester, Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1984.

The most important field guide for identifying architectural styles and decorative details when conducting historic preservation surveys. A standard in the field.

McReynolds, Edwin C. Oklahoma: A History of the Sooner State. Norman: University of Oklahoma Press, 1954.

A detailed political history of the state written by a history professor at Oklahoma State University. This book was used as a text in university-level Oklahoma history courses.

Miner, H. Craig. The Corporation and the Indian: Tribal Sovereignty and Industrial Development in Indian Territory, 1865-1907. Columbia, Mo.: University of Missouri Press, 1976.

One of the best-researched histories of political and economic conditions in Indian Territory prior to statehood. Examines how business interests seeking access to natural resources were able to undermine the political ideals that protected the governments of the Five Civilized Tribes. Describes the importance of Muskogee as the legal center for economic control of Indian Territory resource wealth.

Morris, John W. et al. Historical Atlas of Oklahoma. Norman: University of Oklahoma Press, 1986.

This is the best historical atlas of Oklahoma that exists. It covers a variety of topics, from cattle trails to railroads. Includes excellent, well-researched textual material with each map. The growth and development of the Tulsa metropolitan area, which today includes the study towns of Broken Arrow and Sand Springs, is examined on Map 83.

———, ed. Cities of Oklahoma. Oklahoma City: Oklahoma Historical Society, 1979.

A good collection of essays on urban patterns and specific cities and towns in Oklahoma. John W. Morris's essay, "The Oil Centers," (pp. 67-83) treats

Bristow, while Guy W. Logsdon's essay, "The Tulsa Metropolitan Area," (pp. 99-123) includes several paragraphs on the historical development of Broken Arrow and Sand Springs.

——, ed. Geography of Oklahoma. Oklahoma City: Oklahoma Historical Society, 1977.

A useful collection of essays on various topics relating to the geography of Oklahoma, such as agriculture, transportation, and cities and towns. Broken Arrow and Sand Springs are mentioned on page 152.

Morris, Mary E. "Bibliography of Theses on Oklahoma in the University of Oklahoma Library." Unpublished Master's Thesis, University of Oklahoma, 1956.

An very useful guide to theses relating to Oklahoma in the University of Oklahoma library prior to 1956.

Newton, Wanda. "Down at the Depot: Bristow, Oklahoma," unpublished manuscript, n.d.

This short typescript report by Bristow's foremost local historian summarizes the history of the Bristow Depot, which has been restored and houses the Bristow Chamber of Commerce and Historical Museum.

Phillips, Steven J. Old House Dictionary: An Illustrated Guide to American Domestic Architecture, 1600-1940. Lakewood, Colo.: American Source Books, 1989.

A very handy reference guide to terms relating to architectural features. Filled with simple drawings and includes an excellent cross-referenced index.

Reps, John W. Cities of the American West: A History of Frontier Urban Planning. Princeton, N.J.: Princeton University Press, 1979.

The most comprehensive work to date on the history of frontier town planning in the United States. This large volume is full of early plats. Each state is treated in a separate chapter, including one for Oklahoma. Federal town planning in Indian Territory is discussed at length, with much space given to Muskogee.

Rhoads, H. Cecil. Establishment and Development of Broken Arrow, Oklahoma (Moongate Enterprises, 1976).

An excellent, brief local history of Broken Arrow, including a detailed historical background, descriptions of political issues, and the establishment and growth of community churches, schools, fraternal and social organizations.

Ruth, Kent. Oklahoma Travel Handbook. Norman, Okla.: University of Oklahoma Press, 1977.

Compiled by one of the state's more noted historians, this travelogue of the state contains brief local histories. Bristow (p. 55), Broken Arrow (pp. 55-56), and Sand Springs (pp. 202-203) are each examined at length.

Sand Springs Museum. Sand Springs, Oklahoma: A Community History. 2 Vol. Sand Springs, Okla: Sand Springs Museum, 1994.

This is an excellent two-volume set of Sand Springs local, family, and business history.

Shirk, George H. Oklahoma Place Names. 2d ed. Norman, Okla.: University of Oklahoma Press, 1974.

This is the most recent study on the origins of city and county names in Oklahoma. A long list of town names, their origins, and post office operation dates.

Snider, L.C. Geography of Oklahoma. Norman: Oklahoma Geological Survey, 1917.

Despite its age, this publication provides a fairly good overview of physical geography in Oklahoma.

Thoburn, Joseph B. and Wright, Muriel H. Oklahoma: A History of the State and Its People. 4 Vols. New York: Lewis Publishing company, 1929.

A four-volume set that give a detailed story on Oklahoma to the 1920s.

Williamson, Harold F., et al. The American Petroleum Industry: The Age of Energy, 1899-1959. Evanston, Ill.: Northwestern University Press, 1963.

A comprehensive history of petroleum production organized by economic regions, including a history of Oklahoma's petroleum production.

Wise, Donald A. Broken Arrow Vignettes: Brief Local Histories. (Re Tvkv'cke Press, 1989).

Donald Wise must be recognized as the authority on Broken Arrow local history. His work as an editor and writer are unsurpassed and his works were very valuable to the historic context of the town.

——, ed. Tracking Through Broken Arrow, Oklahoma. (Re Tvkv'cke Press, 1987).

This source is simply an excellent source of historical information about the development of Broken Arrow.

——, ed. The Broken Arrow Chronicles, Vol. 1, No. 1. Broken Arrow Historical Society, 1987.

Apparently the first and only volume of this historical journal, this volume nevertheless is chock full of local information relevant to Broken Arrow's founding and development.

WPA Guide to 1930s Oklahoma. Lawrence, Kans.: University Press of Kansas, 1986.

With a new introduction by Anne Hodges Morgan, this is an updated version of the 1941 edition compiled by the Writer's Program of the Works Progress Administration.

Wright, Muriel H. A Guide to the Indian Tribes of Oklahoma. Norman, Okla.: University of Oklahoma Press, 1951.

Includes an informative section regarding the Creek (pp. 128-145) Nation of eastern Oklahoma.

Historic Contexts and Other Planning Documents

George O. Carney. Historic Context for Energy Development, Management Region #3, 1897-1930. Stillwater, Okla.: Oklahoma State University Department of Geography, 1987.

Community Planning Division, Indian Nations Council of Governments. Tulsa County Historic Sites (Tulsa, Okla.: Tulsa County Historical Society, 1982).

This document is an invaluable guide to the historic properties located within Tulsa County. Pages 17-33 contain thematic (Indians, white settlers, railroads, establishment, post offices, pioineers, incorporation, development, schools and churches, and proposed nominations to the National Register of Historic Places. Town maps and lists include locations of individual properties that are: a) included on the Oklahoma Landmarks Inventory; b) National Register-eligible; and c) National Register-listed. Thumbnail sketches of each property accompany the map.

XIII SUMMARY

The Reconnaissance Level Survey of Portions of Three Northeastern Oklahoma Towns (Bristow, Broken Arrow, and Sand Springs) identified, evaluated, and documented a total of 129 properties in the approximately five square miles of three study areas designated by the OK/SHPO. All properties were surveyed with minimum level documentation, including the completion of the OK/SHPO Historic Preservation Resource Identification Form and at least two 5 X 7 black and white glossy photographs.

1. Ten (10) individual properties were recommended for National Register consideration.
2. Twenty (20) individual properties were deemed worthy of further study for their architectural and historical significance to their respective towns.
3. Ninety-nine (99) properties were recorded as contributing resources to some six (6) proposed districts. The proposed districts include: 1) the Bristow Historic District (30 Bristow properties); 2) the Broken Arrow Historic District (36 Broken Arrow properties); 3) the Downtown Commercial District (7 Sand Springs properties); 4) the North Main Street Residential District (17 Sand Springs properties); 5) the Sand Springs Industrial Park District (5 Sand Springs properties); and 6) the Sand Springs Home Historic District (4 Sand Springs properties).
4. One pre-1979 National Register-listed property, the Haskell State School of Agriculture (NR-listed 1978), was found to have been destroyed.

5. Thumbnail sketches for six (6) proposed districts were outlined with tentative boundaries and justifications for intensive level surveys.

6. Eight (8) thumbnail sketches of areas that did not meet qualifications for intensive level survey were developed.

7. Fifty-four (54) of the surveyed properties were residential (both single or multiple). Single dwellings were by far the dominant property type surveyed in the three study areas.

8. Thirty-five (35) of the properties surveyed in the three study areas were commercial-related. These were the second most common type of property in the three study areas.

9. Additional types of properties surveyed in the three study areas included: social-related (5), industrial (4), education-related (4), religion-related (3), transportation-related (2), clubhouses (2), and government-related (1).

10. Residential areas in the three towns are characterized by an exceptional variety of architecture, including both vernacular and high style. Examples recorded at a minimal level of documentation include: Colonial Revival, Prairie School, Bungalow/Craftsman, Commercial Style, Queen Anne, Classical Revival, Tudor Revival, Mission/Spanish Colonial Revival, Renaissance Revival, Collegiate Gothic, National Folk, and Folk Victorian.

11. The commercial areas in the three study towns is characterized by a majority of one to three story buildings. None of the commercial buildings reached skyscraper proportions. A vast majority had red brick and buff

wall cladding. Few stone buildings were present. Decorative elements on commercial buildings are minimal, consisting mostly of modest decorative brick and contrasting stone trim.

Overall, the three towns possesses numerous cultural resources that meet age eligibility requirements and retain some degree of architectural and historical significance. Intensive level surveys in each of the three towns is advised for the near future. Several individual properties and proposed historic districts that retain a high level of historic and architectural integrity deserve immediate attention and early nomination to the National Register, while other individual properties and proposed districts are in need of rehabilitation. The Bristow Historic District should be given top priority for intensive level survey when funding is available because of its large number of intact resources that meet age and eligibility requirements.

Each of the three towns has preserved a number of cultural resources that represent different time periods and reflect different aspects of the community. Their respective municipal governments should be encouraged to emphasize properties that are representative of these time periods and remind all of the unique historical geographical changes that have occurred in and around them. In conclusion, individual citizens interested in preservation should be highly encouraged to form local preservation organizations and/or work closely with local historical societies, genealogical societies, Chambers of Commerce, and other grassroots organizations to effect preservation efforts, and to seek assistance and support from the Oklahoma State Historic Preservation Office and the Oklahoma Historical Society.

industrial core are located in the river valley, the most level and easily developed part of the community's topography. The residential section of this early development occurs in the higher, more varied terrain that was further from the river and probably perceived as a healthier environment. In between these, and serving as a buffer, are the commercial elements of the community. The commercial and industrial architecture of the community is quite utilitarian in character, with very little of it standing out. In addition to the town's social commitment, the town developers linked the residential areas to the commercial and industrial areas with a streetcar system. This represents quite an initial investment for a new community, again suggesting the valuing of community above individual interests. This approach to town development reflects an idealistic and forward-looking attempt to organize a model community, following the example of town planners that were experimenting with these issues in the mid-to-late 19'h Century.

The commercial and residential architecture of all of these communities is quite modest. None of the architecture included in the study should be considered exceptional. The community with the greatest variety of commercial and residential architecture is, as might be expected given its relative affluence, Bristow. Here we see examples of banks in Classical Revival (First National Bank) and Colonial Revival (Farmers State Bank) styles, a meeting hall (American Legion Building) and library (Bristow Public Library) in the Late Gothic Revival style, and miscellaneous shops and offices in a two-part commercial style that is a bit more elaborately developed than the other towns in the study. While there is a strong heritage of oil-related buildings in this community, none of the properties identified in the study area warrant mention architecturally.