

## Individual Properties

### Hollis

#### **Will Husband Football Stadium--Second Street and Walnut Street**

Many of the features of this athletic facility were built by the Works Progress Administration in 1939. These include concrete bleachers constructed into a rock embankment and a low wall of rough cut, no course sandstone encircling the field. For its association with local relief efforts during the Great Depression, and as an example of WPA craftsmanship, this property warrants further study under criteria A and C.

#### **United States Post Office--120 N. Second Street**

Built in 19  , this one-story square brick building has a flat roof. Its details reveal an Art Deco influence. A stone insert at the entrance extends vertically to the roof line. At the center are double metal doors, offset on each side by a tall, multi-pane windows. The remainder of the windows on the building are of similar design. A loading dock is at the rear. As a contributing resource to the potential Hollis Historic Business District, this property warrants further study under criterion A.

#### **Masons' Building--123 N. Second Street**

This two-story, two-part, brick Commercial style building was erected in 1929. The second story front contains three large arched windows with sandstone molding and keystones. In front of each is an ornate iron railing. A brick parapet wraps around the front to a depth of approximately one room. At the center of the parapet is a sandstone medallion consisting of a winged Masonic symbol. The rear of the building is defined by a step down in the roof line and a lack of ornamentation. As a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

#### **Residence--308 N. Second Street**

Built around 1930, this three-story brick home has a dominant side gabled roof, hipped at each end and intersected by three cross gables. The upper most story has five eyelid dormers. The main entry porch has three archways with brick detailing and keystones. An arched breezeway connects the house to a two-car garage having a hipped gabled roof. As an elaborate local example of the Tudor Revival style, this property warrants further study under criterion C.

#### **U.S. Department of Agriculture Building--Third Street and W. Lamar Street**

The Works Progress Administration constructed this one-story rectangular building in 1935. It has a low pitched hipped roof, and the walls are rough cut, regular course stone. A concrete block addition rests on the northwest side. For its association with local relief efforts during the Great Depression, and as an example of WPA craftsmanship, this property warrants further study under criteria A and C.

#### **Rip's Paint and Body Shop--110 E. Broadway Street**

This four-part, one-story commercial building was constructed

around 1930 and exhibits influences of the Mission style. This includes Mission style parapets above the two center units and a red tile half-roof on each adjacent unit. The units are also separated by polychromatic brick pilasters having a masonry disc-shaped medallion on top. As an example of applying the Mission style to a commercial building, and as a contributing resource to the potential Business District, this property warrants further study under criteria A and C.

**Jones-Pendergraft Building--126 W. Broadway Street**

Built in 1914, this two-part commercial block building incorporates elements of the Mission style. It has stucco wall cladding, with brick beneath the front metal awning. An urn and vine embellishment defines the Mission style parapet. Most of the windows have been boarded up. As a contributing resource to the potential Hollis Historic Business District, this property warrants further study under criteria A and C.

**Hollis Public Library/National Bank of Commerce--201 W. Broadway**

This one-part, one-story commercial brick building was erected in 1907. The north and west facades contain a total of eleven pilasters of contrasting brick, each capped with Ionic scroll capitals. Brackets support a wrap-around cornice, and contrasting brick defines the parapet. Formerly a bank, the building now houses the Hollis Public Library. As an example of the commercial application of the Classical Revival style, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**W.B. Groves Building--202 W. Broadway Street**

Built around 1907, this two-story, two-part commercial building is clad in painted, hand molded cement block that gives it a Romanesque appearance. The corner entry is beveled with a rectangular parapet on top. A large sign obscures most of this rough faced entryway. A contrasting band of brick stringwork wraps around the building, below the parapet. As an example of the Romanesque style, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Gould Hotel--211 W. Broadway Street**

This two-story, rectangular building was constructed around 1914. It has a pyramidal roof and stucco wall cladding. At the northeast corner is a beveled corner with a door. Four brick pillars support the full-width entry porch. As an unusual example of a commercial building exhibiting National Folk style influences, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Commercial Building--220 W. Broadway Street**

This one-part rectangular brick Commercial style building was erected around 1930. It has a flat roof and a front parapet with contrasting buff brick along its edge. The front facade also is defined by a buff brick insert just below the roofline. Some of the windows are boarded and the several large bay openings are filled with a different type of brick and concrete. A flat metal awning with shake shingles extends along the front. As a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Residence--701 W. Broadway Street**

This one-story Queen Anne home was built around 1908 and has stucco wall cladding, unusual for this style. The asymmetrical roof is hipped and the entryway rests at the northeast corner of the main facade. The wrap-around porch is supported by three wooden columns and has a pediment above the entrance. On the south is an addition with clapboard cladding. As a contributing resource to the potential Hollis Industrial District, and as an unusual example of its style, this property warrants further study under criteria A and C. *W-1000*

**Residence--202 E. Eula Street**

This large, two-story brick Tudor Revival style home was built around 1930. It is asymmetrical with a steep cross gabled roof. The front facing gable has an exaggerated eave with stone coping that extends almost to ground level. A massive chimney flanked by minimal Palladian windows dominates this gable. The partial width entry portico has a concrete capped brick pier with an urn on top. As an excellent local example of the Tudor Revival style, this property warrants further study under criterion C.

**Residence--220 E. Eula Street**

This two-story home was constructed during the 1920. A large recessed, one-story porch with a full width porch supported by battered piers dominates the front facade. The front facing gabled roof on both the porch and the second story have wide overhanging eaves and exposed rafter tails. A band of windows dominate the walls of the upper story. As the only local example of its style, this property warrants further study under criterion C.

**Residence--404 E. Eula Street**

This circa 1900 two-story rectangular stucco home has a side gabled roof and a one-story wing at the rear. The full width, one-story porch has a flat roof supported by four metal columns. As the only local example of an I-house of the National Folk style, this property warrants further study under criterion C.

**Residence--621 E. Eula Street**

Built around 1904, this two story asymmetrical wood home has a steep hipped roof with cross gables. On top of the roof rests an unusual hipped cap. The partial width wrap around porch is supported by wooden columns and has a rounded corner entry into the house. As an excellent example of the Queen Anne style, it warrants further study under criterion C.

**Residence--310 W. Eula Street**

*Craftsman style*  
This one-story wooden rectangular home was erected around 1930. It has a front gabled roof with wide overhanging eaves and exposed rafter tails. The full width entry porch has a front gable roof, crossed at one end with a hipped extension. The porch roof also has wide overhanging eaves with exposed rafter tails, and it is supported by battered piers on rectangular brick constructs. As an excellent example of the Craftsman style in Hollis' oldest residential area, this property warrants further study under criterion C.

**Residence--825 E. Hollis Street**

This small, one-story rectangular wooden home was built around 1930. The front facing gabled roof has wide overhanging eaves and exposed rafter tails. It has a width of one room and a shed addition at the rear. The partial width entry porch is asymmetrically placed and its gabled roof is supported by two rectangular wooden columns. As a contributing resource to the potential Historic Industrial District, and as an excellent example of the simple Shotgun style, this property warrants further study under criteria A and C.

**First United Methodist Church--201 W. Hollis Street**

Built in 1926, this two-story rectangular brick building has a flat roof. On the northeast corner is a rectangular brick bell tower that extends beyond the roof line and is accented with castellations. A false gable parapet above a large stain glass window defines the north facade. A rounded flight of stairs leads to the two entrances, one at each side of the northeast corner. As a local example of the Romanesque style, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Jones-Charlton House--202 E. Jones Street**

This very elaborate Queen Anne style home was built in 1904 by Dr. J.E. Jones, an early civic leader in Hollis. The asymmetrical two-story wooden building has a gabled on hipped roof, portions of which are topped with metal cresting. The partial width wrap around porch is supported by six wooden columns and has a spindlework balustrade. The most prominent feature, however, is an octagonal shaped turret with conical roof along the south facade. As a particular elaborate example of its style, and for its association with an early local community builder, this property warrants further study under criteria B and C.

**City Hall/Harmon County Jail**

Built in 1939, this two-story rectangular building is clad in ashlar cut, no course stone. The stone faced entrance has double plate glass doors. At the side and rear is a prisoner's cage, and the second story windows have bars. As a contributing resource to the potential Historic Business District, and for its unusual building material, this property warrants further study under criteria A and C.

**Residence--511 W. Jones Street**

Built around 1924, this one-story stucco clad home has a steep gable on hipped roof and a step down addition at the rear. At the side of the front facing gable is the entrance, which is covered by a flat overhang. A shed roof extending out the east facade forms a car port. As the best local example of the National Folk style displaying the regional use of stucco, this property warrants further study under criterion C.

**Residence--217 W. Lamar Street**

This one-story brick home was built around 1930 and basically has a rectangular shape. The side gabled roof is crossed by two front facing gables accenting the entrance. Adjacent to the entryway is a massive brick chimney with ceramic chimney pots. The doorway into the house is arched, as is the partial width wrap around porch. A flat roof metal car port extends from the east facade. As an excellent example of the minimal application of the Tudor Revival style, this property warrants further study under criterion C.

**Old American Legion Building--517 N. Morton Street**

This two story, rectangular building was constructed in 1935. It has a front facing gabled roof and the walls consist of rough cut stone. Concrete steps lead up to the arched entry, which is accented by a concrete insert. Adjacent to the stairs rests a wood shed that apparently serves as a covered entrance to the basement. For its association with the local American Legion post, and for its unusual building material, this property warrants further study under criteria A and C.

**Coley House--221 E. Vivian Street**

This asymmetrical brick <sup>two</sup> level home was built in 1932. It has a side gabled roof at the front, and a cross gabled roof at the rear. Both have wide overhanging eaves accented with decorative knee brackets. The entry has a hooded roof supported by two pairs of columns. The upper level along the main facade also contains eyelid dormers. For its association with the Coley family, early bankers and civic leaders in Hollis, and as a rare local example of a Prairie style influenced home, this property warrants further study under criteria B and C.

**J.M. Coley House--222 E. Vibian Street**

Built in 1929, this two story asymmetrical brick house has a red tile hipped roof with wide overhanging eaves. Its full width wrap-around porch is supported by brick columns and the brick wall along the porch has a concrete cap. The centered hipped dormer on the main facade has two small windows. A detached two story garage with living quarters above mimics the main house. As a local expression of the Prairie school style, and for its association with J.M. Coley, an early banker and community leader, this property warrants further study under criteria B and C.

**Residence--401 W. Washington Street**

This simple one story stucco t-shaped home was built around 1930. It has a cross gabled metal roof and entryway with a shed metal roof. On the east lies another entry with the same style roof over it. at the rear is a wood shed addition. As a contributing resource to the potential Historic Industrial District, and as an example of folk housing, this property warrants further study under criteria A and C. *styly* *National*

**Residence--610 W. Washington Street**

Built around 1930, this example of local *National* folk housing consists of two small, one story, stucco rectangular units, with the one at the rear being slightly wider. The front gabled roof has wide overhanging eaves and exposed rafter tails. The entry porch has a shed roof supported by two decorative wrought iron stands. As an example of its style, and as a contributing resource to the potential Historic Industrial District, this property warrants further study under criteria A and C. *styly*

## Individual Properties

### Mangum

#### **Sacred Heart Catholic Church Parish House--501 N. Byers Avenue**

*What is on the other side?*  
Built around 1920, this three story asymmetrical house exhibits many unusual features. The cross gable roof has a hipped end on one side, and the entry is a single story irregularly shaped room. The priest responsible for building the house used brick and granite rubble, and left the roof unattached in order that it might blow away during a tornado, thereby preventing the <sup>building</sup> structure from exploding. For its ~~association with the religious history of Mangum, and its~~ unusual style and building material, this property warrants further study under criteria ~~A~~ and C. *Can't be eligible due to religious significance.*

#### **Esther Thompson House--513 N. Byers Avenue**

This circa 1910 single story wooden home has a square massed floor plan. It has a steep hipped roof with deep boxed eaves. The full width porch is partially covered by a hipped roof and is supported by two groups of three columns. A bay window extends outward adjacent to the porch, and another is on the south side. As the only known mail order house in Mangum, this property warrants further study under criteria C.

#### **Residence--503 N. Lewis Tittle Avenue**

Built around 1907, this three story asymmetrical wooden home has a steep cross gable roof and a dominant front facing gable with clipped corners. On each side of this gable is a small gabled dormer. The wraparound porch has a low brick wall and its hipped roof is supported by battered piers. As an excellent local example of the Queen Anne style, this property warrants further study under criteria C.

#### **Mangum City Light and Power Plant--915 N. Lewis Tittle Avenue**

Built in 1913, this rectangular one-story brick building has a low pitched hipped roof with continuous gabled dormers along the south end. The three garage door openings along the street side of the building have all been filled with wood siding. For its association with the history of public works in Mangum, this property warrants further study under criteria A.

#### **Mangum Soft Water Plant--917 N. Lewis Tittle Avenue**

This circa 1920 rectangular brick building has a low pitched roof with silver painted tile. An arched pediment and pilasters define the double door entrance on the street side. The pediment is inscribed "Mangum Soft Water Plant--1920". The building also has a granite belt course, arched granite lintels, and granite sills. For its association with the history of public works in Mangum, and for its highly stylized appearance, this property warrants further study under criteria A and C.

#### **Residence--204 S. Louisiana Avenue**

This one-story rectangular stucco home was built in 1942. Essentially National Folk in style, its stucco wall cladding, arched doorway, and arched porch opening all suggest a regional Southwest influence. A small front gabled room defines the main facade, and behind it lies the larger front gabled main portion of the house. As a unique example of the National Folk style exhibiting regional

architectural influences, this property warrants further study under criteria C.

**Residence--216 S. Louisiana Avenue**

Built around 1910, this is a highly stylized example of the National Folk style. The two story t-shaped wood home has a side gabled roof and a shed addition at the rear. Three gabled dormers define the upper level of the main facade. The full width porch has a shed roof supported by three battered piers. As a unique example of its style, this property warrants further study under criteria C.

**Old Clay Building--101 N. Oklahoma Avenue**

Built around 1907, this two story, two part commercial block building is constructed of limestone and has a clipped corner at its main entrance. A stone sill belt course separates the two stories, and a flat metal awning wraps around two sides. All but three of the upper story windows are boarded. As a contributing resource to the potential Mangum Historic Business District, this property warrants further study under criteria A and C.

**First Cumberland Presbyterian Church--314 N. Oklahoma Avenue**

This two story l-shaped brick church was erected in 1927. A square brick bell tower offsets the front facing gable of the cross gabled roof. At the top of the tower are castellations. The bell tower entryway is arched, as are the three stained glass windows on the main facade. For its association with the religious history of the community, and as an example of the Gothic Revival style in Mangum, this property warrants further study under criteria A and C.

*Not eligible due to religious significance.*  
**Mangum Junior High School--400 N. Oklahoma Avenue**

Built in 1935, this one-story t-shaped brick building stresses function over style. It has a flat roof except for a slight barrel over the gymnasium. The main entrance is covered by a flat roof supported by rectangular brick columns and a smaller capped wall entrance exists on the south side. The ribbons of windows for each classroom have concrete sills. For its association with the educational history of the community, this property warrants further study under criteria A.

**Residence--607 N. Oklahoma Avenue**

This circa 1930 asymmetrical home has a cross gabled roof that is clipped on its various ends. The roof also has wide overhanging eaves, exposed rafter tails, and decorative knee braces. The full width entry porch has a low brick wall and its front facing gabled roof is supported by battered piers. As an excellent local example of the Craftsman style, this property warrants further study under criteria C.

**Epworth United Methodist Church--1721 N. Oklahoma Avenue**

This one-story, t-shaped wooden church dates to 1898 and was moved to its current site in 1911. It has a steep cross gabled roof with an inserted rectangular bell tower attached to the front facing gable. Here also is the front gabled porch entrance supported by two wooden spindlework columns and having wooden balustrades. As the only remaining wood frame church in Mangum, and for its association with the community's religious history, this property warrants further study

*Not eligible due to religious significance.*

under criteria ~~B~~ and C.

**Residence--330 N. Pennsylvania Avenue**

Built around 1920, this one story, t-shaped house is a unique domestic example of the Neoclassical style. The steep cross gabled roof has wide closed eaves and three gabled dormers along the main facade. The partial width wrap around porch is supported by groupings of square wooden supports on rectangular masonry piers. As an unusual application of the Neoclassical style, this property warrants further study under criteria C. *Local*

**Residence--502 N. Pennsylvania Avenue**

This two story brick home was built circa 1905. It has a hipped roof with silver painted tile and a hipped dormer centered along the top of the main facade. The eaves are closed and overhang widely. The full width entry porch has a flat roof supported by brick piers, and an unroofed portion wraps around the side of the house. The large casement window on the front facade is scored with stained glass across the top and side. As a local example of the early Prairie style, this property warrants further study under criteria C. *School*

**Residence--505 N. Pennsylvania Avenue**

This t-shaped, two story wooden house was erected around 1910, on the site of an earlier dugout. The steeply pitched cross gabled roof has fishscale shingling beneath the gables, and beneath the front and rear dormers. The partial width entry porch is covered by the bottom of the side gabled portion of the main roof, supported by wooden columns. As an excellent local example of the Gothic Revival style, this property warrants further study under criteria C.

**Residence--705 N. Pennsylvania Avenue**

Built in 1907, this two story wooden home has a low pitched hipped roof and a front facing hipped gable centered along the top of its main facade. The full width porch has a flat roof supported by two large square columns at the corners and two smaller ones at the center, defining the entrance. A two story recessed wing on the south appears to have been a sun porch that was enclosed. As a unique local application of the Colonial Revival style, this property warrants further study under criteria C.

**Residence--715 N. Pennsylvania Avenue**

Built around 1912, this three story wooden home has a hipped roof with a cross gable above the main entrance. This front gable serves as the roof of the full width, full height entry porch and is supported by four large Doric columns. As an excellent local example of the Greek Revival style, this property warrants further study under criteria C. *Classical*

**Masonic Lodge--100 S. Pennsylvania Avenue**

This three story, two-part brick commercial block building was erected around 1928. The uppermost portion of the front facing facade is defined by stone quoining. A stone parapet, stone keystoneing, and other stone window details delineate the front as well. However, all of the upper windows have been boarded. As a contributing resource to the potential Mangum Historic Business District, this property warrants further study under criteria A and C. *Local*



**Residence--613 S. Pennsylvania Avenue**

This one-story rectangular stone home was built around 1914. The side gabled roof has a clipped gable at the rear, and its widely overhanging eaves have exposed rafter tails and decorative knee braces along the side. The walls are cobbledstoned to the height of the first floor room, and the gable above this level is <sup>sided with</sup> asbestos. For its unusual utilization of cobblestone in the Craftsman style, this property warrants further study under criterion C.

**Residence--625 S. Pennsylvania Avenue**

This small, l-shaped, one-story cobblestone and brick home was erected around 1914. The side gabled roof is clipped at the top and has closed widely overhanging eaves and decorative knee braces. The full width stoop is made of concrete. Asbestos siding covers the walls of the side gables. For its unusual use of building material for the Craftsman style, this property warrants further study under criterion C.

**Dr. Border/McCurdy House--117 E. Cleveland Street**

Built in 1928, this one-story brick house is ~~very~~ asymmetrical and rests on an incline above street level. The cross gabled roof is tiled and has wide overhanging eaves with exposed rafter tails. Decorative braces are found along the gable also. A detached front gabled brick garage with upstairs room rests to the east of the entrance. The full width entry porch is supported by battered piers and has a rectangular honeycomb decorative truss. As a unique local application of the Craftsman style, and for its association with an early physician and civic leader, this property warrants further study under criterion A and C.

**Residence--419 E. Cleveland Street**

This two-story, t-shaped asbestos sided home was built in 1918. It has a steep side gabled roof with two hipped dormers along the ~~front~~ facade. The partial width entry porch has a low concrete wall that supports spindlework columns ending at a frieze. East side has a bay window with an extended gable above. As an excellent local example of the Folk Victorian style, this property warrants further study under criterion C.

**Mangum Lumber Company--213 E. Jefferson Street**

This one-story brick rectangular Commercial style building was erected about 1930. It has a flat roof and a centered brick parapet. Pilasters define the corners of the main facade, as well as the arched entryway. Brick work along upper portion of ~~main~~ facade give a balustrade appearance. As a contributing resource to the potential Business District, this property warrants further study under criterion A and C. ~~Overlooked~~

**Border-McGregor Hospital--222 E. Jefferson Street**

Built in 1900, this three-story, t-shaped buff brick building once housed a private hospital specializing in the removal goiters. The roof is flat, and has a centered parapet and flag pole along the main facade. The front also contains two arched brick entries. The ribbon of windows along all three floors are arched. The building now serves as the Old Greer County Museum. As a contributing resource to the potential Business District, and for its association with the history of health

*The survey form has Dr. Border as the architect/builder - is this correct?*

care in the community, this property warrants further study under criteria A and C.

**First United Methodist Church--301 W. Jefferson Street**

This 1909 two story brick church has a steep hipped roof, towers, and multifacet wings. Its appearance reflects the influence of several Exotic Revival styles of the late 1800s, with Richardsonian Romanesque dominating. For its unusual mixture of architecture, this property warrants further study under criteria C.

**Residence--320 W. Jefferson Street**

Built in 1907, this two story rectangular home has a steep cross gabled roof and a hipped dormer along the main facade. The dominant front facing gable forms the porch roof, which has a spindlework balustrade, rectangular wooden columns, spandrels, and a frieze. The rear corner bay window has a gabled roof of its own. As one of Mangum's oldest homes, and an excellent example of the minimal application of the Queen Anne style, this property warrants further study under criteria C.

**Wilcox Building--118 E. Lincoln Street**

This 1903 two-part, four story commercial block building has a flat roof with slight castellations capped with concrete. A decorative brick belt course with stone medallions separates the first floor from those above. Brick pilasters with stone capitals at the top of the first floor divide large plate glass windows along most of the first floor. A concrete elevator shaft and stairway is attached at the rear. As a contributing resource to the potential Business District, this property warrants further study under criteria A and C.

**Residence--505 W. Lincoln Street**

Built around 1930, this two story brick home has a side gambrel roof with full front and back dormers. The hooded porch overhang is supported by wooden columns. A two story recessed, capped sided wing rests on the east end, and a one story car port extends from the west side. The flat roof of the car port also serves as a balcony and has wrought iron balustrades. As an excellent, highly stylized example of the Colonial Revival style, this property warrants further study under criteria C.

**Residence--415 W. Pierce Street**

This 1927 one story, t-shaped brick home has a steep cross gabled roof with stucco and half timbering in the gables. The off-centered entrance is arched, as are the openings of the partial width wrap around porch. The main facade also has a massive brick chimney with chimney pots. The detached garage mimics the house's appearance. As an excellent local example of the Tudor Revival style, this property warrants further study under criteria C.

**Residence--423 W. Pierce Street**

Built around 1918, this two story asymmetrical house has a cross hipped roof with wide overhanging eaves and exposed rafter tails. It also has a one story hipped rear wing. The partial width wrap around porch has a front gabled roof supported by battered piers on rectangular brick supports. A shed roof overhangs the first floor front window on the front facing gable. As a particular elaborate local example of the

Craftsman style, this property warrants further study under criteria C.

**Greer County Courthouse Landscape--Jefferson Street and Oklahoma Street**

Built in the 1930s by the Works Progress Administration (WPA), these landscape features on the Courthouse lawn include an uncut, no course red granite brick wall and a semi-circular fountain on each side of the Courthouse entrance. The granite is outlined with mortar ropes and the fountains each have a 7-8 foot back drop with a three-tier splash basin. As an example of local public works by the WPA, and as a contributing resource to the potential Business District, this property warrants further study under criteria A and C.

**Pigg Building--NE Corner of Jefferson Street and Oklahoma Avenue**

Built around 1910, this two story, rectangular limestone clad commercial block building has a flat roof and clipped corner at its intersection entrance. The upper story windows are boarded with lapped siding and a shake shingle awning covers the first floor windows along the main facade. A stone band delineates the first and second floor stories. As a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Hotel Franklin--Jefferson Street and West Commerce Street**

This five story, brick, two part commercial block building has a flat roof and many elaborate architectural details. The latter includes stone belt courses between the first and second stories, and between the fourth and fifth floors. The roof has several stepped brick pediments, the one the front facade also having a flag pole. Brick pilasters with a concrete pediment and metal overhang create a marquee at the entrance. As an early skyscraper, elaborate example of the Commercial style in Mangum, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

## Individual Properties

### Sayre

#### **Residence--402 N. Second Street**

This two story, t-shaped wooden home was built around 1924. It has a combined cross hipped and gable roof, with a dominant front facing gable on the main facade. The full width wrap-around porch is supported by wooden columns and has a spindlework balustrade. Above the porch on the front facade is a balustraded balcony with spandrels and dentil work along the frieze. A bay window extends from the south side. As a good local example of the Queen Anne style, this property warrants further study under  criterion C.

#### **Rock Island Depot--Third Street and Poplar Street**

This circa 1932 building incorporates many of the design elements used by the Rock Island Railroad for its depots. The one story, slightly cross shaped brick and stucco depot has a side gabled tile roof with hipped extensions just below the end gables and small cross gables along the front and back facades. The entire roof has very wide overhanging eaves, which at the gables have exposed rafter tails, and along the sides, elaborate decorative knee braces. The depot also has wood double hung windows, a wood entry door, and a wood freight door. Restored in 1992, it currently serves as the Shortgrass Country Museum and Historical Society. As an example of Rock Island depot architecture, and as a contributing resource to Sayre's potential Historic Agri-business District, this property warrants further study under  criteria A and C.

#### **Sanford Hohenshelt House--401 N. Third Street**

This one story brick rectangular house was built around 1909 and illustrates a unique application of the National Folk style. Its hipped roof has hipped dormers on the sides and elaborate diamond shaped shingles. The partial width porch is cut from a corner of the front facade and is supported by a square brick column of alternating bands of buff and red brick. The corners of the porch, and the other corner of the front is quoined with contrasting brick. A shed addition is attached to the rear. As an  usual example of its style, and as one of the oldest homes in Sayre, this property warrants further study under  criterion C.

#### **Residence--601 N. Third Street**

Built around 1920, this asymmetrical one story brick home sets above the street on a small incline. The side gabled roof has a cross gable over the bay window extension on the east side, and the entire roof has wide overhanging eaves (no exposed rafter tails). The full width entry porch is supported by square brick columns. As an unusual asymmetrical example of the Craftsman style, this property warrants further study under  criterion C.

#### **Residence--1101 N. Third Street**

This one story square wooden home was erected around 1909. It has a hipped pyramidal roof and a full width porch supported by rectangular wooden posts. A shed addition rests at the rear. As an excellent local example of a pyramidal National Folk style home, this property warrants further study under  criterion C.

**Beckham County Courthouse Annex--100 S. Third Street**

This 1935 two story irregularly shaped building has a flat roof defined by a course of small dentils along the wall junction. Tuscan columns support a flat roof extension, creating a breezeway to the adjacent courthouse building. Brick pilasters with stone capitals define the corners of the annex and separate the windows. A concrete belt course wraps around between the basement and first floor. As an example of the Greek Revival style in a government building, and as a contributing resource in the potential Sayre Historic Business District, this property warrants further study under criteria A and C.

**Old Sayre High School--Fourth Street and Enterprise Avenue**

This one story, slightly t-shaped brick building was constructed around 1930. The flat roof has a stepped parapet, capped with stone, centered along the front facade. Two Gothic Revival towers with castellations define the two front entrances. Brick pilasters with stone medallions accent the corners. The windows have been boarded in this now vacant building. As an example of the Gothic Revival style, and its association with the community's educational history, this property warrants further study under criteria A and C.

**Residence--602 N. Fourth Street**

This two story asymmetrical brick home, built around 1930, has a crossed gable roof with a large hipped dormer on its east side and a hipped roof over a rear sun room. Its partial width wrap around porch has an arched entryway and an arched opening along the side. The gables of the roof are filled with stucco. As a good local example of the Tudor Revival style, this property warrants further study under criterion C.

**Residence--702 N. Fourth Street**

This one story, l-shaped brick home was built around 1920. It has a hipped roof with wide overhanging eaves and a chimney on the west side that pierces the roof. The full width entry stoop has a low brick wall capped with concrete, the front corners of which have square brick piers with decorative diamond shape medallions. The entry is defined by an elaborate hooded overhang supported by scrolled brackets. As a good local domestic example of the Italian Revival style, this property warrants further study under criterion C.

**Residence--706 N. Fourth Street**

This one story, t-shaped home was built around 1920. It has a steep cross gabled roof and the walls and gables are stucco. The partial width wrap around porch has arcade entries. The side gable on the south side has a stuccoed mass chimney with ceramic chimney pots, and the pair of windows along the main facade are defined by a front facing gable above. As an excellent example of the regional use of stucco in a minimal Spanish Eclectic style, this property warrants further study under criterion C.

**United Methodist Church--802 N. Fourth Street**

Built in 1901, this sanctuary is a three story, I-shaped, brick building with a complex cross gabled roof. A concrete stairway with low brick walls leads to the main arched entry which is outlined with inserted stone and quoining. Above this is a large arched window, with similar decorative detail. On each side of the entrance is a stepped

brick bell tower with stone details. A recent annex exists on the northwest. As a local example of Romanesque inspired religious architecture, and as one of the oldest brick churches in Sayre, this property warrants further study under criterion C.

**Residence--809 N. Fourth Street**

This one story rectangular wooden home was built in 1909. It has a hipped roof made irregular in shape by gabled dormers having fish scale shingling. The partial width wraparound porch is supported by square wooden posts and has a simple balustrade. As a local example of the Queen Anne style, this property warrants further study under criterion C.

**Residence--1001 N. Fourth Street**

Built around 1920, this one story rectangular brick home has a low pitched hipped roof covered with tile. The roof has wide overhanging eaves. A small rear mud room has a hipped tile roof. The partial width entry porch has a flat corniced roof supported by four rectangular wooden columns. Side lights accent the entry door. As a good local example of the Italian Revival style, this property warrants further study under criterion C.

**Residence--1105 N. Fourth Street**

This one story rectangular brick home was constructed around 1930. Its front gabled roof has clipped ends as does a stepped front gable. The roof also has wide overhanging eaves with exposed rafter tails. The partial width entry porch has arched opening and its own gabled roof. As a unique local example of a brick Craftsman style home, this property warrants further study under criterion C.

**Residence--1210 N. Fifth Street**

Built around 1930, this one story cross shaped stucco home has a combination hipped and gabled roof with decorative diamond shaped shingles. The partial width entry porch has an arched entryway and arched openings on its side. A bay window extends from the north. A wall with an archway connects the house and the detached garage. A good local example of Spanish Eclectic domestic architecture, this property warrants further study under criterion C.

**Farmer's Co-op Gin--Sixth Street and W. Walnut Avenue**

Built around 1940, this agricultural processing structure includes a corrugated metal ginning building, a two story side gable metal building with step down wings, and a full height truck bay. There also is a cone shaped kiln, square metal drying shed, and a storage vat on a metal framed base. Because of its association with Sayre's historic role as an agricultural processing center, and as a contributing resource to the potential Sayre Historic Agri-business District, this property warrants further study under criterion A and C.

**Residence--201 N. Sixth Street**

This two story rectangular wooden building was constructed around 1924. The front facing gable roof has wide overhanging eaves and exposed rafter tails. The wraparound roof has a shed roof with exposed rafter tails and is supported by wooden columns on brick piers. At the corner of the porch is a pedimented entryway. A centered second story door on the main facade has a small railed balcony. At the rear is a one story shed addition. Given its large size and physical appearance,

*have*  
this might at one time been a boarding house or hotel. As a contributing resource to the potential Historic Agri-business District, this property warrants further study under criteria A and C. ~~Why A?~~

**Presbyterian Church--311 East Cedar Avenue**

*Because of the siding does not warrant further study.*  
This 1908 two story church has a steep cross gabled roof with the recessed side gable on the main facade serving as the entrance. The dominant front facing gable has fish scale shingling with a ribbon of four tall narrow, rectangular windows below. The partial width entry porch has a small concrete stairway with metal railing. It also has a gabled roof with decorative cuts within a faux truss. Metal lattices support the porch roof. The bell tower has a steep pyramidal roof and the south side has on the first floor a ribbon of four windows matching those along the front and a large arched window above. Metal siding has replaced the original wood wall cladding. Nevertheless, as one of the oldest churches in Sayre, this property warrants further study under criteria A and C. *Why A?*

**Sayre Garin and Feed--301 E. Maple Avenue**

This agricultural processing complex was built in 1921. It consists of a front gable building with clapboard siding which houses the grain store. To the south rest drive-on scales. A small elevator, feed bin, and grain chute are also part of the complex. The small elevator is about two stories high with a small observation on top. For its association with Sayre's role as an agricultural processing center for the surrounding hinterland, and as a contributing resource to the potential Historic Agri-business District, this property warrants further study under criteria A and C.

**Residence--109 E. Poplar Avenue**

This simple one story, rectangular, stuccoed National Folk style home was built around 1920. It has a steep front gabled roof. Both the front and rear porch entrances are covered with a gabled overhand supported by wooden knee braces. As a contributing resource to the potential Historic Agri-business District, this property warrants further study under criteria A and C.

**Residence--209 E. Poplar Avenue**

This circa 1924 property consists of two Shotgun houses bridged with a central addition, giving the entire property an I-shape. This makes for a cross gabled roof which has exposed rafter tails under the eaves. Each of the shotgun portions has a simple partial width entry porch with a gabled roof supported by two rectangular wooden posts. For its unusual utilization of the Shotgun style, and as a contributing resource to the potential Historic Agri-business District, this property warrants further study under criteria A and C.

**Residence--309 E. Poplar Avenue**

This one story Shotgun style wooden home was built around 1924. Its front gabled roof has wide overhanging eaves and exposed rafter tails. The entrance is slightly off center and is offset by a single rectangular window. The one-step high entry stoop extends the full width of the front. As a good local example of its style, and as a contributing resource to the potential Historic Agri-business District, this property warrants further study under criteria A and C.

**Ivester House--711 N. Broadway Street**

This circa 1908 minimal Queen Anne style wooden home has two stories and a full attic. Rectangular in shape, it has a hipped roof with a dominant front facing gable having fish scale shingling. The full width entry porch has a shed roof supported by four square wooden columns. A small shed addition rests at the rear. As a local example of its style, and for its association with J.W. Ivester, an early business and civic leader, this property warrants further study under criteria B and C.

**Residence--900 N. Broadway Street**

Built around 1940, this one story square brick building has a crossed gable roof with a hipped extension wrapped around the rear. The gables in this fourplex are filled with stucco, and the entrance on the south and east both have a wooden hood overhang supported by knee braces. As a World War II era multiple dwelling drawing on the influence of the Tudor Revival style, this property warrants further study under criteria C.

**Old Sayre Junior High School--1111 N. Broadway Street**

Built around 1930, the central portion of this T-shaped school building consists of two stories, with a one story wing extending from each side. All have a flat roof delineated by a concrete cap, except for the rear gymnasium, which has a slight barrel roof. The main entrance receives further emphasis with polychromatic pilasters, a pediment, and a cartouche. Corbelling and brick inlays along the main facade give a horizontal emphasis. The main entrance is covered by a flat roofed car port supported rectangular brick pillars. The original large windows have been filled with brick and smaller fixed windows. As an example of education related architecture, and for its association with the educational history in the community, this property warrants further study under criteria A and C.

**Maley's Pharmacy--104 E. Main Street**

This two story, two-part brick Commercial style building was constructed around 1910. The north and west sides have an exaggerated parapet with pilasters and elaborate brick inlays. At the rounded corner is a metal clad onion-shaped turret. The first story has been clad with more recent brick and has a shake awning. The brick on the second story has been painted gray, and the windows at this level have been boarded. As a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Beckham County Abstract Company Building--211 E. Main Street**

This small one-story, one-part commercial block building was constructed around 1930. It has a flat roof with a centered raised rectangular pediment on the main facade. Below this is a stone balustrade insert. The centered entrance is offset on each side by a narrow multi-glazed window, with concrete coping above and a diamond shaped medallion further up the facade. As an excellent local example of the Commercial style, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Professional Law Offices--213 E. Main Street**

This small, one story brick Commercial style building compliments



its neighbor at 211 E. Main Street. Built around 1930, it has a flat roof and rectangular pediment above the main entrance. Below this is a buffed brick insert, possibly replacing an original cartouche. The site around the property is outlined by a low brick wall with intermittent low brick piers. As a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Sayre City Hall/Old First National Bank Building--102 W. Main Street**

Built in 1905, this two story, two part brick commercial block building exhibits many elaborate details. These include a flat roof accented by a stone course just below the roof line consisting of a band of brick arches containing diamonds. The corner entrance is clipped and has a tall triangular pediment with a semi-circular cartouche inscribed "First National Bank". The windows at street level receive emphasis from inlaid stone pilasters and pediments, while those on the second story have stone sills, lentils, and faux shutters. As an elaborate example of the Commercial style, and as contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**H.W. Hugo Company Building--112 W. Main Street**

This small two story, two-part brick Commercial style building was erected in 1907. It has a flat roof and a semi-circular cartouche styled pediment, inscribed "1907 H.W. Hugo". The street level has black ceramic wall cladding. The long, narrow windows on the second story have been boarded, but are accented by stone sills and lintels. As one of Sayre's oldest extant commercial buildings, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

**Hullen Hardware Company Building--114 W. Main Street**

This two story, two-part brick Commercial style building was built around 1907. The flat roof is offset on the main facade by a semi-circular cartouche style pediment inscribed "Hullen Hardware Company". The upper story windows have been boarded, but have stone sills and lintels. The transom above the first floor windows has been boarded as well. As one of the oldest commercial buildings in Sayre, and as a contributing resource to the potential Historic Business District, this property warrants further study under criteria A and C.

## Districts

The following is a brief sketch of the potential historic districts identified in the survey. A map of each district, along with a list of the documented properties within it, is in a separate section of this report.

### **GRANITE HISTORIC BUSINESS DISTRICT**

#### History

The Granite Historic Business District is significant as an example of a central business district developed between 1900 and the 1930s, the period of strong economic growth associated with the development of agriculture, the state reformatory, and the granite quarries.

Granite grew rapidly after the <sup>attachment</sup> ~~opening of the unassigned lands~~ of Greer County in 1896 and the opening of the Kiowa-Comanche reservations in the 1900. Town lots were sold in 1900 in anticipation of the arrival of the Rock Island Railroad. Within one year, the commercial district of Granite included a hardware store, drygoods store, grocery store, meat market, lumber yard, and bakery. The Fellow Brothers of England opened a Granite quarry at the end of Main Street in 1902, and in 1909, state legislatures located one of two state reformatories near the small town. With a strong economic base, the commercial district flourished. The original town site was platted in 1900 by K.C. Cox of Mangum.

#### Description

The Granite Historic Business District is a single four-block commercial strip along Main Street. The terrain is exceptionally flat with little relief for drainage. A granite-lined drainage conduit crosses Main Street at 5th, also known as Parker Street. Fifth Street is divided by a grassy median much like a boulevard but local traffic uses

both sides for two-way traffic. Main Street, bricked and wide, provides plenty of room for angle parking in front of the retail stores. The buildings are set back from the curb by deep sidewalks. The decline of economic activity is evident by the gaps between the commercial rows where buildings have been removed but not replaced and by the numerous empty store fronts.

#### Boundary

The boundary for the Granite Historic Business District is a common boundary with the Older Residential Area and the Historic Agri-Business District. It is a small district beginning on the northeast corner of Granite <sup>proceed</sup> to the northwest corner of Main Street Alley and 6th, it continues south four blocks to the northwest corner of Main Street Alley and 2nd Street. Beginning at Main Street, this is a common boundary with the Historic Agri-Business District. At the northeast corner of Granite Avenue and 2nd Street, turn north <sup>and proceed to the</sup> to the northeast corner of Granite Avenue and 6th Street, the point of origin.

*Full boundary is not shown on map.*

#### Architecture

The commercial rows of the older retail businesses along each side of Main Street provides a visual image of a commercial district. Although it is a mixed composition of architectural styles and materials, the overwhelming feeling is of an early era with few intrusions to detract from this impression.

Red granite from the local quarries is the main building material. Two-part, two-story commercial buildings include the City Hall, Willis Hardware, and the IOOF building, all built around 1910. The architectural style of the Willis Hardware and the IOOF buildings is the Plains commercial. Each retains many of its original features, including the large plate glass windows. The integrity of the City Hall has been somewhat diminished by numerous alterations, but it still contributes

to the district. Small single story buildings with various types of awnings and wall cladding fill in the rest of the blocks. A beveled-corner bank building is located on the corner of 3rd Street and Main Street.

#### Noncontributing Properties

Extensive alterations to the store frontage on some of the commercial buildings lessens the quality of the original architecture. The most obtrusive is the use of shake shingle and metal awnings. In some cases, the general deterioration of the buildings are distracting. However, approximately 80% of the buildings contribute to the district.

#### Recommendation

The Granite Historic Business District appears to be eligible for the National Register of Historic Places based upon the commercial strip's visual cohesiveness ~~and warrants further research~~. It, therefore, deserves an intensive level survey.

### GRANITE HISTORIC AGRI-BUSINESS DISTRICT

#### History

The Granite Historic Agri-Business District is significant as an example of an agricultural district developed between 1900 and the 1930s. In 1900, town lots were sold in anticipation of the arrival of the Rock Island Railroad and the opening of the Kiowa-Comanche lands across the river. The cattle era had come to a quick close in the 1890s, and now the lush grasslands surrounding Granite were soon to be turned by the plow into cotton fields. The railroad provided the means of transportation for local agriculture products, primarily wheat and cotton, and granite from the local quarries. The district is part of the

original townsite platted in 1900.

### Description

The Granite Historic Agri-Business District is at the junction of S.H. 9, the south end of Main Street, and the former Rock Island Railroad tracks. The terrain is flat with little relief. Most of the business<sup>26</sup> within the district are still dedicated to agricultural.

### Boundary

The boundary for the Granite Historic Agri-Business District begins at the southeast corner at the junction of S.H. 9 (1st Street) and Main Street near the C R & P railroad tracks. [It includes both sides of the streets and shares common boundaries with the Older Residential Area of Granite and the Granite Historic Business District. <sup>How?</sup> From the point<sup>of</sup> origin proceed north one block to 2nd Street and Main Street. This is the beginning of a common boundary with the Historic Business District. Turn west one block to the southwest corner of Granite Avenue and 2nd Street. Turn north on Granite Avenue<sup>and go</sup> to the northwest corner of Granite Avenue and 3rd Street. This is the beginning of a common boundary with the Older Residential Area. Turn west one block to the northwest corner of Cottonwood Street and 3rd Street. Turn south on Cottonwood Street and proceed ~~to~~ <sup>X</sup> two blocks to the southwest corner of <sup>Cottonwood</sup> ~~the~~ S.H. 9 (1st Street). <sup>and</sup> The south boundary includes both sides of the highway. Turn back east and return to the point of origin at the corner<sup>26</sup> of S.H. 9 and Main Street.

### Architecture

The resources within the Granite Historic Agri-Business District includes the Farmers Co-op two-story, metal clad cotton gin with a single story seed storage wing and cross gable bay. Within the complex are round metal silos, ~~and~~ chutes and rows of cotton trailers. The gin

was built sometime in the 1920s. In the general location are machine shops and tractor repair shops. Other agricultural-related businesses include a feed store on the northwest corner of the highway and Main Street, and a three-story, metal clad wheat elevator built in the 1930s on the northeast corner.

#### Noncontributing Properties

There are few noncontributing properties in the district. At <sup>the</sup> site of the original Rock Island Railroad Depot is a Farmers Co-op elevator that was constructed during the 1950s. The Nance Hotel on Main Street was built in 1947 on the site of the town's livery stable. Within the district is a bay-style gas station typical of the late 1930s or early 1940s. Although the Farmers Co-op Elevator and the Nance Hotel are more recent additions, the still maintain the central theme of the agricultural district.

#### Recommendation

The Granite Historic Agri-Business District appears to be eligible for inclusion on the National Register of Historic Places based on the area's visual cohesiveness and integrity of historic properties. It, therefore, should be surveyed at the intensive level sometime in the future.

### **HOBART HISTORIC BUSINESS DISTRICT**

#### History

The Hobart Historic Business District is significant as an economic trade center and as the county seat of Kiowa County. The district developed between 1901 and 1930, during the peak of the agricultural industry in southwest Oklahoma.

Hobart, a government-planned county seat, flourished as a center

for county activities. The early presence of a railroad <sup>0</sup>provided two important assets to the community. First, it allowed building materials, which included brick, to be on ~~the~~ site for immediate construction of the business district, and secondly, it established Hobart as a major marketing center. Soon after the opening of the Kiowa-Comanche-Arapaho ~~unassigned~~ lands and the auctioning of lots for the townsite of Hobart, two-story brick buildings outlined the courthouse square. As the town gained economic stability, the district grew to include civic buildings and other retail stores. The wave of architectural styles and functions in the Hobart Historic Business District reflect the prosperity of the community during between 1901 and the 1930s. Early victorian styled commercial buildings near the courthouse give way to the one-story brick Plains Commercial of the early 1930s on adjacent streets. The district <sup>was</sup> ~~is~~ <sup>as the</sup> ~~platted~~ <sup>at</sup> Hobart Original Addition in 1901.

#### Description

The Hobart Historic Business District includes the town square built around the Kiowa County Courthouse square <sup>and</sup> extends one block to the north, <sup>How?</sup> west, and south sides along Main, Jefferson, and Washington Streets. The wide red-bricked streets accommodate angle parking on each side. Spacious sidewalks set two ~~and~~ and three ~~story~~ story original brick buildings away from the curb ~~ed~~-lined thoroughfares. Bank buildings, old and new, command the corners of the major intersections. A large modern bank building disrupts the turn-of-the century commercial row. There are a few large vacant lots southwest of the courthouse on Jefferson Street, indicating the location of earlier commercial buildings. Most of the buildings on the east side of the square have been extensively altered or stand vacant. However, the buildings on the south and west sides still provide retail and county services. The north/northwest corner of the town square along Main Street forms the anchor for civic and

government buildings including the former city hall which includes the current fire and police stations, the post office, a former bank building, and the Carnegie Library. The library, city hall, and Kiowa County Courthouse are listed on the National Register. Another sector of the business district is located along Washington Street with one-story plain commercial style buildings, except for the two-story Stanley Furniture store. Almost all are vacant. These were marginal businesses originally designed to serve the newly mobile society of the 1920s and 1930s, including a bay gas station and several car dealerships.

### Boundaries

The borders of this district share ~~common~~ boundaries with the Historic Agri-Business District and the Older Residential Area and are as follows: Beginning at the northwest corner of 2nd Street and Washington Street, go east two blocks, crossing Main Street, to the northeast corner of 2nd Street and Jefferson street. Turn south along the east side of Jefferson and proceed to the northeast corner of 5th Street and Jefferson. Turn west and continue along the north side of the 5th Street two blocks to the northwest corner of Washington Street and 5th Street (this is a common boundary between the Hobart Historic District and the Hobart Historic Agri-Business District). At the northwest corner of 5th Street and Washington turn north and proceed three blocks to the point of origin.

Washington, Main, and Jefferson streets are main arteries through the heart of Hobart's commercial district. Other commercial developments adjacent to the Hobart Historic District, but not included, are the result of strip development characteristic of later development.

### Architecture

The core of the Hobart Historic Business District is a row of brick, two-part commercial buildings on the north, east, <sup>and</sup> south side<sup>s</sup> of



the county court house square. The continuity of the style and ages of the buildings provides a common factor that identifies the area as a district. The exterior facades of several buildings have been altered, especially Booth~~2~~Drug Store on the corner of Main and 4th Street. However, most continue to contribute to the district. On the east side, the continuity is not as visually strong. Some of the oldest buildings are located on this side. Their functions have changed and the buildings altered. Although this side of the county court house square lacks the same quality as the rest of the district, its age and ~~its~~ buildings still reflect the historic period and they complete the continuous district that surrounds the Kiowa County <sup>court</sup> house.

The strongest components of the district are located on the northwest corner of the area. The original City Hall, a two-part commercial building, is listed on the National Register <sup>when?</sup> as is the Hobart Carnegie Library. Across the street, the Italian Revival architectural style of <sup>the</sup> Hobart United States Post Office warrants further study as a possible individual nomination. On the southwest corner of this intersection, one of Hobart's original banks still commands a presence in the central business district. The function of the building has changed and is currently subdivided into several smaller stores. An Ionic column embellishes the clipped corner and supports <sup>the</sup> second story overhang. The second component of the business district is on Washington Street. The one-part Plains Commercial architectural style is dominate among the brick buildings here. Typically, they have large plate glass windows and a squared parapet. The Stanley Furniture Company is the exception; a two-part commercial brick building with <sup>the</sup> mission <sup>style</sup> detailing. Although empty, it stands void of change since it was built in 1929 and is recommended for further consideration for the National Register. Across the street is a Phillips 66 gas station. This was once the original Texas Station, later known as the Texaco Company. It is a brick building with a bay having castellations across the front and side. This

building still functions as gas station with few alterations. It, too, merits further study.

#### Noncontributing Properties

There are few noncontributing properties in the Hobart Historic Business District. Most are new buildings replacing older ones. Some of the original buildings have lost their integrity due to extensive alteration, including metal siding superimposed over the brick facade. In some cases, the brick is painted with an uncommon or garish color. However, at least 80% of the buildings still contribute to the district.

#### Recommendations

The Hobart Historic Business District appears to be eligible for inclusion on the National Register of Historic Places, based on its visual cohesiveness and integrity of historic properties. It is recommended that the district be intensively surveyed and a nomination to the National Register be prepared.

### **HOBART HISTORIC AGRI-BUSINESS DISTRICT**

#### History

The Hobart Historic Agri-Business District is significant as an example of an agricultural\railroad economic center developed between 1901 and the 1930s. The railroad junction of the westward bound Chicago, Rock Island & Pacific Railroad and the northward tracks of the St. Louis & San Francisco lines established Hobart as regional distribution center for agricultural commodities and as an agricultural processing center for wheat, cotton seed, and by-products.

Numerous grain elevators and processing plants located near the depots shortly after 1901, but the Chickasha Cotton Oil Company

<sup>the</sup>  
~~eventually~~ dominated area market within the first decade. Large storage and seed processing plants encompassed both railroad tracks. Secondary agricultural businesses also flourished on the north side of the Chicago, Rock Island & Pacific line, including creameries, hatcheries, loading docks, and agricultural service businesses. The architectural style of residential housing in the district includes earlier folk housing types, [including <sup>the</sup> several Shotgun styles, hall-and-parlor, mass-pyramidal plans,] <sup>and</sup> and the later addition of the simple Craftsman bungalow. The Hobart Historic Agri-District straddles the railroads' right-of-ways in the original townsite platted in 1901.

### Description

The three distinctive components of the Hobart Historic Agri-Business District includes the rail center and junction, the agricultural retail businesses on the north side of the Chicago, Rock Island & Pacific depot and tracks, and the residential area. The Chicago, Rock Island & Pacific tracks cut a block wide, northeast to southwest swathe through the district. Midway on the north side of the Main Street junction is the extant Rock Island depot, now a museum, and the Hobart Seed Company on the south side. Across from the depot is the Farmer's Co-op Feed Store, loading dock, and grain elevator. North of <sup>the</sup> Farmer's Co-op and depot and along 5th Street are various vacant commercial buildings associated with the district, including a farmer's market. At the 5th and 6th Street intersections with Eastern Avenue are several metal seed bins and miscellaneous buildings associated with the agri-business district. East from Jefferson Street, Eastern Avenue is a small residential area with various folk house styles, and south between <sup>the</sup> railroad tracks and 7th Street is another residential area associated with the district.

### Boundaries

The boundary of this district is irregular and it shares common boundaries with the Historic Business District and the Older Residential Area. It begins at the southwest corner of Washington and 5th streets and extends two blocks to Jefferson Street. This is a common boundary with the Hobart Historic Business District. The boundary continues four blocks east to the east side of the railroad right-of-way east of Eastern Avenue. From this point turn south to 7th Street. Turn west and proceed six blocks west to the southwest corner of Washington and 7th Streets, then north to the point of origin.

*The north boundary is the only boundary that does not encompass both sides of the street?*

### Architecture

The landscape, the structures and buildings associated with agriculture and the railroad, and the architectural styles of the residences and retail stores presents a visual cohesiveness that defines the district. The Farmer's Co-op elevator and the Hobart Seed Company, formerly the Chickasha Cotton Oil Company, are evidence of some<sup>of</sup> the earlier elevators in the district, possibly constructed between 1915-1920s. Both are constructed of metal plates, but the Farmer's Co-op elevator's sheet metal appears to be older. The 1930s Plains Commercial architectural style of the Farmer's Co-op store and other agricultural-related retail stores in the district indicate a continuing period of agricultural emphasis. Most are one-story, brick buildings with a square style parapet. A gambrel style mule barn built about 1916 may be the oldest building in the district. The architectural style of the headquarters for the Chickasha Oil Company built in 1925 ca., located near the large metal seed bins and the Chicoline Seed Company elevators, provide a social comment on the cotton industry in Hobart. Although vacant and in disrepair, the large two-story, Classical Revival styled building, with ~~A~~ five of its six original columns, reflect the continuing southern influence of the cotton industry. This same style was used in the residence of the owner's home outside the district. The Rock Island

depot also reflects the southwest regional influence with the use of red tile roof and stucco wall cladding. The depot has recently been restored and is currently in the process of being nominated to the National Register of Historic Places. NR listed 12-07-95

#### Noncontributing Properties

Industrialization of urban areas eventually paralyzed the rural agricultural communities in two ways. First, modern farming equipment replaced the need for small tenant farmers, and secondly, urban areas siphoned the population out of the small towns. Many businesses in communities such as Hobart just shut their doors and left. In the Hobart Historic Agri-businesses, there are few noncontributing resources and no new buildings or residences. Perhaps the most apparent change is the lack of structures featured earlier around the railroad tracks since many have been dismantled. Residential homes are still occupied, but many are in poor condition because of the recent socio-economic and ethnic changes within the local population. Individually, they lack integrity; however, they still present continuity of housing types associated with a railroad.

#### Recommendation

The Hobart Historic Agri-Business District appears to be eligible for inclusion on the National Register of Historic Places based on the area's visual cohesiveness and integrity of historic properties. It is recommended that the district be intensively surveyed to further establish its potential as a National Register District.

### HOLLIS HISTORIC BUSINESS DISTRICT

#### History

The Hollis Historic Business District is significant as an example of a central business district developed between 1901 and the 1930s,

during the peak of agricultural industry in south~~western~~ Oklahoma.

Hollis' central business district grew rapidly after the Oklahoma Constitutional Convention named Hollis as the seat of the newly formed Harmon County in 1907. Since the surrounding country was sparsely settled, the district functioned as a regional center providing goods and services for the southwest corner of Oklahoma and the Texas' panhandle. The height of its prosperity coincided with the peak of the agricultural era in the late-1920s and early-1930s. Evidence of that era is reflected by the prevalent use of Plain~~Commercial~~ architecture within the district. G.H. Hollis platted the original townsites in 1904.

### Description

The main part of the Hollis Historic District is located along a commercial row on the north and south sides of Broadway, also known as U.S 62 Highway. Highway traffic from Altus through Hollis is directed on an east\west axis through the central business district. A break in the commercial building rows indicates the absence of former retail businesses. The core of the retail business district is four blocks long on Broadway Street. Many of the buildings are one-story with brick and tile front facades. There are a few two-story buildings including a corner bank building with a beveled corner. Several of the buildings on the side streets are an extension of the ones with frontage along Broadway Street. The commercial businesses on Jones Street are not as dense as those along Broadway Street. They include service-type businesses and city and county offices: the Chamber of Commerce building, banking institutions, city hall and county jail, U.S. Post Office, grocery store, and automotive/tractor repair.

### Boundaries

The Hollis Historic Business District is located on a four-block, east-west axis along Broadway and Jones streets. Its boundaries are

shared with the Older Residential Area and the Hollis Historic Industrial District. The district is rectangular shape, with Jones Street as the north boundary, 4th Street on the east, Broadway Street Alley on the south, and Whisenant Street on the west side.

*Does it encompass both sides of the streets?*

### Architecture

The continuous band of Plains Commercial architecture provides a visual cohesiveness to the district. Many of the buildings still retain the familiar brick inset below the stair-stepped parapet. Ceramic tile, along with brick, remains as a defining feature of several of the buildings.

Unlike many small county seat communities, the commercial district is not built around the courthouse but rather along U.S. 62, a major transportation artery in Hollis. Town planning included locating bank buildings on strategic corners. The architecture of the original one-story National Bank of Commerce, now the public library, reflects the importance of the institution with its use of traditional Greek Revival detailing. On opposite corners is the two-story W.B. Groves Building, the First City Bank of Hollis, and the Jones-Pendergraft Building. These resources anchor the center of the Hollis Business District. The architecture of the Jones-Pendergraft Building, constructed in 1914, reflects the southwestern regional influence found throughout the community with its mission-styled parapet and stucco wall cladding. Most of the buildings have not escaped some type of renovation including exterior metal siding and the addition of front awnings.

### Noncontributing Properties

Broadway Street lacks the conspicuous intrusions that often are associated with town growth. However, deterioration of existing buildings appears to be the primary problem threatening the integrity of resources within the district. The depressed economic condition of the

community over the recent years is reflected in the lack of refined upkeep and alterations. More recent construction along the north side of Jones Street includes a buff brick bank building, chamber of commerce/ community building, and a grocery store.

#### Recommendation

The Hollis Historic Business District appears to be eligible for inclusion on the National Register of Historic Places, based on its visual cohesiveness and integrity of historic properties. It is recommended that the district be intensively surveyed and a nomination to the National Register be prepared.

### HOLLIS HISTORIC INDUSTRIAL DISTRICT

#### History

The Hollis Historic Industrial District is significant as an example of an agri-related industrial area developed between <sup>the</sup> 1910s and 1930s, marked by the coming of the railroad and the peak cotton production years. The district continues to operate despite the decline of the cotton industry.

Cotton was introduced to the area in 1900 with the only cotton gin located at Quanah, Texas. By 1914, five cotton gins were located in Hollis. Shortly, cotton seed oil processing developed along the Wichita Falls Northwestern Railroad. Other agri-related businesses included agriculture markets, and wheat and seed elevators. The district includes the railroad right-of-way in the G.H. Hollis Addition platted in 1906, and the G.W. Motley Additions platted in 1910 and 1911.

#### Description

The railroad tracks of the Wichita Falls feeder lines have long since been removed, but the impact of the railroad on the physical landscape and the built environment are still evident in the Hollis



Historic Industrial District. The terrain of the area is flat and open, void of shrubs and trees. Roads within the district are mostly make-shift, lacking hard surfaces and curbs and pecked with large pot-holes. Cotton lent covers the sparse grass and weeds. The largest concentration of industrial structures are located on the southeast corner of the district, where the rustic processors of cotton oil seed companies still compete for the local market. North of this area, adjacent to the Older Residential Area, is the local cotton gin and agri-businesses. A grain elevators and various cotton storage bins still operate along the ruts of the former railway.

### Boundaries

The Hollis Historic Industrial District is located <sup>in</sup> the southeast corner of Hollis. The boundary is relatively uniform and is shared with the Older Residential Area and the Hollis Historic Business District. It includes each side of the street with the exception of common boundaries. Its point of origin begins at the northwest corner of 1st Street and Broadway Street Alley. This is also the south side of the Hollis Historic Business District. The boundary of the Industrial District extends east to 4th Street. At this point, the boundary is shared with the Older Residential Area. It continues to 8th Street then jogs one block north to Jones Street and two block east to Glover Street and south to Broadway Street where it continues south to the southwest corner of Adams Street. At this point it turns west to the southwest corner of Adams Street and 1st Street. It includes the railroad right-of-way. North of this junction is the point of origin at Broadway Alley and 1st Street.

*Does it continue along the alley or go up to Broadway as shown on the map?*

### Architecture

The landscaping along the former railroad and the number of agricultural-related structures define the district. Most of the non-

functional structures and building have been removed, including the original depot. Remaining are two competing companies who operate sprawling structures consisting of metal tracks, scales, metal sheds, presses, and vats on stilts. The grain elevator is a narrow metal clad structure, 2-3 stories high with an observation window connected to a two-story high metal warehouse. Southwest of the elevator are large seed or cotton storage bins with metal wall cladding and drive-through bays. Across the highway from the cotton seed oil company is the only remaining cotton gin in Hollis. It is a metal clad, two-story building with an extended loading dock.

#### Noncontributing Properties

There are few noncontributing properties within the district. Most of the noncontributing properties are located between the Hollis Historic Business District and the area of the railroad. These consist of a few, vacant houses associated with the railroad, makeshift sheds, and implement/junk yards.

#### Recommendations

The Hollis Historic Industrial District appears to be eligible for inclusion on the National Register of Historic Place based on the area's visual cohesiveness and integrity of the properties. It is recommended that the district be further surveyed and a nomination to the National Register be prepared.

#### **MANGUM HISTORIC BUSINESS DISTRICT**

##### History

The Mangum Historic Business District is significant as an example of a central business district developed from the late 1900s through the 1930s as the result of its long association with the cattle and agricultural industries of Greer County, and its historical associated

with the Old Greer County.

Prior to 1896, when Greer county, Texas became Greer County of Oklahoma, Mangum was already an economic retail center for the cattle industry west of the North Fork of the Red River. As the county seat of Greer County, Oklahoma, the town experienced an economic boom when the unassigned lands were opened for homesteading. It continued to thrive although the "Old Greer County Empire" was divided into three-and one-half counties in 1907. With advent of the railroad, Mangum served as a regional railroad head for southwestern Oklahoma cattle and cotton. The cotton industry was already well established in Greer County in the early part of the twentieth century, and ~~the~~ by the late 1920s, it became the region's primary economic base as the cattle market declined. As the commercial district expanded to meet the needs of local farmers, two-part commercial buildings began to frame the court house square. The town incorporated in 1900 and the courthouse was completed in 1907. Henry Clay Sweet, civil engineer, originally located and platted the town in 1883 for Captain A.S. Mangum, an army officer of the Republic of Texas. In 1899, the Original Mangum Addition was replatted.

#### Description *old*

The Mangum Historic Business District forms a square with the Greer County Courthouse at the heart of the district. The courthouse square appears cluttered. In addition to the multi-story courthouse itself, a large U.S. Post Office is located on the northeast corner, adjacent to the county jail building. The wide streets and sidewalks create a feeling of spaciousness. Major transportation arteries in the district includes U.S. 283 along Lincoln Street, and Pennsylvania and Oklahoma Avenues. The predominate architectural style of the older buildings is two-part commercial and one-part Plains commercial. The district is confined within a four-block square with Commerce Alley defining the perimeters. A string of one-story Plains commercial

buildings along Oklahoma Avenue indicates a small economic spurt in the 1920s.

### Boundary *Sold*

The Mangum Historic Business District is a four-block square with the courthouse square in the middle. Its boundaries are defined by Commerce Alley that encircles the district. Commerce Alley is a common boundary shared by the Mangum Historic Business District and the Older Residential Area. The corners of Commerce Alley do not form a junction with other city streets. ~~District includes~~

### Architecture *Sold*

The architectural style and landscape of the district is unremarkable. The commercial buildings are very typical of small county seat towns: a mixed commercial row comprised of two-story, two-part commercial buildings and one-story, one-part plains commercial <sup>style</sup> buildings with brick facades and detailing. Most of the older buildings are two story high, two-part commercial with red brick wall cladding constructed with the brick manufactured in the local brick factory. However, the wall cladding of the Clay and Pigg buildings is limestone; both buildings were constructed between 1907-1910. None of these buildings warrant further study as individual properties because of extensive alteration or deterioration but they still contribute to the continuity of the district. It is the sum of the resources as a whole which gives the district its cohesiveness.

The few exceptions include the WPA built armory and community building\library } which are already listed on the National Register. Three properties meriting further individual consideration for National Register include: the Mangum Lumber Company, built in the 1930s, an excellent example Plains Commercial architectural style; the Border\McGregor Hospital, now the Old Greer County Museum, for its

*Use the full listed name*

historical association with a prominent town leader; and, the Hotel Franklin, an elaborate hotel built in 1929 that retains a high degree of integrity.

and its association with the health care of the community

#### Noncontributing Properties

Sold

There are few intrusion within the Mangum Historic Business District, however, the deteriorated state of individual properties reflects the decline of the agricultural industry in the area since the 1930s. Many of the buildings have been vacant for a number of years and are in process of being condemned while other properties have experienced extensive alterations that include vertical aluminum siding, large shingled-covered awnings, and filled-in windows. Despite the general condition of the individual properties, collectively they still contribute to a commercial district and they maintain the landscape associated with a county court house square.

#### Recommendations

Sold

The Mangum Historic Business District appears to be eligible for further consideration for the National Register of Historic Places based on the district's visual cohesiveness associated with a county court house square and its historic associated with Old Greer County. It, therefore, should be intensively surveyed in the future.

### SAYRE HISTORIC BUSINESS DISTRICT

#### History

The Sayre Historic Business District is significant as an example of a central business district developed from the 1900 to the late-1930s at height of the cattle, railroad, and agricultural era.

The arrival of the railroad in 1901 brought prosperity to Sayre, and it soon became the railhead for both cattle and agriculture. Equally as important, it was the last stop before the long stretch to Tucumcari,

New Mexico. By 1904, two-story buildings lined Sayre's main thoroughfare with banks, drug stores, mercantile stores, and grocery markets. In 1907, it was designated as the county seat of the newly formed Beckham County. The town's early prosperity is reflected by the size and elaborate commercial architectural styles of the older buildings. The Plains Commercial architectural style of marginally located buildings reflect later growth in the 1920s and the 1930s. The district is part of the original townsite which was platted in 1901.

### Description

The Sayre Historic Business District is located on both sides of an east/west axis with the elaborate Beckham County Courthouse ~~which is~~ located in the middle of Main Street. <sup>NK listed →</sup> At the intersection of Main Street and U.S. 283 (historic Route 66), and State Highway 152, two-story, turn <sup>of the</sup> century buildings anchor the center of the district. U.S. 283/Route 66 eventually exits to Interstate 40 just south of Sayre. Parallel to Main Street, on the north and west sides, is the Sayre Historic Agri-Business District. On the south is part of the Older Residential Area. Main Street is wide enough to allow for angle parking. The decline of the district is noted by the number of vacant retail stores and can be attributed to the location of newer businesses in the north part of town along U.S. 66.

### Boundaries

The Sayre Historic Business District, which includes the Beckham County Courthouse, lies on a four-block east/west axis. <sup>○</sup> and shares common boundaries with the Historic Agri-business District and the Older Residential Area. It begins at the southeast corner of Main Street\Maple Avenue alley and 5th Street. The boundary proceeds as follows: East four blocks to the northeast corner of Madden Street and 2nd Street. (Madden Street begins at Main and Third Streets.) Turn south and west to

on the map  
it appears  
directly  
south.

the southeast corner of Walnut Avenue and 2nd Street and continues<sup>14</sup> one block west. Continue west on the north side of the Main Street\Walnut Alley to the northeast corner of the alley and 5th Street. This is a common boundary with the Older Residential Area. Turn north to the point of origin. This includes Main Street, the Beckham County Court House Square, and one block south of Main along Walnut Avenue and the alley between Walnut Avenue and Main Street.

### Architecture

The Beckham County Courthouse's classical Greek Revival styling and its imposing dome dominates the built environment of the Sayre Historic Business District. Most of the buildings along Main Street still retain the familiar turn~~of the~~<sup>15</sup> century commercial architecture. An early photo of 1911 shows this district well developed. The core of<sup>the</sup> district weighs heavily upon the two-story~~s~~<sup>16</sup> buildings at<sup>the</sup> corner of the intersection of Main Street/S.H. 152 and U.S. 283/66. The beveled corner of the old National Bank Building, now the City Hall, dominates the corner as does the elaborate ornate onion-shaped metal plated dome of the Maley Pharmacy building. Both illustrate the anticipation of the town's economic success in the early part of the century. Adjacent to the old National Bank Building are two-part commercial buildings including the Hullen Hardware Company and the H.W. Hugo Company businesses. The Plains Commercial architectural style, indicative of later construction, is along the edges of the district. The Professional Law Offices and the Beckham County Abstract Company, located across the street from the Courthouse, are examples of that pattern of development.

<sup>17</sup> Although many of<sup>the</sup> buildings exhibit various types of repair or alterations, approximately 75% of<sup>the</sup> buildings appear to have had minimal changes over the years and contribute to the district.

### Noncontributing Properties

Most of the noncontributing properties in the district are attributed to the metal or shake shingle wall cladding along the front. Deterioration of vacant buildings is also evident. There are very few recent additions along Main Street, but there are several vacant lots where buildings once stood. The remaining properties still project a cohesiveness that ties them together as a district.

## **SAYRE HISTORIC AGRI-BUSINESS DISTRICT**

### History

The Sayre Historic Agri-Business District is significant as an example of an area devoted primarily to agri-related businesses that developed around the Rock Island Railroad between the 1900s and 1930s. This was the period of Sayre's greatest economic growth.

The forerunner of the Rock Island was the Lehigh Valley Railroad built by Robert Heshame Sayre, the town's namesake. The railhead provided the cattle industry, already well established in western Oklahoma, a means of transporting their beeves. It also drew farmers who understood dry-land farming techniques on the high plains. The demand for storage, milling, and other agricultural services spurred the growth of agri-related business including, the T.J. Stewart Lumber company, J.W. Team Gin Company, Weatherford Milling and Grain Elevator, Sayre Mill and Elevator Company and Flour Mill, Fisher Gin Company, and the Brokerage Wagon Yard, all located around the depot and tracks. Adjacent to the original wooden depot was the famed Harvey House eatery. The Rock Island later replaced the depot with a brick building, relocating it further east along the tracks.

The district is part of the original townsite which was platted in 1901. By the early 1930s, most of the development in the area was complete.



### Description

The main stretch of the Sayre Historic Agri-Business straddles the railroad for seven blocks. The district extends south on 5th Street to Walnut to include a large cotton gin and the Farmers Co-op Company. The large red brick and tile roof depot, now the Shortgrass Country Museum, is the center attraction of the district. Most of the agri-businesses resources are located on the south side, between Maple Street and the tracks. On the north side of the tracks, some of the folk housing and the boarding house on Poplar Street still reflect the influence of the district.

### Boundary

The boundary for the Sayre Historic Agri-Business District begins at the northwest corner of Poplar Avenue and 7th Street and includes both sides of each street except in the case of common boundaries and is as follows: (1) The north side of the boundary extends from the northwest corner of 7th street and Poplar ~~and extends~~ six blocks east to the northeast corner of 2nd Street. Turn south to the northeast corner of <sup>the</sup> Main Street/Maple Avenue Alley and continue west on the north side of the alley to the northwest corner of Maple Avenue and 5th Street. Turn south to the <sup>on map Southwest</sup> ~~southeast~~ corner of Walnut Avenue and 5th Street. Turn west two blocks to the southwest corner of Walnut Avenue and 7th Street. At this point, turn north to the point of origin at 7th Street and Poplar. This area includes the railroad right-of-way.

### Architecture

The landscaping and the architecture of the buildings provide the Sayre Historic Agri-Business District with a visual cohesiveness. The railroad tracks still provide a local rail service. With its stucco wall cladding and the red tile roof, the restored Rock Island Railroad <sup>Depot</sup> is the showcase of the district. Located across the tracks from the

depot is the Sayre Grain and Feed Company. The small two-story high elevator, feed bin, scales, and grain chute were operational as early as 1924. Other businesses in the district includes a lumber yard, fertilizer distributor, oil and gas enterprises, concrete distributor, the Farmers Co-op cotton gin, and vacant buildings of earlier businesses.

Architectural styles of residences within<sup>the</sup> district are mixed. However, most notable were several examples<sup>of</sup> National Folk including ~~shotgun~~ shotgun style and a two-story boarding house. Regional influence is apparent with the use of stucco wall cladding. The district also includes bay-styled gas stations with stucco wall cladding and the one-story, Plains Commercial style along west Main Street. These would have been later additions, possibly in the 1930s.

Approximately 65% of the buildings and structures retain many of their original features.

#### Noncontributing Properties

Many of the noncontributing properties in the district are due to newer businesses updating or building within the district. However, the housing associated with the Sayre Historic Agri-Business District appears to have few intrusions. Alterations to existing properties are minimal and consist most of porches or replacing original wood shakes shingles.

#### Recommendation

The Sayre Historic Agri-Business District appears to be eligible for inclusion on the National Register of Historic Places, based on the area's visual cohesiveness and integrity of historic properties. It is recommended that the district be intensively surveyed and a nomination to the National Register be prepared.

## THUMBNAIL SKETCHES: AREAS NOT CONTAINING HISTORIC RESOURCES

The following offers a brief sketch of large portions of the study areas which are devoid of historic resources. For a historic preservation survey to be an effective land-use management tool, it is as important to determine where resources are non-extant as well as where they are.

Generally, the portions of the study area lacking such resources constitute all of it, except the documented individual properties and districts identified by the survey as potentially eligible for the National Register. For ease of describing and visually portraying these areas, the sketches are presented using the smaller areas into which the study area was divided for mapping all the properties documented by the survey. Maps showing these areas can be found in the section identifying all the properties documented by the survey.

### GRANITE

#### Older Residential Area ~~XXXXXX~~

##### Description

The west side of Granite is located at the base of Headquarters Mountain, a red granite ridge and part of the Wichita Mountains that rises abruptly above the Redbed Plains. On the other sides, treeless cotton fields abruptly begin at the town's city limits. The boundary of the Older Residential Area begins at the northwest corner of Mary Street and Mountain Road Street and includes both sides of the streets. Proceed east approximately 13 blocks to the northeast corner of Bartlett Street. Turn south and continue until reaching the northeast corner of Bartlett Street and 4th Street. Turn east one block on 4th Street to the northeast corner of Sycamore. Turn south <sup>and</sup> continue to S.H. 9, also known as 1st Street. Turn west on S.H. 9 and continue to the junction of the

highway, Main Street, and the C R & P railroad tracks. The next two blocks are common boundaries with the Granite Historic Agri-Business District. Continue west to the southwest corner of S.H. 9 and Ada Street. From this point is a common boundary with the Newer Residential Area. Turn north and west one block to Mary Street. From this continue along Mary Street to Mountain Road Street, point of origin.

The additions in this area were platted between 1900 to 1907. There are three distinct residential areas. The first is the Cox-Reeder Addition platted in 1907 and located on north Main Street and Granite Avenue at Mountain Road. These houses were the homes of the early civic leaders. The second area includes the majority of the housing in Granite beginning at Windle Street west to Mary Street excluding north Main Street and Granite Street. The third area is east of Windle Street to Sycamore Street. These are at the margins of the study area and typically are located on large acreage with farm buildings. Approximately 95% of the housing in this area was built before the 1950s. There are few sidewalks and curbed streets. None of the neighborhoods constitute a district, however, due to massive losses of integrity through alterations and deterioration. For the purpose of this survey, it does not warrant further study.

### Architecture

The housing within this area was independently built, resulting in a mix of architectural styles and a variety of building materials. Approximately 65% are simple local folk styles of framed construction. Along Second Street to Cottonwood Street is a section of homes of one-story, simple rectangular style construction that were built since the 1950s. Near the high school on College Street, the houses are of <sup>the</sup> Craftsman/bungalow architectural style. Most are in a deteriorated condition. The architectural styles on north Main Street and Granite Avenue include a Queen Anne, ~~Neo-Classical~~ <sup>Revival</sup>, Colonial Revival, Prairie, <sup>School</sup>

Craftsman, and Tudor Revival. Several of these properties warrant further study as individual properties associated with Granite's early civic leaders. East of Windle Street, the homes are also of mixed style with a few modern homes built during the 1970s and 1980s. One outstanding property is the Belmore House built in 1908. It retains much of its ornate detailing associated with the Queen Anne architectural style.

#### **Recommendations**

Since this area lacks the cohesiveness of district, the area does not warrant further research at this time, except for the potentially eligible individual properties identified in the survey.

#### **New Residential Area**

##### **Description**

The New Residential Area is a neighborhood that begins at the northwest corner of Mountain Road Street and Cottage Avenue and continues along Mountain Road Street to the northwest corner of Mary Street. From this point south to S.H. 9 is a common boundary with the Older Residential Area. At the southwest corner of Ada Street and S.H. 9, the south boundary includes both sides of the highway to Ann Street. At this junction, it continues north four blocks to 5th Street, locally referred to as Parker Street. Turning west, it continues for two more blocks along 5th Street. At the southwest corner of Cottage and 5th streets, it turns north to the point of origin.

The area was platted as the Morse-Kinsel Addition and the Broadie Annex in 1900. The Broadie Addition was platted one year later. Although the Newer Residential Area was platted at the turn of the century, most of the homes have been built since the late-1950s, with the newest construction along Cottage and Wabash Avenues. Ann Street is the main

thoroughfare from State Highway 9 to Mountain Road Street and is the most western boundary of the residential area, with a few acre-sized lots. This area does not warrant further study because the construction periods begin in the late 1950s. It contains no sidewalks and few curbed streets.

### **Architecture**

Approximately 85% of the homes in the area are less than 50 years old. The neighborhoods are of mixed styles and periods. ~~Most of the housing is~~ one-story, small rectangular homes constitute approximately 65% of <sup>the</sup> new home construction. Wall cladding varies from asbestos to brick veneer. The more elaborate homes and newer homes are brick with a low profile accentuated by deep eaves. Housing built prior to this time is not found in large concentrations, but rather is scattered throughout the neighborhoods. Most of these houses are small framed houses and lack distinctive characteristics.

### **Recommendations**

Since the majority of the homes in this area were built beginning in the late 1950s, this area does not warrant further research at this time but may become more important <sup>in</sup> in the future.

## **HOBART**

### Older Residential Area

#### **Description**

The irregular boundary of the Older Residential Area includes most of the study area circumventing the Hobart Historic Agri-Business District and the Hobart Historic Business District. It includes both sides of the street except in the case of common boundaries with the historic districts. It begins on the northwest corner of Bailey Street and Cherry Street and extends east to Broadway Avenue, turns south one

block along Broadway to Birch Street, then east on Birch Street and proceed five blocks, then turn one block north to Cherry Street, turn east along Cherry Street to the northeast corner of the high school. Turn south to Iris Street. Turn east on Iris Street and proceed one and one-fourth mile east to Highland Street. Turn south on Highland to 5th Street. Proceed west along 5th Street to the railroad terminus of the St. Louis and San Francisco railroad. At this point, the Older Residential Area shares common boundaries with the Hobart Historic Agricultural Business District and the Hobart Historic Business District. Proceed west on the north side of 5th Street to the intersection of Jefferson Street and 5th Street, turn north to the northeast corner of 2nd Street and Jefferson Street. Turn west for two blocks to the northwest corner of Washington and 2nd streets. Turn and continue south to the southwest corner of Washington and 7th streets. Turn back east and north to Eastern Avenue and the junction of the railroad terminus and 5th street. This completes the common boundary. Proceed south along the east side of the railroad right-of-way to the southeast corner of State Highway 9. Turn west on State Highway 9 and to the southwest corner of Park Road, the western edge of the Hobart City limits. Turn north on Park Road and continue northward, jogging at the corner of Fifth Street and Park Road to Ohio Street. Continue north along Ohio Street to the northwest corner of Ohio and Iris Streets. Turn east along Iris one block, turn north on Park Road to the northwest corner of Birch Street. Continue east on Birch Street for two blocks, turn north on Bailey Street to the point of origin.

Broadway and Iris streets, also referred to as the alternate Route 9 from the junction of State Highways 183 and 9, are the major transportation arteries into the heart of Hobart. Strip development along these by-ways extends to the edge of an older residential area beginning at 2nd and Broadway Streets, where a large grassy median divides the street, a remnant of an earlier boulevard that continues to

Birch Street.

The area consists of several additions, including the Original Townsite, Lamb<sup>o</sup>, and Hills additions, all platted in 1901. Most of the others were platted within the following decade. The Thayer & Holcom<sup>o</sup> addition, platted in 1932, appears to have been dedicated to industrial development near the railroad. The Rule Addition, platted in 1927, and the Northfield Addition in 1928 suggest that Hobart may have experienced a brief but small building boom during that period.

### Architecture

Eighty percent of Hobart's residence are located within this area. It is an area of mixed, older traditional architectural styles with few recent intrusions. Small traditional housing types fill in the areas between the larger Victorian homes. The Craftsman bungalows are scattered throughout the area along with simple folk style housing. The area lacks the continuity typically associated with a historic district. In some of the neighborhoods, there <sup>is</sup> ~~are~~ evidences<sup>X</sup> of a change in socio-economic composition of the area. Many <sup>of</sup> ~~of~~ homes suffer from lack of maintenance or extreme alterations including "tacked-on" additions. In the Rule and Northfield additions, the style varies from Tudor Revival to Colonial Revival; however, the area still fails to suggest the cohesiveness of a district. There were several properties in the Older Residential area that warrant further study as individual properties. The residential landscape includes sidewalks, many built by the WPA in the 1930s, curbs, and hard-surfaced streets in a grid pattern.

### Recommendation

Since the architecture in this area fails to demonstrate cohesiveness, and the integrity of many of the homes is lacking, the area does not warrant further research at this time, except for the potentially eligible individual properties identified in the survey.



## Newer Residential Area

### **Description**

The boundary of the New Residential Area is an irregular boundary that includes both sides of the street and also shares a common boundary with the Older Residential Area. The north boundary begins at the northwest corner of Elm and Lowe streets<sup>and</sup> extends four blocks to Alternate State High 9. Proceed south to Dogwood Street, turn east and proceed three blocks to the northeast corner of Jefferson Street. Turn south to Birch Street and west back to Broadway Avenue. Turn north one block to Cherry Street and turn west for four blocks to Lowe Street. Turn north and continue to the point of origin at the corner of Elm and Lowe streets. The common boundary includes all the southern streets of Cherry and Birch and the southern one-block of Broadway Avenue and Jefferson Street.

The area includes three platted additions: Senter and New Acres, both platted in 1946, and the Lee Addition, platted in 1950. Some of the housing reflects the post World War II building boom and later modern type housing. The principal difference between the Senter Addition and the other two is the elongated blocks. The Lee blocks are one continuous block on each street and the New Acres is just a little larger than the standard block\grid landscape for the rest of Hobart. Some of the lots for the New Acres housing are more spacious than others. However, neither neighborhood warrant further study because they lack sufficient age.

### **Architecture**

Most of the homes in the area are less than 50 years old. Many along Randlett Street, Hill Street, and Broadway were constructed in the 1960s and 1970s. Generally, most are one-story, brick construction ranch style housing. Those along Lowe Street are the typical FHA\VHA architectural design--massed plan, wood or asbestos siding, small porch

overhang over <sup>the</sup> front door. In the New Acres Addition, a mixture of style includes the post-World War II sandwiched in between modern housing including some ranch style or simple bungalows. The area lacks the sidewalks and tree cover found in the older part of town.

#### Recommendation

Since houses were built after 1945, this area does not warrant further research at this time. However, within <sup>a</sup> short period of time, the post-World War II homes on Lowe Street may be reconsidered for further study as a small district.

#### HOLLIS

##### Older Residential Area

##### Description

The boundary of the Older Residential Area constitutes a large portion of Hollis' townsite. It shares common boundaries with the Hollis Historic Business District and the Hollis Historic Industrial District. It is irregular and it includes each side <sup>of</sup> the street. The point of origin begins on the northwest corner of Sycamore Street and 2nd Street and is as follows: West on Sycamore Street for one block and turn south <sup>on</sup> 3rd Street for one block. Turn east on Mulberry to the corner of 4th Street and proceed south to Walnut Street. At the corner of 4th and Walnut Streets turn east for one block to 5th and turn south for three blocks until Vivian Street. Proceed <sup>to</sup> east to Manning Street. Turn <sup>to</sup> south one block to Dorothy Street and east along Dorothy Street to Terry Street which jogs one block east to Gibson Street. From the corner <sup>of</sup> Sycamore Street and 2nd Street to Hollis Street and Gibson Street is a common boundary with the Newer Residential Area. From the junction <sup>of</sup> Hollis and Gibson Streets, it continues south to U.S. 62, locally known as Broadway Street. The highway serves as the boundary until Glover Street. Beginning at Glover Street to 4th and Broadway is a common boundary of the Hollis Historic Industrial District. Turn north on

Glover Street to the northeast corner of Jones Street. Turn west for two blocks to the northwest corner of Jones and 8th streets. Turn south on 8th Street for one block and west along Broadway Street to 4th Street. The boundary from this point is a common boundary with the Hollis Historic Business District. Turn north on 4th Street for one block, turn left along Jones for four blocks to the corner of Whisenant Street. Return back south to Broadway. Continue east for two blocks. At this point is the common boundary between the Older Residential Area and the Hollis Historic Industrial District, which resumes for two blocks along 2nd Street. At the corner of 2nd Street and Adams Street, the south boundary continues along the railroad right-of-way to McKnight Street. Adams Street is incomplete; however, the boundary extends to the corner of McKnight Street and Adams Street. At this point the west boundary extends two blocks back to U.S. 62. Turn back east to Dixie Street and north seven blocks to Vivian Street. From Vivian Street it continues east to 1st Street and turns north to the point of origin.

The area includes several additions most of which were platted between 1909 and 1913, right after Hollis was declared the county seat of Harmon County. As expected, the oldest homes are close to the Hollis Historic Business District. As the town grew, homes were either built at the edge of existing residential areas or filled in vacant lots between the larger homes on corner lots, resulting in mixed housing architectural types and ages. This area has a mixture of landscape features. Some of the older areas have broken sidewalks while other areas have none. Many of the streets near the commercial district and the Harmon County Courthouse are paved and curbed, but all others are asphalt covered with shallow drainage ditches between the streets and residential properties. There is a short grassy divided street on Lincoln Street; however, this is the only deviation from the general grid pattern of traffic. State Highway 30 and U.S. 62 are the main transportation arteries in Hollis.

## **Architecture**

The architectural style of most of the homes are mixed with no clear concentration of a particular style or age. Older homes include the Victorian Queen Anne, many of which were moved from the countryside. There are a number of Craftsman bungalows scattered throughout the area. The integrity of these houses generally suffer from extreme alteration and unsightly additions. Regional folk housing, clad with stucco, is common throughout the area. Housing near the Hollis Historic Industrial District is in shambles. There are a few individual properties that are exceptional including a stucco-clad I-house, the only one of its kind in Hollis. One Tudor Revival residence, noted for its mansion-like quality, warrants further study. Others include the Jones-Charlton house, home of one of the early civic leaders of Hollis. It is an elaborate example of Victorian Queen Anne style, but the house is vacant and quickly deteriorating.

## **Recommendation**

Although 75% of the homes in this area were built by the late-1930s, the properties within this area lack a defining cohesiveness in their architectural style, age, and the integrity. This area does not warrant further research at this time, except for potentially eligible individual properties identified in the survey.

## **Newer Residential Area**

### **Description**

This area is divided by State Highway 30. West of the highway, 85% of the homes were built since the late-1950s. The local churches within this area are also of recent construction. East of the highway are a few new homes, but mainly the area is dedicated to livestock-related business and activity areas including: the county fair buildings, rodeo

grounds, veterinarian facilities, and feed stores.

The boundary of the Newer Residential Area is irregular and includes each side of the street. Its point of origin begins at the northwest corner of 2nd and Sycamore Streets and is as follows: Continues to the northeast corner of Sycamore Street and Edwards Street. It jogs one block north to the County Line Road as Sycamore is incomplete. The boundary continues south along Edwards Street to Dorothy Street. This is the beginning of the common boundary between the older and newer residential areas. It turns west one block and north to Vivian Street. At the corner of Vivian Street and Manning Street, it continues west to 5th Street. It turns north for three blocks to Walnut Street. The boundary jogs one block west along Walnut to 4th Street and north two blocks to Mulberry Street. It jogs west for one block and north one block to the point of origin at 2nd Street and Sycamore Street.

#### **Architecture**

Most homes in the area are of modern architectural style built in the 1970s. They are located on large acre sized lots and vary in size and material from one house to another. Also within this area is a newly built retirement unit. Behind the veterinarian facilities is a small pocket of folk housing. These properties are in poor condition and have had numerous alterations. The architecture of the agri-related businesses appears to lack any definite style. Building materials range from cinder block to modern metal buildings.

#### **Recommendation**

This area does not warrant further study since most of the homes built in this area date from 1970. There are a few older homes in the area, but they lack the defining qualities to warrant further study. Agricultural facilities found on the east side of the highway appear~~X~~ to be of mixed styles, building materials, and lack the age needed for a

district.

## **MANGUM**

### **Older Residential Area**

#### **Description**

The Older Residential Area is a neighborhood of mixed architectural style housing. It comprises at 70 percent of the residences in Mangum. The boundary for the Older Residential Area is irregular and shares common boundaries with the Newer Residential Area. It begins at the northwest corner of Taft Street and Maine Avenue and includes both sides of the streets. From this point continue east approximately eight blocks to U.S. 283, locally known as Lewis Tittle Avenue. This is a common border with the Newer Residential Area of Mangum. Continue east across the highway to the northeast corner of Taft Street and Delaware Avenue. It turns south along Delaware Avenue to the junction of Tyler and Delaware Avenue. The next two blocks is a common boundary with a small section of the Newer Residential Area to the southwest corner of Cleveland Street and Delaware Avenue. It turns west to the southeast corner of Louisiana Avenue and Cleveland Street. Turn south along Louisiana Avenue to Edison Street. Turn west to the southwest corner of Edison Street and Oklahoma Avenue and north to the corner of South Commerce Alley and one block to the intersection of Oklahoma Avenue and Lincoln Street. (Commerce Alley encircles the Mangum Historic Business District.) There is a one block overlap between the Historic Business District and the Older Residential Area at the corner of Lincoln Street, Oklahoma Avenue, and the southwest corner of the Commerce Alley. The south boundary continues along Lincoln Street to Crittenden. It turns north at Crittenden Avenue to Sproat Street and west for two blocks to Norris Avenue. It continues north on Norris Avenue to Madison Street. At the northwest corner of Tyler Street and Norris Avenue, it turns back east for three blocks to Byers Avenue.

Proceeding north on Byers Avenue to Madison Street, it jogs east on Madison Street for one block and north on Maine Avenue and continues to the point of origin at the corner of Taft Street and Maine Avenue.

The Older Residential Area is divided into several distinct sections. First, the more prominent homes are located on the north and west side of U.S. 283. The original Rock Island Railroad parallels the highway and cuts across the most northern outskirts of Mangum. Housing on both sides of the tracks is of the simpler, National Folk style. South of the commercial district is mixed folk and post-World War II modern housing. None of these areas warrant further study because of the lack<sup>of</sup> continuity and integrity.

This area includes several additions<sup>most</sup> of which were platted between 1900 and 1908. Exceptions to this are the Rivercrest Addition, located just south of Byers Avenue and Lincoln Street, ~~and~~ platted in 1928; and, the Park Acres Addition (1955). Residential development began<sup>there should match in form.</sup> northwest of the commercial district along Lincoln Street where a small boulevard extends for three blocks. Other areas include Pennsylvania Avenue and Oklahoma Avenue.

### Architecture

Like most older residential areas, the larger Victorian homes occupied the corner lots. The large lots were later subdivided and smaller homes of various periods and architectural styles filled in the middle of the blocks. The architectural styles include Queen Anne, Tudor Revival, Craftsman, ~~Nee~~<sup>Revival</sup>-Classical, Colonial Revival, and National Folk. Properties that warrant further study individually include a Queen Anne mail-order house, the Mangum Soft Water and City Light & Power plants, the First United Church built in 1909, and the First Cumberland Presbyterian Church in 1927. The Sacred Heart Catholic Church Parish is a local style influenced by the Arts and Crafts Movement. Other notable properties includes a Gothic Revival home built over a partial dugout

*School home?*

and the only Prairie style in Mangum. Although there are several individual properties that merit further consideration, the majority of the homes in the Older Residential Area lack distinctive qualities and ~~the~~ <sup>the</sup> integrity. Many of ~~homes~~ <sup>have</sup> ~~has~~ been compromised by the use of aluminum siding, deterioration, and additions.

#### **Recommendations**

Since this area does not exhibit the qualities of a district including integrity, cohesiveness, and continuity, it does not warrant further research at this time. However, there are certain individual properties within this area that merit further consideration for the National Register.

#### **Newer Residential Area**

##### **Description**

This area contains homes constructed after the late-1970s. There are no sidewalks, but the streets are hard surfaced and curbed. The boundary of the Newer Residential Area is not contiguous. The Park Place Addition was platted in 1977 and is located on the east side of the town. The point of origin begins at the northwest corner of Delaware Avenue and Tyler Street and continues east for three blocks to the northeast corner of Kern Avenue. It continues south along Kern Avenue to the southeast corner of Cleveland Street and Kern Avenue. The south boundary extends for three blocks to Delaware Avenue and turns north back to the point of origin.

The second section of the Newer Residential Area is on the north side of the town. It was platted in 1900 as North Mangum Addition and later re-platted in 1952. Most of the homes were built during the 1950s and 1960s. The Cameron Addition was platted in 1950. This area also includes the 1908 Rock Island Addition. The point of origin is the northwest corner of Maryland Avenue and Friendship Street and continues



east to the northwest corner of Oklahoma Avenue on Friendship Street. It turns north on Oklahoma Avenue to the northwest corner of Memorial Street. The boundary continues to the northeast corner of Pennsylvania Avenue and jogs at Duffer Avenue back to S.H. 283. The boundary continues four blocks south on S.H. 283 to the northwest corner of Taft Street and the highway. It continues west, on the north side of Taft, to the southwest corner of Byers Avenue. Taft Street is the common boundary with the Older Residential Area. At Byers Avenue, it jogs one block north to Liberty Street and two blocks east to Maryland Avenue, back to the point of origin at Friendship Street and Maryland Avenue.

### **Architecture**

Most of the homes in both areas are less than 50 years old. The homes in the north section are of various styles and materials. Generally, they are one-story, rectangular homes of the modern styles characteristic of the 1950s and 1960s. Wall cladding includes brick, lapped siding, and asbestos shingles. The streets are hard surfaced and curbed.

The east side addition is of more recent construction. The homes are large, ranch style homes with deep boxed eaves. Along the north side of Tyler Street is a section of simple farm home construction. A few, small older homes are mixed in with the newer additions.

### **Recommendation**

Since 95% of the homes in these additions were built after the late-1950s, this area does not warrant further research at this time. The only eligible property that possibly merits further consideration is the Epworth United Methodist Church, built in 1898, as the only wood framed church in Mangum.

**SAYRE**



## Older Residential Area

### **Description**

The boundary for the Older Residential Area includes 65% of Sayre's residential neighborhoods. The terrain slopes southeast towards the North Fork of the Red River, which is just south of the city limits of Sayre. A small stream drains the older residential area near 3rd Street. Towering cottonwood and elm trees near the stream side provide a dense canopy above the streets. On a north/south axis, U.S. 285/66 intersects State Highway 152 at Main Street.

The boundary for the area is irregular and not contiguous. It is as follows: Beginning at the northwest corner of 9th Street and Benton Boulevard, proceed to the northeast corner of Oklahoma Avenue and Electra Street (Benton Blvd. <sup>Spell out</sup> changes to Oklahoma Avenue at S.H. 283). Turn south and continue to S.H. 152. Turn west and continue until Madden Avenue and 2nd Street. This is the beginning of a common boundary with the Sayre Historic Business District. Second Street jogs one block south to the southwest corner of Walnut Avenue, one block west, and south to the southeast corner of Greer Avenue and continues west to 4th Street. (The north boundary of this section is the south side of the Main Street\Walnut Avenue Alley.) The boundary jogs one block north and 2 blocks west, and one block north to Main Street and 7th. At Main Street and 7th Street it continues to the southwest corner of Main Street and 12th Street, turn north three blocks to the corner of Cedar Avenue and 12th Street. The boundary continues to jog in one block increments back to 10th and Maple. Continue east on Maple Street to 8th. Turn north on 8th and continue to the northwest corner of 9th Street and Benton Blvd., the point of origin. A common boundary shared with the Historic Agri-Business District includes the north side of poplar between 7th Street and 2nd and between the west side of 7th Street between Poplar and Walnut.

The area contains several additions including parts<sup>3</sup> of the Original Townsite platted in 1901. Most of <sup>the</sup> areas were platted within the following decade, but Norris Heights and Norris Second Addition were platted in 1924 and 1927 respectively.

### Architecture

The architectural style of most of the homes are mixed with no clear concentration of a particular style or age. The area lacks a presence of elaborate Victorian homes near the Sayre Historic Business District. Typically, the oldest and finest residence were located near the commercial district. However, the Sayre Historic Agri-Business District separates the residential and commercial district, so the homes of respected business and civic leaders were built on top of the bluff along ~~the~~ 4th Street, which is now U.S. 283/66. Housing styles range from the elaborate Italian Revival and Spanish Revival to the simple Craftsman bungalow and National Folk. Regional influence is evident with the use of stucco. Housing south of the commercial district and west, across the creek, also lacks the qualities that would contribute to a district.

Most of the church buildings are located in the Sayre Older Residential Area. United Methodist Church was constructed in 1901 and the Presbyterian Church in 1904. The buildings of other religious groups have been built since the 1950s.

### Recommendations

Although 65% of the homes in this area were built by the late-1930s, the properties within this area lack a defining cohesiveness in their architectural style, age, and ~~the~~ integrity. This area does not warrant further research at this time, except for potentially eligible individual properties identified in the survey.

### Newer Residential Area

#### **Description**

Most of the homes in this area are near the Sayre Junior College and Sayre's public school educational complex, between U.S 283/66. The newer housing additions extend south of Route 66 near the medical complex--which includes the hospital, nursing homes, and medical clinic, all built since the 1960s. The main transportation arteries within this area are ~~the~~ historic Route 66, with extensive commercial strip development, and U.S 283 <sup>which</sup> ~~that~~ intersect at 4th Street. North of this area are open prairies ~~of~~ where few trees break the horizon. South of the U.S.283/66 junction is a small section of post-World War II housing.

The boundary of the Newer Residential Area begins at the northwest corner of U.S. 283 and Hannah Street and includes each side of the street. The boundary is slightly irregular on the west side and is as follows: From the point of origin, it proceeds east along Hannah Street to Electra Street, the boundary turns south to the northeast corner of Oklahoma Avenue. From this corner to the northwest corner of 6th Street and Benton ~~Blvd~~ is a common boundary with the Older Residential Area. The west boundary begins at 6th Street and Benton and continues along the west side to the northwest corner of Sayre Avenue, east two blocks to 4th Street and north to the point of origin.

The Whitehurst Addition, platted in 1909, extends to the north side of historic Route 66. The area northwest of the highway and west of U.S. 283 were platted after ~~the~~ 1950. Commercial establishments along Route 66 were constructed after the 1950s, replacing vintage motels, bay stations, and eateries associated with it during the 1920s and 1930s. The area north and west of this area was platted in the 1950s, with the more recent housing additions constructed in the late 1970s to the present. On both sides of U.S. 283, housing, built in the 1960s, is located on 1-2 acre lots. South and on both sides of the junction of the highways is the Bent Height Addition, platted in 1923. Some of the

housing is of mixed architectural styles and age which is indicative of individual construction during the early 1950s, but there is also a significant concentration of post-World War II housing. None of the neighborhoods were considered to warrant further study because the construction periods are less than 50 years old.

### Architecture

The homes north of both highways and south of Route 66 are bricked, large one-story ranch house homes with deep eaves. Newer construction located north and west of the schools and near the medical facilities are set closer together on smaller lots than those along U.S. 283. South of the junction of U.S. 283/66, the post-World War II housing consists of small, rectangular, one-story residences. Their exteriors are clad in asbestos shingles with simple porch overhangs. Marginal homes in this area are simple one-story brick housing with little or no detail. Businesses along Route 66 are of various styles and ages. The motels are typical of late-1950s and early-1960s construction, with buff brick wall cladding. The modern, brick architectural style of Sayre Junior College, the public school education complex, and the medical facilities indicate the direction of the towns growth.

### Recommendations

Because most of the housing and businesses are less than 50 years old and no potentially eligible individual properties were identified, the area does not warrant further study at this time. However, the small FHA/VHA housing addition between 4th and 2nd Streets will shortly become more important as <sup>an</sup> example of an FHA/VHA housing addition built after the Second World War.

## HISTORIC CONTEXT

### Overview

This historical context is presented in two parts: an historical overview of the five towns in southwest Oklahoma surveyed during the project (Mangum, Granite, Hollis, Sayre, and Hobart); and, a brief history of each town's county, <sup>and</sup> including Old Greer County. County histories play an important role in understanding the development of their respective communities, and thus, are inseparable. Old Greer County is included because Greer, Harmon, and the southern part of Beckham counties were all once part of the sprawling Old Greer County of Texas, <sup>Oklahoma</sup> Indian Territory, and Oklahoma. They share an undeniable common cultural and historical heritage. Various historical themes will be addressed throughout the context.

### Old Greer County

The controversial "Old Greer County boundary dispute" between Oklahoma and Texas stems from its vaguely-defined boundaries, beginning with the Louisiana Purchase of 1803. It was further complicated in the boundary treaty of 1819 between the United States and Spain and again with erroneous boundary coordinates by Captain Randolph B. Marcy <sup>of</sup> the U.S. Army expedition in 1852. During this exploration, Captain George B. McClellan placed the one hundredth meridian one degree too far east. Marcy's report also cited the Prairie Dog Town River as the main branch of the Red River.<sup>1</sup>

In 1860, the Republic <sup>of</sup> Texas declared the North Fork of the Red River as the main stream, thus, allotting themselves over one and one-half million acres of what eventually became the southwest corner of Oklahoma. Within these boundaries, Texas cattlemen formed a grassland empire after the Civil War. The area was named Greer County, Texas in 1879 in honor of John Alexander Greer who served as the

Republic of Texas President pro tempore of the Senate, Secretary of the Treasury, and Lieutenant Governor of the state of Texas.<sup>2</sup> The area functioned as an organized county with Mangum as its county seat from March 1886 until 1896 when the United States<sup>?</sup> Supreme Court concluded that it was part of Oklahoma Territory and not Texas. As a result of the Court's decision, the one hundredth meridian sharply defined Old Greer County's west boundary. The South Fork, also known as Prairie Dog Fork to the Red River, marked its southern boundary. The North Fork of the Red River, which angles southeastwardly from the one hundredth meridian to the south bank of the Red River, formed the north and east boundaries.<sup>3</sup>

The earlier occupation of this area by Texas cattlemen resulted from a depressed cattle market in south Texas, forcing them to drive their cattle north to capture the northeastern markets. Massive herds of long horn cattle created the Great Western Trail, also known as the Dodge City Trail, from south Texas through Indian Territory to the Kansas railhead at Dodge City. Cattlemen favored the flat, grassy lands of Indian Territory to the densely vegetative hills along the Ozark uplift in eastern Oklahoma, but these were Indian lands except for the unassigned lands west of the North Fork of the Red River claimed by Choctaw and Chickasha tribes in 1818. The Kiowa, Comanche, and Apache likewise claimed it as part of their reservations, although the federal government used the North Fork as the western boundary to the reservations.

Upon crossing the Red River into the Indian Territory, the various tribes often demanded from drovers a grazing fee and 10 cents per head of cattle. Frequently, the Indians also assessed the cattlemen several heads of cattle or horses. In order to avoid the Indian Nations, cattlemen skirted along the western side of the North Fork of <sup>the</sup> Red River through unassigned lands, often camping at Comanche Springs near Granite. The first herds moved along the Great Western Trail in 1874.

According to the records of Corwin F. Doan, who operated a store on the south bank of the Red River, over 7,000,000 cattle and 4,000,000 horses forded the Red River at Doan's Crossing on the Great Western Trail between 1874 and 1888. After that date, land openings and fence building in Oklahoma, and new railroads in Texas, closed the route.

The presence of Indian reservations in western Oklahoma actually preserved the cattlemen's "last frontier." Cattle ranching slowly developed in Oklahoma except for Old Greer County where several large Texas cattle firms, most notably the Day Land and Cattle Company, already laid claim to it by purchasing land certificates issued by the state of Texas to veterans of the Texas War of Independence. In 1881, the Texas legislature ensured every veteran of the 1836 War with Mexico <sup>had</sup> an entitlement to at least 640 acres of public domain which Texas reserved upon admittance to the Union in 1845.<sup>4</sup> Through this method, the Day Land and Cattle Company acquired nearly 144,640 acres of Greer County. The state of Texas and the United States government declared the land no longer public domain and forced them to liquidate their land acquisition, thus, setting precedence for other large cattle companies in Greer County.<sup>5</sup> However, Texans continued to slowly migrate into the area despite the warnings of the federal government. By 1888, the population exploded to an estimated four to five thousand people [anticipating the opening of the lands.<sup>6</sup>]

#### GREER COUNTY

On May 4, 1896, Greer County, Texas became Greer County of Oklahoma Territory, with Mangum as its county seat and the 4,000 homesteads of unclaimed lands declared as public domain subject to the Homestead Act of 1862.<sup>7</sup> About that time, the Homestead Registration office opened its doors at Mangum to register land hungry homesteaders.

Homesteaders quickly parceled the prairie into barbed wire fenced sections. Ranchers, resenting the hordes of homesteaders invading the "Old Greer County Empire," frequently used the open-range grazing law of

Should mention long-time settlers could file on 160 acres with the option to buy more at a dollar an acre.

When?

were they anticipating a land opening or merely settling the land?



1897 to discourage the dirt farmers. Farmers, in turn threatened ranchers with the herd law, requiring fenced croplands. The lack of wood for fuel and fence, the constant bickering with the ranchers, and the harsh climate broke the spirit of many ~~the~~ farmers forcing them to abandon their homesteads and dreams.<sup>8</sup>

The Texas-born ranchers and their large ranching operations once more reclaimed the western sections of Old Greer County where they continued to dominate the physical and cultural landscape of southwest Oklahoma. Despite the influx of mixed cultures during that time, southwestern Oklahoma still exhibited Upper Southern or Texan-Lower Southern settlement patterns, with long standing southern traditions prevailing including strong political and religious preferences associated with regional south and southern Texas cultures.<sup>9</sup>

Some of the would-be farmers relocated ~~while~~ while others abandoned farming and moved into Mangum and Granite. The new urban dwellers eventually provided services to the growing communities, a pattern not uncommon in ~~the~~ most plains communities.<sup>10</sup> At the turn of the century, the population in Greer County, Oklahoma <sup>territory</sup> mushroomed to 17,922 and peaked to 23,624 by statehood in 1907. By 1910, Greer County population dropped to 16,449 while Mangum, the county seat, increased nearly 1000 people indicating the shifting farm population.<sup>11</sup> However, not all farming enterprises failed. Extant grain elevators and bins, implement companies, hardware stores, stock yards, and other farming supply and service businesses around the railroad yards indicated that the focus of these ranching communities diversified to meet <sup>the</sup> needs of farmers and rancher <sup>s</sup> alike.<sup>12</sup>

Old Greer County formally ceased to exist in 1907 with the final vote <sup>of</sup> at Oklahoma's Constitutional Convention in Guthrie. Despite the legal objections from Mangum citizens, the legislative body divided the southwest corner of Oklahoma into three and one-half counties--Greer, Harmon, Jackson, and <sup>the</sup> southern part of Beckham County. J.R. McMahan of

Altus drew the final boundaries. On January 12, 1907 the Constitutional Convention created Jackson and the southern portion of Beckham from the original tract; in 1909, Harmon County was established.<sup>13</sup> Controversial boundary delineations were further quieted by 1926, when the true one hundredth meridian was determined as the dividing line between Texas and lands governed as Old Greer County. <sup>also</sup> By 1907, Greer County was reduced to only 412,160 acres of the original 1,511,576 acres with only 2 small trading centers and one small community--Mangum, the county seat; Granite, the site of ~~the~~ a state reformatory and quarry; and, the small farming town of Willow.

#### MANGUM

A ragged escarpment, forged by Elm River and the Salt Fork of the Red River, defines the northern and southern boundaries of Mangum. Elevated slightly above the flood plain along a narrow finger shaped plateau, the town escapes the seasonal flooding of the rivers. Natural springs seep at the base of the escarpment encouraging lush growth of vegetation in an otherwise, desert-like environment. Clay deposits underlie the gypsum formations in the area.

Mangum's history hinges upon ~~the~~ Texas' 1881 legislation that awarded veterans of the Mexican War property. Obtaining a patent to the grant was contingent upon locating the property and providing proof before the Texas Land Office at Austin. Captain A. S. Mangum, an army officer for the Republic of Texas and veteran of the Mexican War, contracted with Henry Clay Sweet, a civil engineer, to locate and survey his grant for a townsite in exchange for one-half of the property. In 1883, Sweet and J.R. Crouch surveyed Captain Mangum's property. It was known as Draw Springs near the Salt Fork of the Red River in Greer County along the Mobeetie Trail, a stage coach route between Wichita Falls and Mobeetie, Texas. The survey platted and named the town in honor of Captain A.S. Mangum, who died before ~~X~~its founding. Sweet named the streets of Mangum after members of his own family. The State of

Texas issued a patent for the property on December 10, 1885, and the Mangum family deeded all the odd-number streets to Sweet in October, 1866. Henry Clay Sweet thus accumulated over 1200 acres of property and an interest in another 20,000 acres in Old Greer County by surveying property for the veterans.

Sweet's grocery store and Crouch's Hotel, the first commercial sites in Mangum, served weary stage coach travelers, cowpunchers from the Texas cattle drives, and ~~the~~ Indians from the Kiowa-Comanche-Apache Indian ~~reservation~~ across the North Fork River. Sweet constructed the store out of 1" x 12" boards and used tin cans for stripping. Cowpunchers referred to the trading post as "Tin Can City." On January 16, 1886, Henry Clay Sweet petitioned for a post office to be located at Mangum and by the following spring received notification of its approval and the appointment as post master. The Indians, crossing the North Fork, often camped around the "Sweet" store until the depletion of their government allotments.<sup>14</sup>

Historically, newspapers indicated the existence of towns and the arrival of "civilization."<sup>15</sup> Long before statehood in 1907, newspapers sprang up throughout Indian Territory as groups of people of various backgrounds began to form communities. Historian Donald Whisehunt in "The Frontier Newspaper: A Guide to Society and Culture" suggests that frontier newspapers functioned as barometers of societies that were far removed <sup>from</sup> the outside world. He wrote, "The early arrival of newspapers in such primitive forms was merely a harbinger of a more complex civilization."<sup>16</sup> Although Mangum's population consisted of only a few families and local ranchers, within a relatively short time, Major A.M. Dawson of Vernon, Texas moved the Vernon Lariat to Mangum on October 13, 1887. The Mangum Star thus became the first newspaper in the new community. Dawson published the newspaper over the next three years before selling it to a local civic group. Dr. Fowler Border, a prominent doctor and citizen, eventually purchased the weekly publication. Six

other weekly newspapers also heralded local and county news, but only the Star survived to become the first daily in southwest Oklahoma.<sup>17</sup>

Even as early as 1900, Mangum's town leaders recognized the town's survival depended upon the railroad. Only cattle trail tales and deep ruts survived the era of cattle drives and stage coach routes. Cattle ranchers desperately needed nearby transportation for livestock and farmers equally required access to outside markets. The nearest commercial center was nearly 40 miles away at Quanah, Texas over nearly impassable dirt roads. The Rock Island Railroad had already started laying rails between Chickasha to Granite. At the urging of Mangum citizens, several steering committees traveled to Chicago in an attempt to lure the railroad into extending the track from Granite through Mangum and on to the state line. Town leaders promised to provide property for holding pens, a depot, and right-of-way sections.<sup>18</sup> The northerly route of Wichita Falls and Northwestern Railroad--a subsidiary of the Missouri, Kansas, and Texas Railroad, more commonly known as "Katy"--intersected the Rock Island at Mangum in 1907. Its depot was one of the 30 "early modern depots" built from Wichita Falls, Texas to Forgan<sup>?</sup> and from Altus, Oklahoma to Wellington, Texas.<sup>19</sup>

Territorial communities often competed for the county seat, resulting in on-going resentment that continued many decades later. Greer County was not<sup>an</sup> exception. In 1901, county commissioners tried to build a courthouse but the lack of funds hindered the project. A bond issue to generate funding failed in 1903 because countians, anticipating the division of the county at statehood, did not want to assume Greer County's debt if they were to be located in another county. Finally, in 1907, the construction of the courthouse proceeded through a rental plan despite the objections and accusations from the Altus area.<sup>20</sup>

Mangum incorporated as a town on October 10, 1900 with a population of 500.<sup>21</sup> Statehood spurred city population growth to 2,672 people by 1907. Squabbling among the town's first aldermen encouraged

local citizens to adopt a city manager form of government, the first in southwest Oklahoma. The county seat flourished in the early part of ~~the~~ century with the central business district forming a town square around the county courthouse. Evidences of town growth included seventy-five brick and rock business buildings. Public and civic buildings included churches and judicial structures, a mill and elevator, a light and water plant, <sup>an</sup>ice company, two cotton oil compresses, two oil mills, a brick plant, two railroads, <sup>a</sup>telephone exchange, <sup>a</sup>wholesale grocery company, four banks, and three hospitals.<sup>22</sup> In 1929, prior to the cotton bust of 1932, the construction of the multi-story Franklin Hotel in Mangum, declared as "the first modern, fireproof hotel in southwest Oklahoma," made the town's economic future appear secure.<sup>23</sup>

Dr. Fowler Border established Mangum's first hospital and Goiter Clinic in 1901. By 1905, he purchased 17 acres one mile east of Mangum, upon which he built the Border Heights Hospital. He then constructed an 80-bed hospital known as the Border-McGregor Hospital near the business district in 1929. He continued to enlarge the facility to meet the medical needs of the surrounding area.<sup>24</sup>

Despite the hardship experienced by the early pioneers in Greer County, the coming of the railroad, the mechanization of farm implements, and the adaption to dry-weather farming eventually improved the economic outlook for those that remained on their homestead. Cattle ranching, however, lost its advantage by the 1890s. Cotton became a popular cash crop, replacing wheat and corn.<sup>25</sup> The Farmer's Gin, a simple two-story wood frame structure with a small twenty horsepower engine functioned as Mangum's first gin in 1897. Five years later, Tucker, Tinsley and Logan Company built a brick gin. By 1913, six cotton gins served the seasonal needs of the cotton producers. Like many southwestern Oklahoma towns, the local economy peaked with the cotton productivity between 1900 and 1930. As an agricultural center Mangum supplied goods, services, processing, and railroad transportation for

local farmers.<sup>26</sup>

Mangum and Greer County experienced little ethnic diversity until the arrival of the southern cultivated cotton plant in YEAR. Prior to that time, school enrollment records indicate the lack of African-American students in Greer County.<sup>27</sup> As the cotton industry expanded, the need for hand-labors increased. By 1920, 55 African-Americans lived in Mangum, and at the peak of <sup>the</sup> cotton industry in 1931, at least 321 African-Americans resided on the north east side of Mangum, across the railroad tracks.<sup>28</sup>

The boll weevil infestation in <sup>the</sup> 1920s, <sup>combined with</sup> ~~and~~ drought and over-planting in the early 1930s devastated the cotton farmers. The Great Depression wielded the final blow. Greer County, like many western counties in Oklahoma, became a wasteland as its portion declined from 47.21 to 26.39 of the state's cotton acreage.<sup>29</sup> To make matters worse, dust clouds whirled over the dry red plains inhaling and transporting vital top soil.

In order to break the erosional cycle, Roosevelt's New Deal for local farmers included the planting of shelterbelts by the Soil Conservation Service (SCS). Soon government shelterbelts, designed to decrease wind erosion associated with the Dust Bowl by planting rows of trees, criss-crossed the landscape of the shortgrass prairies. North of Mangum, between Willow and the junction of State Highways 34 & 9, the first row of trees still bends to the winds of the high plains.<sup>30</sup>

National attention on Oklahoma's plight brought further assistance from the federal government. Part of the Roosevelt administration's philosophy included the "renewal of the physical and mental state" of the nation. From 1920 until 1936, Mangum's public library consisted of only a small reading room in the county court house. However, on August 6, 1936, the library moved to the first floor of the large community building constructed by the Works Progress Administration (WPA). Other WPA projects in Mangum include the armory and improvements in the town's

park.<sup>31</sup>

Mangum's agricultural-based economy left little opportunity for industrial development, except for a brick manufacturing plant owned and operated by J.D. Doyle in 1907. Located on the southwest edge of Mangum, where the terrain drops off, water from natural springs and clay beds provided the essential elements for the process. In the 1920s and the 1930s, the outer facade of the Catholic church rectory was constructed with broken brick salvaged from this plant by the local priest. Some time later, the plant relocated to the northwest side of Mangum, along State Highway 283, where it still operates.

Early educational facilities included a dugout where Professor John R. Nigh taught 31 students in 1889. The state of Texas provided "free schools" and by 1892 there were 50 to 60 schools throughout the county with 2,250 students.<sup>32</sup> County Judge Jarrett Todd designated the first three school districts--Mangum, Altus, and Mountain Home (Granite). By 1905, classrooms included a high school. By the end of the decade, the Hastings Baptist College moved from Hastings to Mangum's First Baptist Church building, but soon closed its doors in 1913.<sup>33</sup> In 1937, Mangum instituted a municipal junior college, an extension of the local high school, with an enrollment of 100 students, operating between 1937-44 and 1946-48. Like many of the state's municipal colleges, it disbanded after World War II.<sup>34</sup>

Greer County, with Mangum as its commercial center, was touted as "proven oil territory" by the Harlow's Weekly in 1919 when the Mid-Continent field yielded a 700-barrel well. The county fired up for an oil boom comparable to those associated with the nearby Healdton fields. Earlier explorations revealed the presence of small amounts of oil and gas; however, most drilling equipment could not penetrate the granite core base along the Amarillo-Wichita Uplift.<sup>35</sup>

Since its beginning as a stage rest stop along the Mobeetie Trail, Mangum progressively developed as a regional economic center. Until

1896, it served as a county seat for the ranching empire of Texas's old Greer County. With opening of the unassigned lands, its economic function shifted to provide services for the cotton industry, and as a railroad center. The town's population revealed steady growth until 1930 with 4,806 people. In the following years, the Great Depression, agricultural decline, and World War II took its toll, coinciding with the national trend of the depopulation of rural areas. By 1960, the town's census revealed just 3,950 residents, almost half of its 8,877 county population.

### GRANITE

Granite lacks the distinction of being a county seat, so its past is not as well documented. Much of its early history overlaps that of Mangum, even sharing some of the same founding fathers. Still, it is historically significant in its own right. The town of Granite is associated with a rest site for the Texas cattle herds along the Great Western Trail, the Rock Island Railroad, a state reformatory, a commercial granite quarry, and as a regional agricultural center.

Granite's Main Street abruptly ends at Headquarters Mountain, a red granite ridge of the Wichita Mountains that rises sharply above the Redbed Plains. Three miles east of Granite, at a crossing<sup>of</sup> the North Fork of the Red River, the Great Western Trail cuts across the former Kiowa-Comanche-Apache reservation. A military road connecting Fort Sill and Fort Elliott passed through the area and a stage line utilized the same road with a rest stop at Comanche Springs, five miles north of Granite. With spring water and grass plentiful around the base of the mountains and along the North Fork of the Red River, cattle drivers often camped here, resting their herds before moving on to the Dodge City railhead. In 1881, Texas cattlemen, S.H. Tittle and George W. Briggs, the latter a trail cutter for the Waggoner and Son ranch, settled the area. Briggs brought four hundred and fifty head of cattle from Cooke County to his ranch at Comanche Springs. Both he and Tittle continued to ranch in the



area after the resolution of the Old Greer County conflict. The <sup>Granite?</sup> post office originated in the small town of Quartz, but the United States Postal Service relocated it to its present site in December of 1899.

K.C. Cox of Mangum developed the original townsite of Granite, platting it and selling lots in 1900. Land speculations depended upon the plans of the Rock Island railroad to continue its tracks from Hobart. The railroad and the anticipation of the opening of the Kiowa-Comanche-Apache reservation, located across the North Fork, immediately caused a rush of settlers to Granite. By 1901, the commercial district of Granite included a hardware, dry goods store, grocery store, meat market, lumber yard, and bakery.

As part of Texas' Old Greer County, the school at Headquarters Mountain became the area's first free public school in 1888, with A.R. Garrett as the teacher. When Judge Jarret Todd organized the first school districts after the region became part of Oklahoma Territory, he named Mountain Home, referring to Granite, as District #3. By 1897, K.C. Cox became the first county superintendent. He also acted as the school superintendent, meeting the requirements of a first grade certificate. However, in the election of 1899, C.W. Edward, who ran on the Populist ticket, defeated Cox.

In May 1900, James Scarborough, a physician, published the first issue of the Granite Enterprise, the second oldest newspaper in Greer County. The newspaper changed hands several times within a short period of time. Scarborough sold the newspaper by November 1900 to Judge J.W. Ryder, who in turn sold it to P.M. Brinton by the following December. A competing publication, the Granite Herald purchased the Granite Enterprise in June 1901. The new owners chose to publish under the Granite Enterprise flag. The newspaper continued to change hands until 1909, when C.E. Hill purchased the paper and remained publisher for a number of years.<sup>36</sup>

The presence of petroleum and gas in the area was noted in 1917;

however, only limited production resulted. Oil development actually began as early as 1901 near Granite but the drilling bit stopped at 380 feet after hitting the underlying solid granite bed. Other efforts revealed little or insignificant measures of oil and gas. Later geological maps show petroleum activities north in the Ardmore Basin but none along the Amarillo-Wichita Uplift in the area.<sup>37</sup>

Although the impervious stone busted the drilling bits of early oil explorers, the red granite provided a steady economic base for the small town. Several quarries located around the base of Headquarter Mountains even before statehood. The rudimentary knowledge of monument building existed prior to that time, but transportation beyond the perimeters of the quarry limited the market. The coming of the railroad in 1900 made transportation of granite elsewhere possible. The Pellow Brothers of England established a quarry at the base of Headquarters Mountain in 1902 that continued to operate even during the Great Depression. At statehood, Oklahoma ranked thirty-fifth in the production of stone. By 1910, red granite had been exported for use in the construction of the Masonic Temple ~~at~~ Guthrie, high school buildings ~~at~~ Oklahoma City, and the county court houses ~~at~~ Enid and Mangum.<sup>38</sup> In 1950, J.R. Willis, civil engineer #65 and former city manager of several communities in the area, including Mangum, purchased the quarry and the D.L. Smith Quarry located at the end of Main Street at the base of the mountain.<sup>39</sup>

Just after statehood, in 1909, the Constitution Convention chose Granite as the western site for one of two state prisons with McAlester as the eastern site. Sam M. Flournoy of Elk City served as ~~the~~ Granite's first warden. By April 10 of the following year, 60 prisoners arrived at a make-shift reformatory located one mile southeast of Granite. Working the rock piles with quarry equipment, the prisoners constructed the permanent stone reformatory replacing the temporary quarters. The inmates eventually provided the back-breaking labor required to build

*2<sup>nd</sup> OK  
legislature*

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the Red River, defines a flat, fertile plateau across the south half of the county. Irrigated farm lands dominate the table rock, drawing on the deep Oologah aquifer for irrigation. To the north of the Salt Fork, erosion scars the terrain limiting its productivity. Cattle ranches and a wildlife reserve dominates the north part of the county.

### HOLLIS

Hollis, isolated by the short grass prairies of Oklahoma to its east and the snarled terrain of the ancient Permian basin of the Texas panhandle to its west, survives as the major economic center in Harmon County. Only the communities of Duke and Gould, both with populations fewer than 500, also exist as town sites in Harmon County.

In 1896, G.W. Hollis migrated with his large family from Arkansas through Montague, Texas to Oklahoma Territory. As homesteaders, they brought cattle and plans to begin a ranching operation. However, their ranch soon emerged as a freight and retail depot since Quanah, Texas, the nearest depot, was nearly 40 miles away across the dangerous and often unpredictable Red River. On October 31, 1901 a post office was established, named after George W. Hollis.<sup>42</sup> G.W. Hollis platted the original townsite in 1904. By 1909, the Oklahoma Constitution Convention declared the town of Hollis as the seat of Harmon County.

After the opening of the unassigned lands of Old Greer County in 1896, homesteaders quickly settled the surrounding fertile plateau. They planted traditional grains including wheat and corn but by 1900 cotton was introduced to the area. The only cotton gin was located at Quanah, <sup>Texas</sup>. Like other towns in the Oklahoma cotton belt, Hollis soon flourished and functioned as a central place of agricultural services with five cotton gins. Eventually, numerous agricultural-related industries developed in Hollis including large cotton oil processing plants.

Natural resources contributing to the local economy included a gypsum plant southeast of Hollis and limited oil/gasoline production.

Despite Burkburnett's oil boom, southeast of Hollis on the Red River, oil and gas explorations failed to reveal significant pools in Harmon County. However, in 1930, there were six oil companies with storage tanks beside the railroad lines in Hollis: Magnolia Petroleum Company, Ready Oil Company, Cushing Oil Company, Cities Service Oil Company, Pierce Oil Company and Oscar Bryant Oil Company. Hollis apparently served as a depot for the oil and petrochemicals ferried between Wichita Falls and the west Texas oil fields.<sup>43</sup>

The arrival of a railroad line through Hollis was delayed until 1910. The Wichita Falls Northwestern Railroad, established by Joseph A. Kemp and Frank Kell, reached Altus in 1909 and served as a feeder line for <sup>the</sup> Missouri, Kansas and Texas (Katy) <sup>line</sup> road. To continue the line from Altus through Hollis and on to Wellington in west Texas, Kemp and Kell established the Wichita Falls and Wellington Railroad Company of Texas. In May 1914, the lines were leased <sup>to</sup> the Katy for 99 years. When (M.K.&T) reorganized in 1923, it retained only the Wichita Falls <sup>and</sup> Wellington feeder lines. A derailment on the Wellington Branch ended service beyond Hollis. In 1958, the Katy discontinued the line and sold it to a group of local investors who renamed it the "Hollis and Eastern Railroad." Service on it continued between Altus & Hollis until 1975.<sup>44</sup>

In 1917, the weeklies Hollis Post-Herald and the Harmon County Tribune competed for readership and advertising revenues in Harmon County. Over the next twenty years, either two weeklies or a bi-weekly continuously provided local and state news to the area. Despite the economic hardships of the 1930s, the community briefly supported a daily newspaper, the Hollis News and an established bi-weekly, the Hollis Post-Herald and Times. From 1938 until 1940, both newspapers dropped to a once-a-week format. By 1941, the Hollis News remained as the only newspaper in Hollis and Harmon County.<sup>45</sup>

Despite the sluggish economy of the 1930s, the town and county experienced a spurt of population growth between 1920 and 1930. With a

flood of new students in the school system, a new two-story school building was constructed in 1930. In 1937, Hollis' Municipal College shared the same facility but the educational partnership lasted only one year, after which the municipal college closed.<sup>46</sup>

The New Deal programs in Hollis~~X~~ concentrated mainly on the recovery of erosion riddled farm lands and the implementation of conservation practices, including extensive terracing by the Soil Conservation Service (SCS). The WPA constructed the town's football field stadium, but other local construction by the federally funded programs was limited. Nationally, most of the programs began to fizzle by 1941 as the United States moved towards World War II. However, the federal government commissioned muralist Lloyd Loze Goff in 1939 to paint murals in federal buildings, including his 1941 "Planning the Route" mural on the north wall of <sup>the</sup> Hollis post office lobby.

With an economy based upon the labor-intensive cotton industry, the African-American population increased to 145 by 1930. Despite the cotton bust, the community continued to retain a stable population of African-Americans through the 1960s. Other ethnic groups included an Hispanic population, <sup>however</sup> ~~yet~~, early census failed to record~~X~~ their numbers. The presence of Spanish architectural influences in older homes, especially the folk housing, indicated the possibility of a significant Hispanic population in the past.

Each decade since 1910 until 1950 marked a decade of growth for Hollis in terms of population. Only 964 people lived in Hollis in 1910 but by 1950, 3,089 resided in the southwestern Oklahoma community.<sup>47</sup>

#### BECKHAM COUNTY

The Cheyenne-Arapaho reservation included over 4,300,000 acres of western grass lands. Texas~~X~~ herdsmen leased pasture lands from the Indians despite the objections and intervention by the Department of <sup>the</sup> Interior. Eventually, the government cut beef rations for the Indians

and prohibited them from leasing ~~of~~<sup>had</sup> lands which allowed to them in the past to supplement their government rations. Despite the threats of conflict between the Indians and the government, little retaliatory action occurred. The cattlemen resumed leasing and occupying the open ranges of the reservation and by the opening of the Cheyenne-Arapaho lands in 1892, the Texas cattle companies were well established on the reservations.<sup>48</sup>

The land run on the Cheyenne and Arapaho reservation generated little excitement. Most homesteaders regarded the land as unproductive and too far removed from the railroad to even be considered. Over three million acres remained after three thousand three hundred Cheyenne and Arapaho Indians received their allotments. Compared to the early land rushes, few participated in the April 19, 1892 run, leaving more than half of the Cheyenne-Arapaho lands unclaimed.<sup>49</sup>

The Cheyenne and Arapaho reservation was then divided into six new counties, each designated by a letter from C to H with F becoming Roger Mills. Voters named the county after Roger Q. Mills of Texas, a member of Congress.<sup>50</sup> On January 12, 1909, ~~Beckham~~<sup>Beckham</sup> County was created from part of Roger Mills and Old Greer Counties.

#### SAYRE

Sayre, the county seat of Beckham, lies just west of the north bend of the North Fork of the Red River. The heart of its commercial center, main street and the railroad tracks ~~parallel~~<sup>parallel</sup> the gentle slopes of the terrain. Its north/south axis, old Route 66, descends from the gentle bluffs above the creek's flood plain, intersecting and exiting west along Main Street. One half mile south of this junction, a wide bridge spans the famed northern boundary of Old Greer County. Vast grasslands, creased with a few wooded creek bottoms, surround the diminutive town of the prairies.

The treeless environment, harsh climatic conditions, and the lack

of major transportation routes discouraged town building in the area until the turn of the century. Then, the Chicago, Rock Island, and Pacific leased a railroad line constructed to Sayre by Robert Heysham Sayre of the Lehigh Valley Railroad. Just before the railroad's arrival on September 14, 1901, the Choctaw Townsite and Improvement Company sold town lots for the new, bustling railroad community of Sayre. Soon, the line extended to Tucumcari, New Mexico, completing the interstate rails of the Rock Island Railroad from coast to coast.

Sayre, named after the railroad builder, developed as a typical railroad town with a wood roundhouse, a depot, and <sup>a</sup> famed Harvey House along its rails, <sup>and</sup> continued to be a thriving rail center during the early part of the century. Eventually, <sup>between</sup> ~~about~~ 1930-32, the Rock Island replaced its earlier ~~frames~~ depot with a brick building, relocating it further east along the tracks.

Sayre's prospect for town growth seemed probable as it soon became the rail head for both cattle and agriculture. Wheat, cotton, oats, corn, and broomcorn were well-adapted to the arid climate near the hundredth meridian. The demand for storage, milling, and other agricultural service spurred the growth of agri-related business including <sup>the</sup> T.J Stewart Lumber Company, J.W. Team Gin Company, Weatherford Milling and Grain Elevator, Sayre Mill and Elevator Company and Flour Mill, Fisher Gin Company, and the Brokerage Wagon Yard.<sup>51</sup>

These agricultural-related businesses along the tracks paralleled Sayre's busy Main Street. By 1904, two-story buildings lined Sayre's main thoroughfare with banks, drugstores, mercantile stores, and grocery stores. Its economic future brightened even more when the state legislature named Sayre the temporary county seat in 1907. The towns of Erick and Elk City competed for the coveted position, but in June of the following year, Sayre was voted as the permanent seat of Beckham County, with an elaborate court <sup>house</sup> built in 1911 at the east end of Main Street.<sup>52</sup>

The permanence of the railroad town manifested itself through ~~the~~ schools, churches, and the newspaper. A two-story, wood framed building served as Sayre's first school in 1904. Within a short period, the construction of an elaborate four story brick building housed the high school. At the height of the Great Depression, Sayre opened a municipal junior college in 1938. It survived the interruption of World War II to become one of the six remaining municipal colleges in Oklahoma. By 1967, its status changed to a junior college at the request of the Oklahoma State Regents for Higher Education. By 1913, the Christian Church, the Catholic Church, the Methodist Church, the Baptist Church, and the Presbyterian Church formed the core of Sayre's religious community. Each built a wood framed building with a bell tower, but only the Presbyterian Church building remains.

The publisher of one of Sayre's first newspaper, The Sayre Standard, moved his publication from Berlin, Oklahoma in 1904 when he learned of the newly formed railroad town along the north banks of North Fork. By 1917 two weeklies, the Sayre Headlight, affiliated with the Independent party, and the Sayre Standard, of the Democrat party, provided the town with <sup>a</sup>choice of publications and <sup>political</sup>persuasions. Eventually, the Sayre Headlight became a daily and the only newspaper in Sayre until the 1970s.<sup>54</sup>

Seemingly, Sayre was destined to be a cross roads for western Oklahoma. First, the northern movement of Texas cattlemen through Cheyenne-Arapaho reservations, then the transcontinental railroad lines, and finally, the federal/state highway system all intersected in the area. As early as 1902, territorial residents petitioned the Bureau of Public Roads, a division of <sup>the</sup>United States <sup>Department?</sup>Agriculture for financial assistance to improve state roads. Finally by 1916, the Federal Aid Road Act passed making grant-in-aid funds available to the states. Route 66 originated in Chicago, cutting a southern route to California through Oklahoma. By 1931, completion of the route through western Oklahoma



lacked 34 miles, which included Sayre, to the Texas state line. In 1937, the final section was laid in northeastern Oklahoma.

Dust Bowl casualties between 1934-36 migrated out of Oklahoma through Sayre along the endless pavement of Route 66. A highway designed to accommodate the era of <sup>the</sup> automobile now catered to those who could not afford one or to repair the "heaps" they now called home. The court-styled motels, stucco-bay gas stations, auto salvages and wrecking services associated with Route 66 developed on the northeast corner of Sayre and along west Main Street, although none are extant.<sup>55</sup>

Like most southwestern towns in Oklahoma, Sayre's population growth coincided with the advancement of the agricultural hinterland. However, unlike most communities whose populations plummeted with the cotton crises of 1932 and the Great Depression, Sayre's population remained relatively stable through the 1950s. By 1930, its population peaked with 3,037 people including 21 African-Americans and 43<sup>7</sup> in 1940. In time, it lost almost all of its African-American population according to later censuses.<sup>56</sup> }awk

#### KIOWA COUNTY

By the turn-of-the-century, the Kiowas, Comanches, and the Apaches were confined to 2,968,893 acres west of the 98th meridian, north of the Red River and south of the Washita River. Both the cattlemen and the Indians resisted the opening of the reservation. Despite the efforts of their tribal leader, Chief Lone Wolf, the unassigned lands of the Kiowa, Comanche, and Apache reservations, and those of the Wichitas, were opened for settlement. After the designation of Indian allotments, including several large sections of grazing lands known as the Big Pasture, additional lands were set aside to enlarge the Fort Sill Military Reservation to 56,000 acres and a reserve in the Wichita Mountains. This left a total of 2 million acres, enough for 12,500 claims.<sup>57</sup>

At the opening of the Wichita and the Kiowa, Comanche, and Arapaho unassigned lands on July 10, 1901, more than 150,000 settlers dropped their names in the official government lottery hoping to claim a quarter section of prized Indian lands. Yet, only 13,000 actually qualified to participate in the drawing. Discouraged by the graft and corruption associated with frenzied land grabbing and town building of earlier land runs, the federal government organized a lottery, to be held over a three day period at El Reno with El Reno and Fort Sill serving as registration centers for the hopeful entrants.

Additional changes to the opening of the lands included the delineations of the county boundaries and the determining of the county seats before the actual opening of the lands in order to avoid the resulting county/county seat feuds. They <sup>government</sup> divided the former reservations into three counties: Comanche, Kiowa, and Caddo with Lawton, Hobart, and Anadarko, respectively, as their county seats. The auctioning of the 320 acres townsite lots set aside in each county seat generated funds for court houses, bridges and county road improvements.

#### HOBART

The future county seat of Kiowa County began as the Hardin post office, established July 21, 1889 and renamed Speed on February 20, 1901. Finally, on July 9, 1909, the townsite was named Hobart after the Vice-President Garret A. Hobart of New Jersey.<sup>58</sup> Hobart's potential as an important economic center during the first part of the twentieth century relied primarily upon its function as a county seat and as an agricultural center for the rich farm lands surrounding it.

With the Washita River to the north/northeast and the North Fork of the Red River to its west, the townsite commanded the center of the flat fertile Redbed Plains northeast of the Wichita Mountains. The deep rich loam beneath the gentle rolling grasslands produced an abundance of crops including cotton and wheat. Farmers boasted of its productivity

even before the Kiowa, Comanche, and Apache reservation opened and the actual town of Hobart existed. Anticipating the prospects of an agricultural gold mine, potential bidders pitched their tents on Hobart's designated town site, a grassy plot on the prairie. They were fully prepared to turn the site into the agricultural/economic center for Kiowa County.

On August 6, 1901, the auction began on <sup>the</sup> northwest corner of the courthouse square. By the day after, some 2,530 people remained in Hobart and turned the tent city into a boomtown within a year. Merchants, from other nearby towns in counties already settled, quickly constructed a commercial district around the courthouse square. A temporary framed building served as the courthouse until the construction of the ~~present~~ <sup>permanent</sup> courthouse. The sale of townsite lots generated <sup>a</sup> over \$180,000 in revenue of which no more than \$10,000 could be used to build the present day courthouse.

The Chicago, Rock Island & Pacific Railroad presence on the Kiowa, Comanche, and Apache lands preceded the government lottery of 1901. In 1900, the east/west line ran from Chickasha to Granite, passing through the reservation <sup>and</sup> stopping at the Kiowa Station, near the newly designed government townsite. <sup>time jump ok.</sup> With readily available transportation for building supplies and merchandise, the "rag town" of the prairie was short lived.

In three short years, local industries included the Hobart Press Brick Company, Oklahoma Manufacturing Company for repairing and selling parts for agricultural implements, ~~a~~ cotton oil mill, feed mill and elevator, a cotton gin company, and brewing companies. The commercial brick buildings around <sup>the</sup> court house square suggested a permanent investment unlike the fragile wood buildings often found in boom towns.<sup>60</sup>

By 1907, the Frisco Railroad provided north/south transportation for agricultural productions. Cotton farming dominated the agricultural

landscape, resulting in numerous cotton gins, cotton oil company<sup>clap</sup> and compress companies locating around the rail yards. Other agricultural commodities included wheat and alfalfa with several mills and elevators.<sup>61</sup>

Fifteen years after the auction of the townsite, Hobart's business district extended two blocks beyond the courthouse square on the east, west, and south sides, with church and residential areas to the north of the central business district. The town's economic viability manifested itself by the large number of two-story commercial brick buildings; an electricity plant; a daily newspaper, the Hobart Democrat-Chief; a telephone system; twenty-two miles of cement sidewalks; eighteen miles of sewer lines; and, four miles of storm sewers. Within the same decade, town leader's anticipated Hobart's importance as a Civic center with the construction of ~~X~~ an elaborate municipal building and a Carnegie Library.<sup>62</sup>

Early educational facilities began in a tent with twelve students and a private teacher. The Hobart National Bank financed the first school. In 1910, the four-story Frances Willard School housed the first high school until the construction of a new high school three years later. The three grade schools in 1930 included a school for the African-American children. Eventually, an educational campus for both the high school and junior high school, located on the original land set aside for schools by the government. <sup>Not finished</sup> From 1923 to 1952, the Kiowa Municipal College shared the high school facilities.<sup>63</sup>

Hobart's cultural landscape reflected the clustering of ethnic groups as early as 1904. Evidences of an early German community included a large Lutheran church and cemetery north of Hobart and three breweries located in Hobart by 1904--Val Blatz Brewery Company <sup>Did these 2 brew beer?</sup> Anheuser-Bush Beer warehouse, and the Pabst Brewing Company Beer depot. <sup>If not, they aren't</sup> ~~the~~ Native-Americans, <sup>breweries.</sup> although little is written about them after the land opening. Cotton

farmers brought African-Americans to work the cotton fields around Hobart before statehood. In 1930, 276 comprised the small African-American community on the east side of the railroad tracks. A "negro" school offered further evidence of the clearly segregated society. After the infestation of the boll weevil and the disastrous Dust Bowl of the twenties and thirties, most of the African-American population of southwest Oklahoma dwindled, but Hobart's peaked in 1940 at 408, followed by slight losses in 1950 and 1960.<sup>65</sup>

The opportunity for economic diversity during the first part of the century never materialized, despite the numerous energy explorations. Between 1913 and 1916, oil and gas production in a small pool located near Gotebo, fourteen miles northeast of Hobart, stimulated further exploration in Kiowa County. However, exploration around Hobart itself in 1917 failed to reveal any significant accumulations.<sup>66</sup>

Typically, the hardships of the 1930s depression forced a migration of tenant farmers resulting in a loss of economic activity within the trade centers and town population. However, Hobart did not experience the same pattern. Instead, it enjoyed stable population growth from the 1920s to 1950s when the town's population peaked to 5,380 people.<sup>67</sup> Local farmers managed to wait-out the economic struggles of the late 1920s and 1930s. The results of Roosevelt's New Deal Programs in Hobart included extant sidewalks and a city park with a swimming pool, bath house, and tennis courts.<sup>68</sup>

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## PROPERTY TYPE ANALYSIS

Property types group together individual properties which share similar physical or associative characteristics. The defining and analysis of property types provides a framework by which large numbers of related properties may be compared for evaluation and nomination to the National Register. The historic context guides this process by identifying the significant themes and events that give these properties meaning, and by providing an initial indication of the kinds of properties likely to be constructed in the study area.

The following property type analysis draws on the historical narrative of Old Greer County and the five towns. Since it was finalized after the survey component of the project was completed, it also contains reference to examples of the property types.

### Commercial Properties

Description: All five towns surveyed historically serve<sup>d</sup> as the market center for their rural hinterlands. Thus they have catered to the general commercial needs of surrounding farmers and ranchers. That four of the towns--Hobart, Hollis, Mangum, and Sayre--are also county seats adds to their regional commercial importance. All five towns retain a central business district whose origin dates back to their founding.

The businesses and offices in these towns would logically locate near the lines of transportation which would bring in customers from the surrounding area. Initially, the foremost form of transportation was the railroad, and all five towns enjoyed access to the rails early. The first buildings would have been impermanent wooden buildings, with more permanent brick buildings being constructed as each town grew. The largest buildings would be ornate, with decorative stonework, window treatments, and cornice lines. All five towns contain historic central business districts that warrant further study for possible National Register inclusion, and

significantly, not even an individual commercial property from any of the towns have been listed to date.

With the increased prominence of the automobile, certain businesses fell out of favor and new ones were constructed. The livery stables <sup>were</sup> ~~would be~~ replaced with service stations with covered porte-cocheres and attached garages for automobile service. The first of these stations <sup>were</sup> ~~would be~~ small, such as the Texas Station in Hobart. Automobile dealerships <sup>were</sup> ~~would~~ also be constructed in the downtown area. These buildings <sup>had</sup> ~~would have~~ large, garage doors to allow automobiles entrance into the showroom, which <sup>had</sup> ~~would have~~ large windows. Some dealerships <sup>had</sup> ~~would~~ also have service garages for their customers. The Ford Building in Granite is an example of such a dealership.

<sup>↑ Extra Space</sup>  
**Significance:** The commercial properties have several <sup>areas of</sup> ~~significances~~. Their primary significance lies in their representation of the economic stability and prosperity of each community. When these towns grew and prospered as the result of agricultural success, and in Granite due to its quarry, the commercial properties also became more affluent and substantial. Doctors <sup>X</sup> and lawyers needed offices from which to conduct their businesses. Merchants supplied the needs of the cattlemen, farmers, and other workers. The significance of these properties is reflected through architecture, as merchants and entrepreneurs expressed their aspirations and achievements through their buildings. Certain commercial properties also have social significance as they reflect changes in lifestyles from dependence on mass transportation, the horse, or foot, to reliance on the automobile as the primary means of transportation.

**Eligibility:** To be eligible for listing on the National Register of Historic Places, commercial buildings <sup>must</sup> ~~should~~ retain their integrity of design, location, and materials. Commercial buildings can also be judged eligible for the National Register if they are contributing resources to a historic district.

### Industrial Properties

**Description:** Industrial properties should primarily include agricultural processing. For much of the historic period under study, cotton was the region's main cash crop. Merchants and professionals serviced these industries and all five towns provided a center of transportation for the goods. Agricultural product processing began near their downtown districts, typically along the railroad lines. Cotton became less prominent as a cash crop during and after the 1930s. Therefore, many of the industrial properties associated with cotton processing may no longer be standing. Grain production and processing became more important to <sup>each</sup> area's agricultural economy during the 1940s and 1950s. It has remained an important crop. The grain elevators that were evolving during the first half of this century ~~should~~ <sup>are</sup> still ~~be~~ a dominant part of each town's skyline. Examples of industrial properties were found in the survey. They include the Farmer's Co-Op Cotton Gin in Granite, Farmers Co-Op Seed Bins in Hobart, and Farmers Co-Op Gin in Sayre.

**Significance:** The significance of industrial properties is economical. The impact of jobs and revenues created by processing plants is important to the community. <sup>ies</sup> Instead of shipping the raw materials and products to other locations for processing, these locales built processing plants from which finished products were shipped to larger regional markets via the railroads and highways.

**Eligibility:** Industrial properties must maintain their integrity of location, materials, and design. They must also be clearly associated with the processing that was historically important to Ardmore.

### Transportation Properties

**Description:** <sup>Noted</sup> The history of all five towns is intricately tied to railroads. Indeed, the early presence of rail transportation made them viable communities. <sup>S</sup> Railroad helped make them shipping and trading centers for southwestern Oklahoma. Agricultural products from the rural hinterland could be brought into the towns for processing and subsequent shipping to outside

markets. People also came on the railway to settle in the towns. The depots of the railroad lines were, therefore, important buildings. Their architectural style typically was utilitarian, stressing the efficient use of space for the movement of both people and freight. None of the communities proved sizeable enough to support an interurban. *What?*

Automobiles became increasingly important during the 1930s and later, and all five towns were eventually intersected by both state and federal highways. Sayre, for example, lay along U.S. Route 66, perhaps the nation's most famous highway.

**Significance:** The significance of railroad transportation is primarily economic. Railroads connected <sup>the</sup> towns to distant markets. This was especially important to the merchants, cotton farmers, and ranchers. Rail lines also provided passenger service, allowing for the ease of personal travel, making them socially significant as well.

Car and truck traffic had an economic impact on the commercial core. Whether automobile travel was leisure or business oriented, it required its own special commercial activities to meet the needs of the automobile user. The corresponding commercial properties were often located in the heart of the city. Automobile transportation has social significance, as it provided greater personal freedom and mobility. It is also responsible for the decline in railroad traffic, as both passengers and shippers preferred the increasing flexibility of the automobile and truck. Ironically, as the automobile once brought economic benefits to the commercial core, in more recent years it has contributed to the growth of strip developments which draw business away from the downtown area.

**Eligibility:** Railroad properties such as depots and stations <sup>must</sup> ~~should~~ retain their integrity of location, design, and materials. Their historic association with these modes of transportation should be clearly defined. Buildings and structures associated with automobile transportation <sup>must</sup> ~~should~~ possess historic significance such as a symbolic connection with the rise of the automobile as the dominant form of transportation in the United States.

They also <sup>must</sup> ~~should~~ retain their integrity of design, setting, and materials.

### Religious Properties

**Description:** Religion has played an important role in the region's development and that of its citizens' social values and organizations. Many of the churches in <sup>the</sup> study areas were established early in the respective community's history and continued to grow. Generally, various Protestant denominations dominate. In some communities, the African American population organized their own congregations, many of which are still separate from the white community today.

The buildings themselves ~~should~~ reflect the growth in the churches and their prominence within each town's social structure. The most popular and largest churches are usually located near the downtown commercial area. These typically were built in the 1920s and later, as the congregations outgrew the original church structures. The new buildings were large and elaborate to reflect the wealth and social power of the congregation. Other, smaller congregations, which had sometimes broken off from the original congregation, built their church buildings in their neighborhoods or farther away from downtown. The architecture of these <sup>are</sup> ~~should be~~ smaller in scale and not quite as decorative as the largest churches.

**Significance:** The significance of these properties is religious and social. Some churches are significant because of their historic association with a person or event. Churches may also have architectural merit because the buildings are symbols of the congregation's social power in the community and are therefore often of monumental scale and excellent craftsmanship.

**Eligibility:** A religious building is eligible if it derives its significance from architectural distinction or historic merit. The building must retain its integrity of design, setting, and materials.

### Educational Properties

**Description:** Education was typically a high priority for the settlers

of southwestern Oklahoma. Early school houses built in the city limits rarely survive, as they are torn down to make way for larger and better school buildings. The schools built between 1920 and 1960 are usually brick structures with one to three stories, large doorways, and lines of windows.

Each of the five towns contain the public schools one would normally expect to find in such communities. Despite their relatively small size, however, all but Granite operated short-lived city colleges in conjunction with their elementary and secondary schools. These institutions of higher learning, in fact, were housed in the public schools.

Libraries are also important to public educational systems. Early libraries are usually small but grand in scale. In other words, the floor space is limited but the appearances of public libraries are often stately because of the classic, decorative architectural styles used. Hobart's Carnegie Library exemplifies this trend.

**Significance:** The significance of education related properties is as evidence of a long tradition affirming the importance of schooling, not only to individuals, but for the community. The construction of a public library shows an interest in making information available to the community as a whole.

**Eligibility:** To be eligible for listing on the National Register, educational properties must retain integrity of design, setting, and materials. Schools and libraries are often altered to allow for increased attendance and changes in methodology. However, some changes do not diminish the integrity or the significance of the property if it retains its association with the city's provision for educational opportunities for its citizens.

#### Government Properties

**Description:** Four of the towns surveyed--Hobart, Hollis, Mangum, and Sayre--were made county seats at statehood. This called for the creation of county courthouses. All were also regional trading centers and required local government buildings such as a post offices, city halls, fire stations, and

police stations. The courthouses may have been originally housed in upper-story offices in downtown buildings until a permanent building could be constructed. The original post offices would probably not still be standing. A larger building of a grand architectural scale may be present, as this was the common building practice during the 1920s and 1930s. The original city halls were more than likely replaced by a larger structure as the town government grew. Usually, the fire and police stations were located near the center of town, or the downtown area, in order to reach all areas of the town easily. Examples of these properties were located in the survey, some of which were constructed by the Works Progress Administration during the Great Depression.

**Significance:** The significance of these government properties varies according to the level of government with which they are associated. The post office has the widest scope of significance because of its part in a federally operated communication network. The courthouse is important to all citizens of the four counties they serve, whereas the city halls and fire stations have local significance only.

**Eligibility:** To be eligible for listing on the National Register of Historic Places, government properties <sup>must</sup> ~~should~~ retain their integrity of location, design, and materials. They should have strong associations with either the city, county, state, or federal government and that body's enactment and administration of laws or other activities associated with the political process.

### Social Properties

**Description:** Citizens usually establish social organizations in the early stages of a town's development. While many such organizations were housed in downtown commercial buildings, sharing space with banks or retail stores, the organizations were sometimes prosperous enough or had enough financial support to construct their own buildings. The social properties identified during the survey which reflect these trends include the Masonic



Building in Hobart, Old American Legion Building in Hollis, American Legion Building in Mangum, and International Order of Odd Fellows (IOOF) Building in Granite.

**Significance:** The significance of these properties is primarily social. The organizations played an integral part in the formation of each town's social structure. The buildings they constructed are indicative of the extent of the groups' commitment to becoming permanent members of their society.

**Eligibility:** To be eligible for listing on the National Register, properties associated with the social history of these towns must retain integrity of design, setting, and materials. Exceptions may be made for properties with uncommon associational values.

#### Recreational and Cultural Properties

**Description:** Even during the hardships which typified many communities' early years, residents sought recreational and cultural outlets. These types of properties usually include: theaters, concert halls, parks, playgrounds, and country clubs. Theaters and concert halls were historically located within the downtown area. Parks, playgrounds, and country clubs are usually located some distance from the town center. *O* The survey did identify several such recreational and cultural properties including several resources within Hobart's City Park, the Will Husband Stadium in Hollis, and Mangum's Opera House.

**Significance:** Properties associated with recreation and culture serve as evidence of the increase in leisure time among the population. This in turn represents the stability and well-being of the community. Therefore, these properties possess both economic and social significance.

**Eligibility:** To be eligible for listing on the National Register, recreational properties <sup>must</sup> ~~should~~ retain their integrity of design, location, and materials. Certain exceptions for the park areas should be made for the construction of park pavilions, but not for the total renovations of the park's landscaping.

### Residential Properties

**Description:** <sup>Un-bdd</sup> Given the founding of the five towns during the late-nineteenth and early-twentieth century, many of the homes in the study areas may be historic. However, continued development of neighborhoods may diminish the possibilities of finding historic districts. Individual properties are often altered, too. Those homes which were built during the 1890s and 1900s will be more rare than those of later periods. Also, the absence of petroleum-related boom and the presence of a consistent agriculturally based economy makes the presence of large, highly stylistic homes unlikely. Many smaller homes of the working class should be present in all five towns. They should represent domestic applications of Victorian and Eclectic styles especially. These include the Queen Anne and Folk Victorian of the former, and the Colonial Revival Tudor, and Craftsman of the latter.

The survey indeed identified a variety of domestic architecture in the residences of the five towns. However, no historic residential district was discernable in any of the communities. Large-scale alterations, in-fills, and general deterioration have taken their collective toll on residential areas. Clearly, many fine individual examples of domestic architecture remain, and the best of these were documented in the survey.

**Significance:** Residential properties may be significant for many reasons, depending on their association<sup>id</sup> value, style, and location. The historic owner or resident or the architectural style of a house may give the property its importance. These residences serve as reminders of the economical and social importance these people and their families played in the development of each town.

**Eligibility:** To be eligible for listing on the National Register of Historic Places, residential properties <sup>must</sup> should retain integrity of design, setting, and materials. Exceptions may be made for residences with uncommon associational value or as contributing parts of a district. In these instances some alterations may be considered acceptable if the overall design and details have not been obscured.



## SUMMARY

The Architectural/Historic Reconnaissance Level Survey of Certain Parts of Ardmore proved a success. It documented 88 properties in the study area. Of these, 77 properties (87.5%) warrant further study for possible inclusion on the National Register of Historic Places. This high ratio is due to that fact nearly all the individual properties documented that do not warrant further study are non-contributing resources in the proposed districts. Streetscape photographs and verbal descriptions characterize, and therefore document, the large portions of the study lacking potentially eligible properties. Of course, isolated individual properties in these areas warranting further study were identified and documented in this project. Thirty-three of the properties (37.5%) lie within the potential National Register district the survey identified.

For all surveyed properties, a file containing a completed Historic Preservation Resource Identification Form, photodocumentation, and any field notes now exists. These files have been submitted to the State Historic Preservation Office to become part of the Oklahoma Landmarks Inventory. Finally, a diskette containing project data has been submitted to the State Historic Preservation Office to facilitate its entry into a collective data base of significant Oklahoma and national cultural resources.

The Oklahoma Historic Preservation Survey, as the results reflect, fulfilled its contractual obligations. In addition to the accomplishments noted above, the Survey also generally increased both the area within Oklahoma inventoried for historic sources, and the number of properties identified. It also markedly increased awareness of resources associated with one of the state's largest metropolitan areas, and as such an area having considerable review and compliance related activity. In all these ways, this project and its products will serve as a valuable tool for the future preservation of these unique resources specifically, and regional land-use management in general.

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Foster, Thad M. "The Development of Mangum, Oklahoma." MA Thesis, Oklahoma Agricultural & Mechanical College, 1941.

Historical overview of Mangum.

Nutter, Larry W. "A History of Junior Colleges in Oklahoma." Ph.D. Diss., University of Oklahoma, 1974.

Discusses the development of Oklahoma's junior colleges since statehood; identifies municipal colleges.

Smith, Preston Willard. "The Agricultural Development of Kiowa County." MA Thesis, Oklahoma Agricultural and Mechanical College, 1934.

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Townsend, Charles Vernard. "The Opening of the Cheyenne and Arapaho Country." MA Thesis, Oklahoma Agricultural and Mechanical College, 1939.

History of the Cheyenne and Arapaho tribes and the opening of their lands in western Oklahoma.

#### GOVERNMENT DOCUMENTS

Accomplishments of the Works Progress Administration for Oklahoma, July 1, 1935--March 1, 1937. Washington, D.C.: Department of Information, N.D.

Lists and photographs of WPA project in Oklahoma; photographs of the Mangum's armory and community building, Hobart's city park, and Hollis' football stadium.

Thirteenth United States Census, 1910 of Granite, Hobart, Hollis, Mangum and Sayre.

Census records for the United States during 1910.

Fourteenth United States Census, 1920 of Granite, Hobart, Hollis, Mangum and Sayre.

Census records for the United States during 1920.

Fifteenth United States Census, 1930 of Granite, Hobart, Hollis, Mangum and Sayre.

Census records for the United States during 1930.

Sixteenth United States Census, 1940 of Granite, Hobart, Hollis, Mangum

and Sayre.

Census records for the United States during 1940.

Seventeenth United States Census, 1950 of Granite, Hobart, Hollis, Mangum and Sayre.

Census records for the United States during 1950.

Eighteenth United States Census, 1960 of Granite, Hobart, Hollis, Mangum and Sayre.

Census records for the United States during 1960.

Oklahoma Geological Survey: Petroleum and Natural Gas in Oklahoma, Bulletin 19. Norman, Oklahoma: Oklahoma Geological Survey, April, 1917.

Describes the topography and geological structure of each county in Oklahoma; good source of oil and mineral resources.

Oklahoma Geological Survey: Mineral Resources in Oklahoma, Bulletin 42. Norman, Oklahoma: Oklahoma Geological Survey, May, 1927.

General description and discussion of the geography, geology, physiographic provinces, and mineral resources in Oklahoma in 1927.

U.S. Department of Commerce and Labor. Bureau of Census.  
Population of Oklahoma and Indian Territory. Washington, D.C.:  
Government Printing Office, July 1, 1907.

Special statehood census.

#### MISCELLANEOUS

(Includes Atlases, County Histories, Indexes, Pamphlets and Newspapers)

Anders, Mary Ann and Joseph A. Stout, eds. Route 66 in Oklahoma: An Historic Preservation Survey. Stillwater, Oklahoma: Oklahoma State University, Department of History, 1984.

*Annotation*  
A History of Old Greer County and Its Pioneers. Mangum, Oklahoma: Old Greer County Museum & Hall of Fame, 1980.

County history including overview of the Greer County Conflict. Local histories of community schools, churches, civic organizations, and family histories.

Cocks, Howell. Address to the Members of the Mangum Debating and Oratorical Society. Mangum, Oklahoma: Mangum High School, 1918.

Tells about the early history of Mangum.

Evans, Charles. "Mangum and Greer County Proven Oil Territory." Harlow's Weekly 16 (April 23, 1919): 7-10.

Business and oil review of oil production and activity around Mangum during the early part of the century. Also describes the local community.

Ford, Terry G. Way Back When: A Photo Album of Sayre, 1992.

Local photo essay using historic photographs of Sayre; good source of information about the town's history.

"Greer County Schools." Mangum, Oklahoma: Mangum Star, n.d.

Pamphlet on the consolidation of school in Greer County; excellent photographs and information.

Higdon, C.R. "Oklahoma's Granite." Sturm's Oklahoma Magazine (Vol. 10, #6): 30-36.

Describes the Oklahoma granite industry including a brief history and development of Granite, Oklahoma.

History of Mangum and Greer County, Oklahoma. Mangum, Oklahoma, 1932.

Sketch history of Mangum and Greer County.

Hobart: Short Grass Saga-1901-1951. 50th Anniversary Edition, 1951.

Brief historical background of Hobart.

Hobart-Chief. Industrial Edition, August, 1916.

Supplement to the local newspaper describing the town, the business district, and local industries.

Hobart, Okla.--A well Balanced City. Chamber of Commerce, 1930.

Publication located in the Shortgrass Museum. Short articles with pictures about local industry, business district, prominent residential homes, and a general description of Hobart in the 1930s.

"R. Beaumont." Indian Pioneer Papers 14 (April 9, 1937): 143.

Describes the opening of Rock Island in 1900 with the train first stopping at Granite.

"George W. Briggs." Indian Pioneer Papers 16 (June 17, 1937): 302.

Tells about the relocation of the post office at Quartz, Oklahoma to Granite where he became post master.

"Mrs. E.T. Carnels." Indian Pioneer Papers 18 (June 14, 1937): 304-305.

Recalls the early businesses in Sayre.

"Mrs. Dan A. Cullins." Indian Pioneer Papers 2 (May 11, 1937): 360-361.

Tells about her father hauling printing equipment for Major A.M. Dawson from the Vernon newspaper to Mangum.

"John E. Hughes." Indian Pioneer Papers 5 (May 18, 1937): 236-239.

Names and ~~give~~ locations of crossings and fords across the Red River.

"G.C. Moore." Indian Pioneer Papers 37 (August 19, 1937): 108-110.

Recalls Mangum as a stop over on the Vernon, Texas to Dodge City stage route. Also indicated that Granite was the site of the Swing Heart Ranch.

"Merril A. Nelson." Indian Pioneer Papers 10 (April 15, 1937): 285-86.

Describes the buildings and general landscape of the early settlement.

Mangum Daily Star. Mangum, Oklahoma, 7 August 1929.

Article on the grand opening of the Franklin Hotel.

Mangum Daily Star. Mangum, Oklahoma, 13 October 1937.

Reunion of early pioneers and their recollections.

Morris, John W., Charles R. Goins, and Edwin C. McReynolds. Historical Atlas of Oklahoma. 2nd ed. Norman, Oklahoma: University of Oklahoma Press, 1976. *XX*

Historical maps of Oklahoma including trail and Indian reservation maps.

N.W. Ayer & Sons & American Newspaper Directory, 1910-1920. Philadelphia, 1921.

Information about newspapers, daily and weekly, and ~~the~~ their respective communities.

*X*  
"Oklahoma State Reformatory--80th Anniversary." Brochure, 1989.

History of the reformatory using newspaper articles.

Oklahoma Municipal Review. 18 (June 1939): 83.

Article relating early town development including setting up the city councils. *Which towns?*

Powers, Percy. "How the Town of Mangum in Greer County Got its Name." Chronicles of Oklahoma 27 (Winter 1949-50): 426-427.

Brief recollection of the early history of Mangum.

Oklahoma Landmarks Inventory. Oklahoma City: State Office of Historic Preservation. *SHPO*

List of historic properties in Oklahoma including National Register Nominations, surveys of various communities, and thematic surveys.

Pioneering in Kiowa County. Hobart, Oklahoma: Kiowa County Historical Society, 1975.

Extensive section on Hobart's local history with many original photographs.

Planning Route: Harmon County History Book. Volumes 1 & 2. Altus, Oklahoma: Harmon County Historical Association, 1980, 1987.

Brief history of Harmon County including the history of its towns, Old Geer County, communities, and family history of many of the local pioneers.

Plat Book of Kiowa County (1913): 37-39).

Plats of communities in Kiowa County including Hobart.

Railroad of Oklahoma. Department of Transportation (April 1, 1978).

Exhaustive source of information about railroads in Oklahoma including maps and list of corporation changes since statehood; condensed history of the railroad.

Reed Telephone Directory, 1930.

Telephone directory of the ghost town of Reed near Mangum

Rokes, S.A. "Hobart, Oklahoma." Frisco System Magazine 4 (February, 1905) n.p.

Brief article about Hobart and local businesses.

Sanborn Fire Insurance Maps for Granite, Hobart, Hollis, Mangum, and Sayre, Oklahoma, 1901-1930.

Detailed maps of buildings and streets of towns; excellent source of general information about each town.

Smith, Michael M. Resource Protection Planning Project: Patterns of White Settlement in Oklahoma, 1889-1907. Region Seven. ~~Oklahoma City~~: Oklahoma Historic Preservation Survey, 1986. *Stillwater, OK*

Historic context of white settlement patterns in Region Seven which includes Hobart, Mangum, Sayre, Hollis, Granite. Good bibliography source.

Welcome to Sayre, Oklahoma. Sayre, Oklahoma: Chamber of Commerce, 1990.

Brochure about Sayre with a brief history.

Welcome to Mangum. Mangum, Oklahoma: Great Plains Country Association, n.d.

Brochure describing Mangum's history including history about Greer County history.