

ARCHITECTURAL/HISTORIC SURVEY OF DOWNTOWN ADA IN PONTOTOC COUNTY OKLAHOMA

LG2ES Project Number 312022245

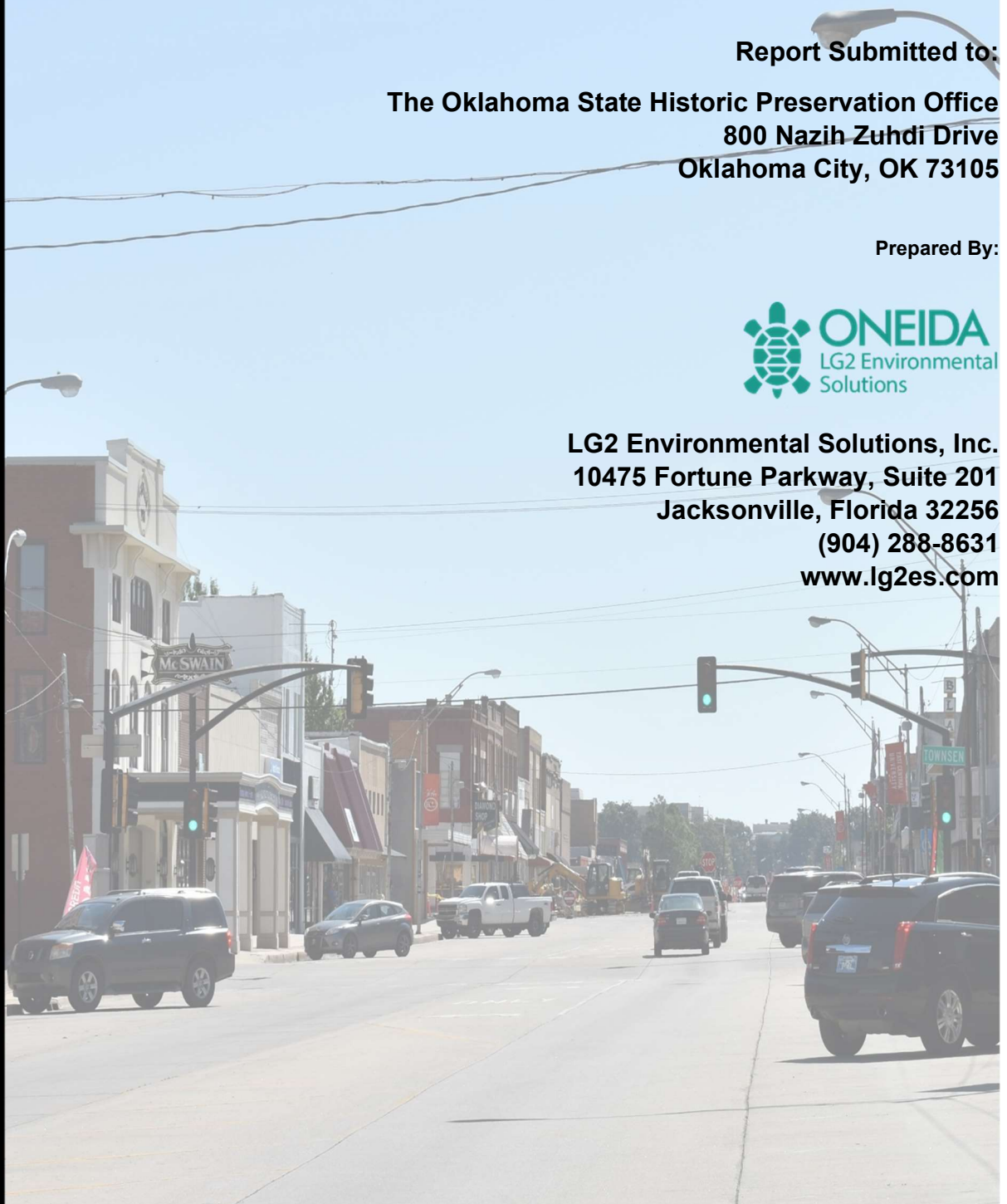
Report Submitted to:

The Oklahoma State Historic Preservation Office
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105


Prepared By:



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Table of Contents

Acknowledgements	iii
Abstract.....	v
Introduction.....	1
Project Objectives	3
Research Design	4
Area Surveyed	5
Methodology.....	7
Historic Context	8
Arrival of the Chickasaw.....	8
Early Euro-American Pioneers	9
The Railroad and the Growth of a City: 1900 - 1917	10
World War I and the Roaring Twenties: 1917-1929	13
Great Depression and World War II: 1929 - 1945.....	15
Post-World War II to 1975	20
Results and Recommendations	26
Number of Resources Surveyed.....	26
Criteria for Listing in the National Register of Historic Places	26
Architectural Styles & Types	27
Current Uses.....	31
Downtown Ada Historic District.....	32
Individually Eligible Properties Needing Additional Research	35
Properties That Do Not Meet Individual Eligibility Requirements.....	35
Summary	43
Bibliography	44

List of Figures

Figure 1 Map of Pontotoc County with Ada and Main Street shown	2
Figure 2 Main Street Ada survey area	6
Figure 3 Jeff Reed and family, Ada Reed at far right (Biles 1954)	9
Figure 4 The first railroad depot in Ada (Hasskarl 1976)	11
Figure 5 Cotton going to market on Main Street Ada about 1905 (Biles 1954)	11
Figure 6 Shaw's Department and Nickel Store, built 1914 (Haney and Strickland 2012)	14
Figure 7 Shaw's Department Store at 124 East Main Street (2021)	14
Figure 8 Cars on the East 100 block of Main Street in 1920 (Haney and Strickland 2012)	16
Figure 9 Cars parked on the East 100 block of Main Street in 2021	16
Figure 10 Filling station at 301 East Main Street (2021), site of Rollow's Garage in the 1920s..	17
Figure 11 McSwain Theater in 1936 (OHS).....	17
Figure 12 McSwain Theater in 2021.....	18
Figure 13 First National Bank at 101 East Main Street about 1910 (OHS)	19
Figure 14 First National Bank at 101 East Main Street (2021), built in 1938.....	19
Figure 15 The former Johnson Bakery building at 208 East Main Street (built 1938) in 2021	21
Figure 16 The January 1961 fire at the West 100 Block of Main Street (OHS)	23
Figure 17 Aftermath of the January 1961 fire (Knickmeyer and Gurley 1961)	23
Figure 18 Mid Century modern infill at 101 West Main Street (2021), built after the 1961 fire....	24
Figure 19 Early 20th Century Commercial building at 100 East Main Street (2021)	27
Figure 20 Modern movement railroad station (2021) built in 1913.....	28
Figure 21 Mid Century commercial building at 107 West Main Street (2021)	29
Figure 22 Eligible buildings and historic district, Main Street Ada	33
Figure 23 Non-historic cladding covers a historic facade on Main Street, Ada (2021)	34

List of Tables

Table 1. Architectural Styles.....	30
Table 2. Construction Date Ranges 1900-1972.....	30
Table 3. Construction Date Ranges 1903-1972.....	31
Table 4. Current Use.....	32
Table 5. Individually Eligible Properties	35
Table 6. Surveyed Buildings.....	36

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Abstract

The historic building survey of Downtown Ada, Oklahoma was conducted in August 2021. Ada began as a cotton producing community and a small railroad town that grew rapidly to become the seat of Pontotoc County, Oklahoma. Main Street became the original commercial district and town center once Ada was incorporated in 1901.

The survey of Ada, Oklahoma's Main Street recorded a total of eighty-eight (88) buildings. Of the eighty-eight (88) buildings surveyed, fifty-eight (58) of the surveyed buildings are contributing resources to a National Register-eligible Main Street Ada Historic District. Three buildings are contributing resources to the District and also individually eligible for inclusion in the National Register of Historic Places. Thirty (30) buildings are not eligible for inclusion in the National Register of Historic Places either as individual buildings or as contributors to the District.

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Introduction

Ada, Oklahoma is located in Pontotoc County along Highway 377. It is located centrally within the county, which is located in southeast Oklahoma (Figure 1). Ada, the county seat of Pontotoc County in southeast Oklahoma, is also the location of the Chickasaw Nation headquarters.

Ada became an Oklahoma Main Street member in 1987. According to its website, “The Ada Main Street, Inc. program provides support to Ada’s community and aims to revitalize Main Street by promoting a healthy, friendly, economically viable and attractive Main Street” (adamainstreet.com). There are no historic preservation societies in Ada and there have been no previous surveys or studies of Ada’s Main Street. There are six buildings in Ada that have been previously listed in the National Register of Historic Places: the Ada Public Library, Bebee Field Round House, East Central State Normal School, Sugg Clinic, Pontotoc County Courthouse, and the F.W. Meaders House. None of the NRHP-listed buildings are located within the survey area.

Ada once had a vibrant commercial district along Main Street and efforts to preserve the history have already taken place. Along Main Street, some buildings have plaques detailing the construction date of the building and its original use. Several markers and monuments are also located along Main Street and surrounding areas (one is near the 1913 passenger depot, and the other is near 4th Street and Oak Avenue where the first townsite was established). These efforts aim to engage the community with their history, but a cohesive preservation strategy for the area is not in place.

The next step in helping to preserve Ada’s Main Street is completing the Architectural /Historic Building Survey of Downtown Ada. Each property along Main Street will be recorded and a historic context will be prepared for the Oklahoma State Historic Preservation Office (SHPO). The objective of this survey is to provide guidance and recommendations for creating a Main Street historic district and listing individual properties on Main Street to the National Register of Historic Places. These actions, in turn, would guide future historic preservation and development projects in downtown Ada.

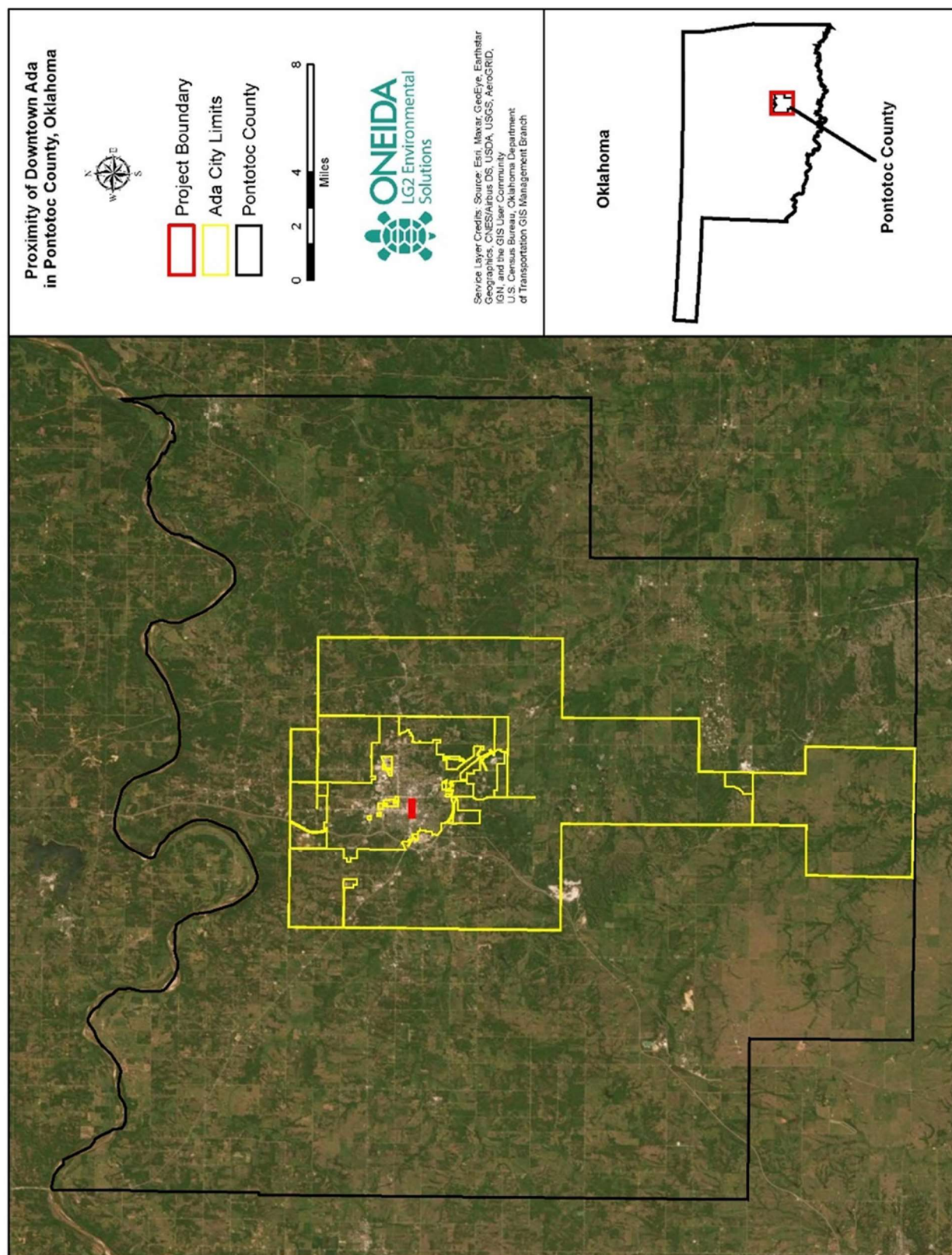


Figure 1 Map of Pontotoc County with Ada and Main Street shown

Project Objectives

The goals to be completed by the historic building survey of downtown Ada, Oklahoma:

- Prepare a historic context for the surveyed area;
- Identify and record each property in the project area on a Historic Resource Form from the Oklahoma SHPO;
- Assess each recorded resource for potential eligibility for individual listing on the National Register of Historic Places;
- Make recommendations regarding potential eligibility to be listed as a district on the National Register of Historic Places;
- Prepare a final report of context and findings.

Research Design

This Architectural/Historic Survey of Main Street Ada, Oklahoma is in compliance with the Oklahoma SHPO's "Oklahoma Architectural/Historic Survey Requirements" and the "Architectural/Historic Resource Survey: A Field Guide". It is also in compliance with *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning*.

The purpose of this survey of Main Street Ada is to identify and record all historic buildings and potential districts within the survey boundary. Each resource was documented at a minimum level and evaluated for eligibility for the National Register of Historic Places (NRHP) using the standard NRHP criteria for eligibility. To be eligible for the NRHP a resource must

- a. Have an association with events that have made a significant contribution to the broad patterns of our history; or
- b. Have an association with the lives of significant persons in or past; or
- c. Possess distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. Yield or may be likely to yield, information important in history or prehistory.

Each resource identified was recorded on a "Historic Preservation Resource Identification Form" as provided by the Oklahoma SHPO along with two photographs of each building and a site map. All survey forms were submitted to the SHPO with this report.

Area Surveyed

The Architectural/Historic Building Survey of Downtown Ada, Oklahoma, is roughly bounded by North Cherry Street to the west, West 10th Street to the north, North Hope Street to the east, and 12th Street to the south (Figure 2). Main Street Ada was once the commercial core of the town.

From Ada's incorporation in 1901 to the arrival of the St. Louis and San Francisco Railway lines and a new Modern passenger depot in 1913 (Figure 20), Main Street Ada saw rapid growth. After this initial period of growth, industry within the town continued to prosper and steady growth occurred until the late 20th century. Eighty-eight (88) buildings were surveyed in 26.51 acres. The majority (43%) of the buildings surveyed are commercial buildings and the rest are a mixture of offices, restaurants, and financial buildings.

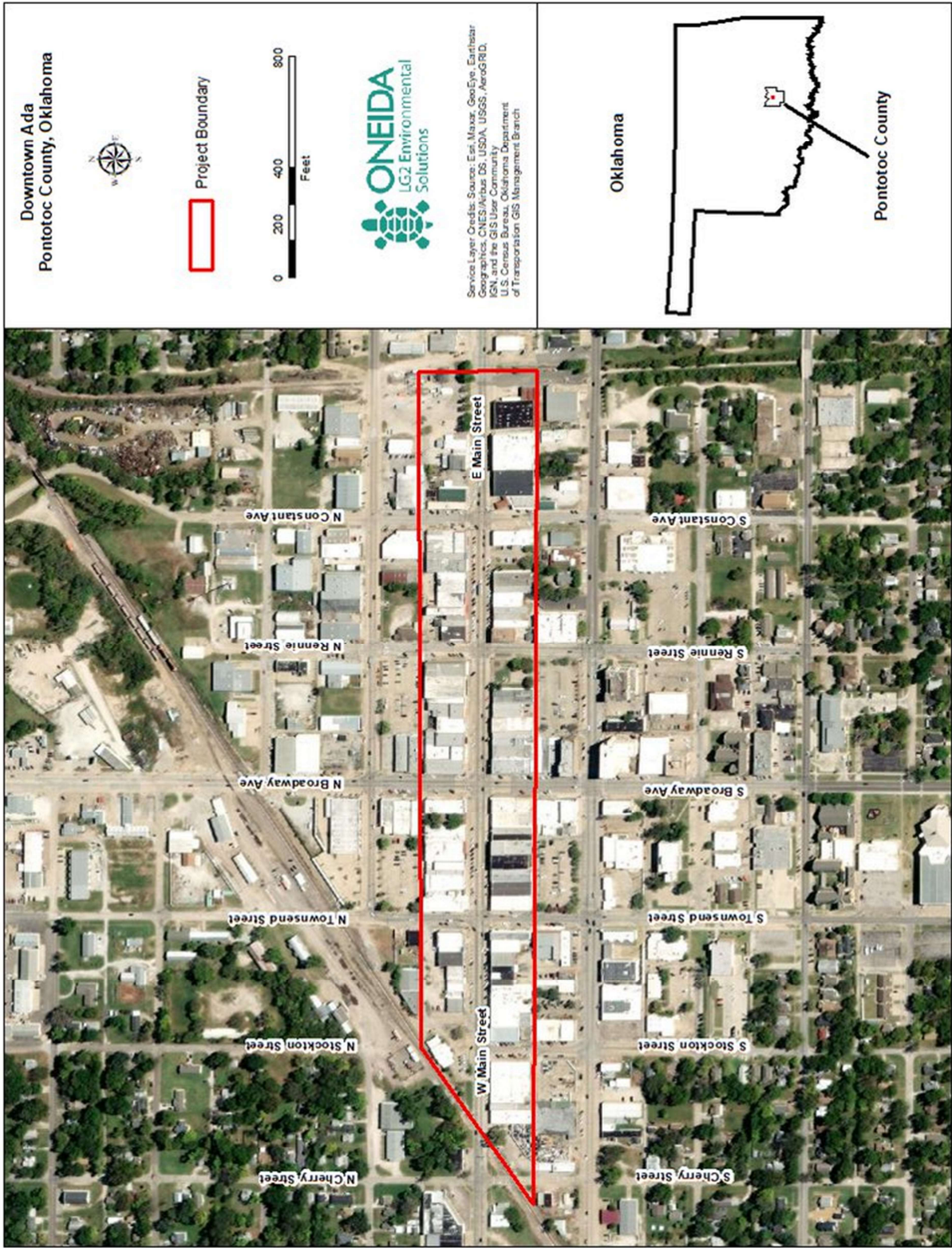


Figure 2 Main Street Ada survey area

Methodology

Prior to conducting field work, LG2 conducted secondary source research on the historical development of Ada, OK. This research concentrated on relevant Oklahoma architectural history contexts, and the history of Ada. and online research was conducted using the OHS's website (okhistory.org) and in Ada newspapers accessed through Newspapers.com. On-site research was conducted in the local library in Ada. LG2 looked for previous building surveys for Ada, Oklahoma, but were unable to find any record of them.

Fieldwork was conducted by an architectural historian qualified under 36 CFR, Part 61 of the NHPA on August 23-27, 2021. LG2 conducted a historic building survey of eighty-eight (88) buildings. Fieldwork involved locating buildings within the boundary that appeared to be fifty (50) years old or older, taking survey notes of each building, and mapping locations using GPS. Each building surveyed was documented using 35mm digital SLR photographs.

Historic Context

Arrival of the Chickasaw

In 1818, tribal leaders of the Chickasaw Nation signed the Treaty of Old Town, ceding all their lands in western Kentucky and Tennessee to the United States Government. Despite this, the Chickasaw did not immediately relinquish their lands and move into present day Oklahoma. That occurred following the signing of the Treaty of Doaksville, in 1837. The Treaty of Doaksville gave the Chickasaw the right to settle in the western part of Choctaw lands in southeast Oklahoma. They were not able to purchase the land from the Choctaw, but rather, were allowed to lease a tract for \$530,000 and were granted representation on the Choctaw Council (Pate 2015).

In 1855, the Chickasaw were allowed to establish their own government within an area comprising the middle third of the original Choctaw lands, while the western third was leased to the U.S. government for the relocation of a Plains Indian tribe. Due to attacks from Plains groups in the northern and western extents of the Chickasaw region, these areas were generally not intensively occupied during this period. In fact, few Chickasaws settled in present day Pontotoc County until after the Civil War (Turner n.d). Tishomingo (south of present-day Ada) was established as the capital of the Chickasaw Nation.

Upon the outbreak of the American Civil War in 1861, the Chickasaw Nation aligned with the Confederate South, fighting for the Confederacy during the Civil War (Pate 2015). Following the defeat of the South, and after relinquishing a large portion of land in southwest Oklahoma in 1865, the Chickasaw Nation faced economic hardship. They soon, however, found prosperity in ranching and farming, and began building some of the first schools, banks, and businesses in Indian Territory (Pate 2015). In 1867, the Chickasaw government established four counties, including Pontotoc, which comprised much of the northern third of the tribe's land (Turner n.d).

Beginning in the 1840s, as Euro-American settlers began moving into Chickasaw territory, these newcomers would often marry Native American women principally to acquire land in Indian Territory. On September 24, 1887, the legislature passed an amendment to a law that stated that all white people were required to live in the nation for two years and pay a \$50 fee to marry. This kept the settlers from seeking marriages solely for the purpose of taking Indian land (Pontotoc County 1976).

During the territorial period cattle ranching was prominent within the region now known as "Hereford Heaven"; however, cotton quickly emerged as the principle economic force (Turner n.d.). As with many other agricultural areas after the Civil War, the region included a high rate of sharecropping and tenant farming.

Early Euro-American Pioneers

After 1889, President Harrison opened up the “Unassigned Lands” in the Indian Territory to general settlement. The families of brothers J.M. and J.B. Daggs were the first Euro-American settlers who moved to the area. In early 1890, the brothers J.M. and J.B. Daggs relocated their families and cattle from Texas to the area around present-day Ada (Biles 1954:5). This area became known as Daggs Prairie. The prairies were described as “a sea of waist-high grass”, which was suitable for cattle ranching, but few plots of land for miles in any direction were cultivated. The Daggs brothers were also the first farmers in the region to raise crops for market (Biles 1954: 6).



Figure 3 Jeff Reed and family, Ada Reed at far right (Biles 1954)

More pioneers soon followed. Jeff Reed (Figure 3, a native Texan and relative of the Daggs) moved with his family to Daggs Prairie in 1890 as well. The Reed family settled near what later became West 4th Street and Oak Avenue. Homes were simple and constructed of logs. The Daggs brothers and Reed came to the region as cattle ranchers; however, after about a year, Reed built a small store that he named “Reed’s Store” (Biles 1954). This store represents the first commercial enterprise in town and became a locus for trade between Native Americans and Euro-American settlers (Biles 1954: 6). In fact, prior to the establishment of the post office the settlement was known as Reed’s Store. Soon, J.B. Daggs and R.S. Floyd opened a second store in the community (Biles 1954:6). As the settlement grew, residents desired a post office, so Reed prepared the petition and collected required signatures from people across the area to present to the Post Office Department. For the new post office name the Postal Service rejected “Sulphur

Springs” and “Reed’s Store.” Finally Reed suggested the name of “Ada” after one of his daughters, which met with the Post Office’s approval. The community officially became known as Ada on July 10, 1891 (Pontotoc County 1976). Jeff Reed’s store and post office was located at about present-day 524 West Fourth Street.

The Railroad and the Growth of a City: 1900 - 1917

In its first decade (1890-1900) Ada’s population only grew to 180 people, but by 1907, the population of Ada had swelled to 4,600 people. This sudden growth came from the proliferation of cotton as a crop and the addition of the railroad.

In the late 19th century and early 20th century, railroads provided a rapid, reliable means of transportation for people and shipment of goods to distant markets, crucial before the invention and widespread use of the automobile and the modern road network. A town with a railroad became an important trading point, and the depot became the town’s social hub. Because the addition of a railroad could exponentially increase a town’s economy, railroad routes during this period were dictated by politics and promotion. Due to the petitioning and organization of John W. Beard, co-founder of Shawnee (Ada’s sister city to the north), Ada secured its first railroad, the St. Louis and San Francisco (Frisco) Railway, which was authorized by Congress in 1896 (Biles 1954:12).

In early 1900, construction crews entered Pontotoc County to survey the right of way for the Frisco Railway. Due to unsuitable terrain conditions along the first proposed route, a second route (the current alignment), along the ridge known as “Delaware Mount”, was selected (Hasskarl 1976). A year later, in 1901 the town was incorporated as the City of Ada and the Frisco Railway began operation through the municipality (Floyd 2015). The first passenger depot was built in 1901 (Figure 4) and was originally located just west of the survey area, between Broadway and Townsend Street.

At this time, the center of town was located north of the railroad at present day Fourth Street and Oak Avenue; however, once land was purchased on both sides of the railway, the center of town shifted to straddle the railroad. The Oklahoma Territory Development Company purchased land for the town from a Chickasaw man named Albert Perry. In 1900, Reed’s Store, the post office, and people living at the original Ada settlement moved locations centered around the railway (Hasskarl 1976). Local farmers brought their abundant cotton crops to Ada for railroad shipment, and Ada became a cotton market town (Figure 5).

The population increased with remarkable rapidity. Many settlers came to town during this period because of railroad work. As the town’s population increased, so too did its reputation. During this period the town had many saloons and a reputation for violence, with thirty-six (36) recorded murders in 1908 (Floyd et al. 2015; Turner n.d.).

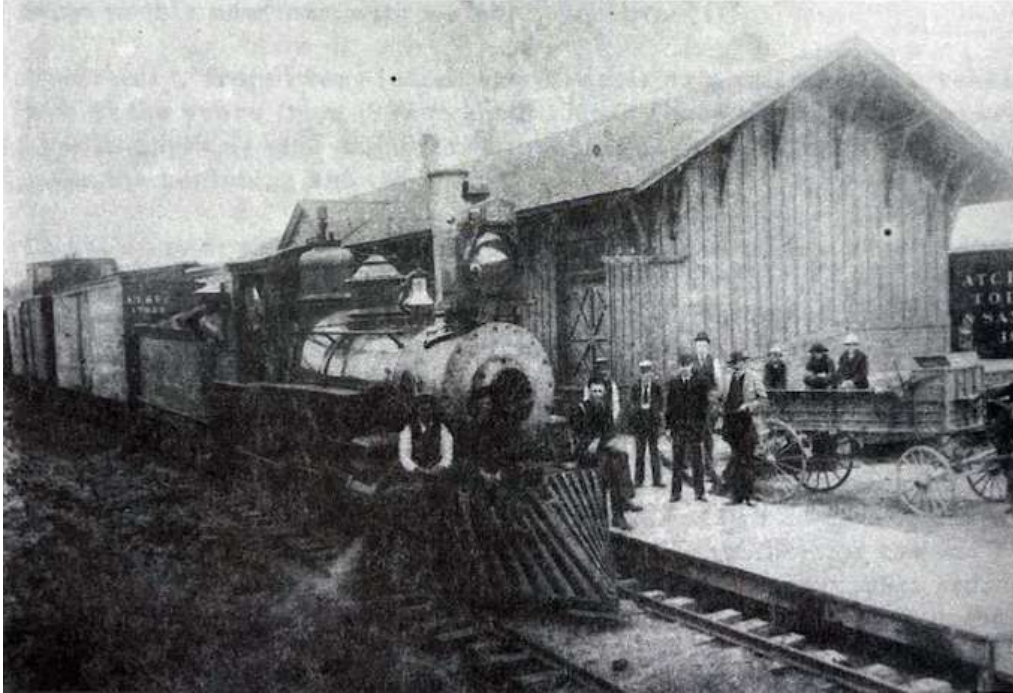


Figure 4 The first railroad depot in Ada (Hasskarl 1976)



Figure 5 Cotton going to market on Main Street Ada about 1905 (Biles 1954)

Even during the territorial period cotton was the primary economic stimulator in Ada. Ada was the major cotton-marketing center in the region, drawing cotton buyers from all over during buying season in the fall. The success or failure of local businesses corresponded with the success or failures of the crops. Prior to statehood the city had five cotton gins, a cotton seed oil mill, and a cotton compress. Main and Broadway, in the middle of the current project survey area, was the primary locus for the local cotton market (Biles 1954:66).

Two important business types in the 1900s were wagon yards and livery stables. The wagon yards were used by local farmers to bed down their horses in stalls around the perimeter of the yard with their wagons in the center of the yard (Biles 1954:72-3). There was also a feed house and camp house in the enclosure to cater to the traveling farmers. The busiest time of the year was during the cotton buying season in fall. Entire families would travel to town with their wagons loaded with goods, and they would stay a day or two to conduct their business before returning home. There were two large wagon yards in Ada, one on the northeast corner of Main Street and Rennie (now 200-202 East Main Street in the project area), and the other was located on the corner of Twelfth Street and Stockton (one block southwest of the project area) (Biles 1954). The livery stables provided boarding facilities for teams of horses and rented out vehicles and teams of horses (Biles 1954).

By 1907 the city had a population of 5,000; an ice factory, machine shops, flour mill, bottling works, seven churches, four cotton gins, a steam laundry, a fire department, cotton compress, ice cream factory, canning factory, brick and tile plant, three banks, cotton seed oil mill, two job printing offices, light plant, good schools, six loan and trust companies, one daily and two weekly newspapers, three railroads, and a large cement plant under construction. Cotton continued to be the largest agricultural export at this time (Biles 1954).

On September 17, 1907, the people of Indian and Oklahoma Territories voted favorably on statehood. The vote was certified and delivered to Washington D.C. On November 16, 1907, President Theodore Roosevelt signed a proclamation creating the State of Oklahoma. Statehood was a cause for great celebration in Ada. Bonfires were lit in vacant lots downtown, and Ada was decorated with flags and bunting.

Statehood brought many new firms to Main Street, Ada and helped to continue economic development in the commercial district. Ada successfully grew from a small Territorial town into a bustling city in the new state (Biles 1954). Following statehood, the women of Ada collected money and lobbied Gov. Charles Haskell to establish a normal school in the community. In 1909, East Central College (present day East Central University) was founded. The 25,000 Club, a predecessor to the chamber of commerce, raised money to pay teacher salaries until the State Legislature made appropriations (Ada Chamber of Commerce 2020).

In the early 1910s the city acquired multiple industries in addition to its role as a cotton market town. Limestone quarrying and cement production were elements of the community's economy since the territorial period. In 1910, the Portland Cement Company installed a coal fueled dry-process plant in Ada. By 1916 another major industry in town was the American Glass Casket company, which eventually failed and was purchased by Hazel Atlas glass company in 1928. Although the company later became Brockway Glass, they produced glass items until 1991 (Floyd et al. 2015).

Early in the decade many of the commercial buildings on Main Street were one-story wood frame buildings, particularly on the south side of the street (Biles 1954). Throughout the decade two-story brick commercial buildings either began to infill gaps in storefronts or replacing the earlier wood frame buildings, such as the replacement of the original wood frame vernacular Frisco Depot (Figure 4) with a **1913 Moderne-style concrete depot** (Figure 20). By the 1910s the downtown area had largely been built out and had taken on much of its current architectural character, with two-story brick commercial buildings predominating. A good example of a typical commercial building constructed at this time is **Shaw's Department and Nickel Store at 124 East Main Street** (Figures 6 and 7), built in 1914 and one of the more popular stores in the city at the time (City of Ada n.d.; Haney and Strickland 2012).

World War I and the Roaring Twenties: 1917-1929

On April 6, 1917, Congress declared war on the Central Powers and the U.S. entered World War I. During the subsequent two years, over 85,000 Oklahomans served in Europe (Patterson 2017). Men that returned home found a quickly changing landscape. The car quickly became prevalent in Ada, and the town began to change to accommodate the growth in its popularity (see Figure 8 for an image of vehicles parked at the East 100 block of Main Street, and Figure 9 for the same view today). Newer buildings were built farther from Main Street to incorporate parking lots and drive throughs, a boulevard encircled the city, a free bridge was constructed across the Canadian River, the streetscape was paved, and fewer horse drawn wagons or rigs appeared on it (Ada Chamber of Commerce 2020). Wagon yards and livery stables disappeared from Main Street. More grocers began selling oil and gasoline to automobile owners, and new automobile-related buildings, such as the **gas station at 301 East Main Street** (Figure 10), were constructed in Ada's business district. The example at 301 East Main Street was constructed in 1930 based on tax record information, but the location had been in use for another automobile service business, Rollow's Tire Service, as early as 1922 (*The Ada Weekly News* August 17, 1922).



Figure 6 Shaw's Department and Nickel Store, built 1914 (Haney and Strickland 2012)



Figure 7 Shaw's Department Store at 124 East Main Street (2021)

W.K. Chaney was the first automobile salesman in Ada. He sold several Buicks to citizens of Ada in the early days of the automobile. Chaney's garage was located at the back of his home on East Tenth Street before a fire destroyed the building (Biles 1954:74). B.H. Frick was the first Ford dealer in Ada. He was quoted as saying "It is a far harder job to teach customers to drive the Fords they bought than it is to sell them" (Biles 1954).

The national movie industry had also expanded rapidly in the 1900s and 1910s, and businessmen began construction of movie theaters on Main Street with at least two in operation by about 1916-1917, the Liberty and the Majestic (which had become the American by 1917). Ada businessman Foster McSwain purchased both these existing theaters and in 1920 built the **McSwain Theater at 101 East Main Street** (Figures 11 and 12), now a landmark building on Main Street. On its opening night on July 19, 1920, McSwain presented the silent film "Suds" starring Mary Pickford. The masonry and concrete theater, advertised initially as "fireproof" showed both movies and live vaudeville acts and is still an active live act venue (McSwain 2022).

As a modern, progressive early twentieth century community, Ada began planning for an airport by the mid-1920s, with plans to operate an east and west airline between Birmingham, Alabama and San Diego, California (Ada Chamber of Commerce 2020). The airfield opened just north of the city in 1929, with a commercial air freight service operating from Oklahoma City to Ada (*The Ada Weekly News*, July 27, 1929). The facility currently operates as a regional airport.

Throughout the 1920s agriculture in Oklahoma remained depressed. An increase in agricultural production meant a decrease in prices which affected rural Ada. Because there was too much cotton produced nationally, the price of cotton dropped in the 1920s. Like the rest of the country, economic troubles intensified when the stock market crashed in 1929.

Great Depression and World War II: 1929 - 1945

Following the Stock Market Crash of 1929, the country was thrust into a deep economic depression known as the Great Depression. In conjunction with the market crash, two additional factors would affect Oklahomans and lead to further unemployment and economic hardships. The opening of the East Texas oil field created a surplus of oil, which caused prices to drop and layoffs to proliferate. The second, a decades long drought, in conjunction with dry land farming techniques, resulted in denuding of grasslands. Intense winds further diminished the fertility of soil, creating huge dust storms, and this time is known subsequently as the Dust Bowl era. Ada's economy, however, was cushioned because of its existing cement and glass industries. Also, the Fitts oil field was discovered in 1933 outside of town, briefly leading the nation in oil output in the 1930s (Turner n.d.).



Figure 8 Cars on the East 100 block of Main Street in 1920 (Haney and Strickland 2012)



Figure 9 Cars parked on the East 100 block of Main Street in 2021



Figure 10 Filling station at 301 East Main Street (2021), site of Rollow's Garage in the 1920s



Figure 11 McSwain Theater in 1936 (OHS)



Figure 12 McSwain Theater in 2021

Between 1930 and 1940, the population of Ada continued to grow despite the Great Depression. During this period Ada attracted Firestone Auto Supply and Service, the Cummings Building, J.C. Hynds, the Aldridge Hotel, Thomas Concrete Pipe Company, and the Smith Packing Company. Additionally, the McSwain Theater was remodeled; the Gluckman Department Store expanded; Valley View Hospital was constructed; and Peoples Electric Cooperative was established; and the radio station KADA started (Ada Chamber of Commerce 2020).

Despite the Depression multiple renovations and some new construction marked Main Street in the 1930s. One prominent business remodeled in the 1930s was the First National Bank, now the Vision Bank (Ada Chamber of Commerce 2020). Originally built in a Commercial Italianate style in the 1900s (Figure 13), the bank was demolished in 1938 and an **Art Moderne-style building at 101 East Main Street** (Figure 14) constructed in its place (*The Ada Weekly News* February 10, 1938).



Figure 13 First National Bank at 101 East Main Street about 1910 (OHS)



Figure 14 First National Bank at 101 East Main Street (2021), built in 1938

The Johnson Bakery's business increased to such an extent that they constructed a new building at 208 East Main Street, replacing a one-story building that had been there for some years. Built by contractor H.S. Moore, this Moderne-style building at **208 East Main Street** (Figure 15) was located "in a block that has in the last few years become one of the busiest retail blocks of the city's commercial district." (*The Ada Weekly News*, July 4, 1935)

Main Street Ada throughout the 1930s was a busy place. Increased automobile and truck traffic through town added to congestion, and even at the height of the Depression in the mid-1930s the commercial business district hummed with activity (*The Ada Weekly News* December 12, 1935 and June 4, 1936). By the mid-1930s Ada had become a wholesale center for an ever-widening rural area and "a retail shopping point for thousands who traded in other towns a few years ago." (*The Ada Weekly News* June 6, 1935) In describing the Christmas season of 1935, *The Ada Weekly News* reported

[C]rowds of Christmas shoppers... are filling Ada's well-stocked stores... Five blocks on Main Street and two blocks on Broadway have been strung with vari-colored Christmas lights and... evergreen trees will make their appearance in front of almost every downtown store... Department stores, specialty stores, jewelry shops and every other business... have stocks that rival metropolitan centers in variety and quality (*The Ada Weekly News* December 12, 1935).

World War II helped to stimulate Oklahoma's economy by creating work opportunities and restoring agricultural prices. The Navy also temporarily took over Ada Airport as a training base, further helping the local economy (*Ada Weekly News*, August 30, 1945). Between 1940-1949, the chamber of commerce created financial packages to attract several corporations including Montgomery Ward Department Store, Wickham Packing Company, Cudahy Cheese and Processing plant, Reeve's Meat Packing, and packing houses (1949) (Ada Chamber of Commerce 2020).

Post-World War II to 1975

By 1950, the population of Ada reached almost 16,000; however, it slowly declined to just over 14,000 people in 1960 (Floyd et al. 2015). Cement continued to be a major industry in the region. In 1954, Ideal Cement Company, which acquired the Portland Cement Company, opened a 30-million-dollar plant in Ada (Ada Chamber of Commerce 2020). To haul rock and shale for processing into cement material, a 5.4-mile (8.7-kilometer) conveyor belt, the longest in the world for a time, was constructed. During the 1950s the town population declined to 14,000 (Floyd et al. 2015).



Figure 15 The former Johnson Bakery building at 208 East Main Street (built 1938) in 2021

Ada's Main Street, however, continued to prosper. One newspaper article from 1956 reported on a fire at the Granger Building in the middle of the 100 Block of East Main and mentioned that "A Main Street fire strikes horror because Ada has one of the state's finest shopping districts, but many of the buildings are approaching or passing the half century mark." (Bonehouse 1956) Indeed, Main Street businesses continued to use older commercial building stock from the 1910s and 1920s, with little demolition and new construction occurring.

By mid-century the cattle industry had become a primary economic force in the community. By 1960, the number of cattle in Ada outnumbered people, with a value over 5-million-dollars. Infrastructure and events, such as rodeos, were created to support this growing industry. A "bull ring" was constructed by the chamber of commerce for competitive livestock markets (Ada Chamber of Commerce 2020).

On January 5, 1961 a fire destroyed a quarter of the West 100 block on the south side of Main Street, perhaps the worst fire the commercial business district had seen up to that point (Thompson 1964). The fire destroyed five businesses on the ground floors of the buildings (Figures 16 and 17). Infill commercial buildings were constructed to replace the destroyed buildings. Nearly all the Main Street construction dating to the 1960s resulted from this fire, including the mid-century commercial building located at **101 West Main Street** (Figure 18).

Throughout the 1960s, the chamber of commerce made “efforts to improve the quality of life for all citizens” (Ada Chamber of Commerce 2020). Throughout the decade the ADA Chamber of Commerce (2020) worked to attract industry and manufacturing jobs to the community. In 1969, improvements were made to the water supply, parks system, and infrastructure.

Nevertheless, with the expansion of suburbs in Ada in the 1960s and continued downtown congestion, the city worried that developers would start building shopping centers outside the central business district. In the 1960s the City of Ada was acutely aware of both the traffic problems in downtown and the growing competition of businesses outside of the central business district and in 1964 the City formed a downtown committee to study the problems and find solutions (Gurley 1965). Problems with traffic congestion and insufficient parking continued to plague downtown. *The Ada Weekly News* described the issues and the city’s attitude in one 1964 news story:

“I think Ada has a wonderful business district,” [Frank Dillon of the Chamber of Commerce] said. “We would like to see it kept that way.” Dillon stressed that, in his opinion, a strong, modern central business district was the best countermeasure against development of a shopping center. “We hope Ada can act now, before it is too late,” he said, pointing to developments in Norman, McAlester, Altus (where sacks cover downtown meters) and other communities that failed to handle problems adequately and in time (Gurley 1964).

The City and its merchants continued to work on improving downtown parking in the 1960s and early 1970s (*The Ada Weekly News*, April 3, 1969 and August 14, 1969). The City, working with the Oklahoma Department of Transportation, also had nearly completed a highway bypass around the city by the early 1970s. This effort, begun twenty years before in the 1950s, sought to route north-south traffic and westbound traffic around the city to decrease downtown congestion (Bonehouse 1956a; USGS 1979).



Figure 16 The January 1961 fire at the West 100 Block of Main Street (OHS)

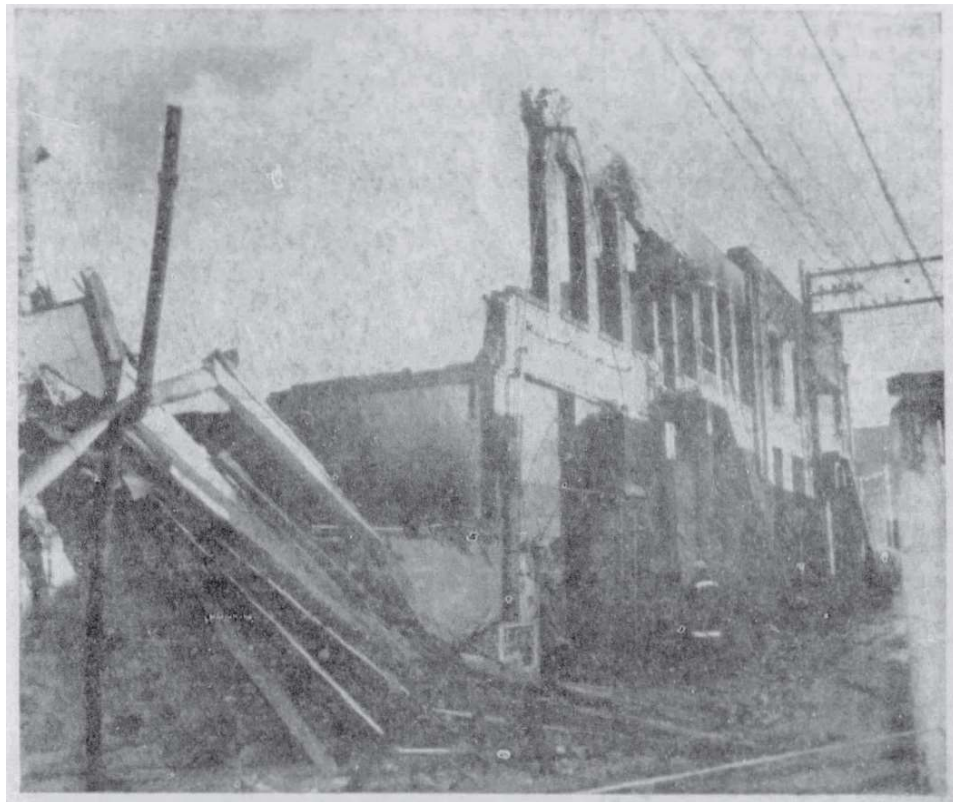


Figure 17 Aftermath of the January 1961 fire (Knickmeyer and Gurley 1961)



Figure 18 Mid Century modern infill at 101 West Main Street (2021), built after the 1961 fire

The 1970s was a period of continuing prosperity and good fortune for Ada. One source states that by the end of the 1970s Ada was “The center of an economic area with a balanced economy. Industry is well developed. Some 40 factories employ more than 1,500 workers [and] the nearby oil fields continue to employ scores of workers. Agriculture currently functions around high grade beef cattle production.” (Morris and Green 1979:38) In a further boost, in 1975 the Chickasaw Nation opened its headquarters in Ada. The headquarters currently provides educational programs, employment and training opportunities, a health facility and clinics, and community assistance for tribal members (Floyd et al. 2015).

In 1972 the first suburban shopping center in Ada to compete with the central business district opened at the corner of Arlington and Country Club Road (*The Ada Weekly News* June 15, 1972). Nevertheless, the Main Street business district continued to prosper throughout the decade despite the competition. The city retailers still reaped the benefits of attracting customers from the large surrounding rural area, with larger cities of Shawnee and Oklahoma City too distant to compete for this clientele. Main Street also had benefited from historically slow but steady growth. Large areas of adjacent land had yet to be annexed, which meant that “the built up area inside the incorporated limits and that adjacent to it is rather compact. As few outlying shopping centers

have been developed [by the 1970s], **the downtown core remains the principal business district.**" (Morris and Green 1979:38, emphasis the authors of this report)

No new construction or infill occurred on Main Street in the 1970s, but there had been multiple modifications to downtown storefronts throughout the 1950s, 1960s, and 1970s with many of the original early twentieth century sandstone and brick buildings adorned with modern cladding. One example of this is the old **Shaw Store at 124 East Main Street** (Figures 6 and 7). For the most part, however, early twentieth century commercial architecture still dominated Main Street. Main Street looked a little different than it had half a century earlier but would have been certainly familiar to the first townspeople of the 1900s.

Results and Recommendations

Number of Resources Surveyed

Eighty-eight (88) total resources were surveyed within the survey boundaries of Ada's Main Street. The buildings included within the survey boundaries are a mixture of commercial businesses and restaurants, warehouse and manufacturing facilities, religious use buildings, and financial institutions.

Criteria for Listing in the National Register of Historic Places

All properties surveyed within the Main Street, Ada survey boundary were considered for listing in the National Register of Historic Places. This included listing as an individual property, as a contributing resource to a potential historic district, or a combination of both.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
 - b. That are associated with the lives of significant persons in or past; or
 - c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
 - d. That have yielded or may be likely to yield, information important in history or prehistory.
- In addition to meeting one or more of the above criteria, the property must also retain integrity. Integrity is the ability of a property to convey its significance. Historic properties either retain integrity or they do not. Within the concept of integrity, the National Register criteria recognizes seven aspects or qualities that, in various combinations, define integrity:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

Architectural Styles & Types

Early 20th Century Commercial

The early 20th Century Commercial style of American architecture emerged as a reaction to the late 19th century Victorian style. The style was highly adaptable to suit commercial needs and to remain attractive and inviting to potential patrons. Character defining features of the style include patterned masonry wall facades, parapets and cresting, and large rectangular windows. Most buildings were two stories and had living spaces above the store on the second floor. The early 20th century commercial type commonly follows style guidelines from Italianate style architecture, such as this example at **100 East Main Street** (Figure 19). This is the most common commercial building type in the survey area. 63% of the buildings surveyed were this type (Table 1).



Figure 19 Early 20th Century Commercial building at 100 East Main Street (2021)

Modern Movement

The Modern movement in architecture marked a significant change in building design from traditional construction techniques and forms. This architectural style originated in Europe and came to the U.S. in the 1920s. Traditional ornamentation was generally eschewed by Modern practitioners. The Modern Movement spawned other styles, such as Art Deco, International, and Moderne (Pennsylvania Historical and Museum Commission 2015). Character defining features of this style include flat roofs, smooth walls with little surface ornamentation, rounded corners, and bands of windows with horizontal emphasis (Pennsylvania Historical and Museum Commission 2015). Only 5% of buildings surveyed for this project were built in a Modern Movement style (Table 1), including the **1913 Frisco Railroad station** (Figure 20).



Figure 20 Modern movement railroad station (2021) built in 1913

Mid Century Commercial

Post WWII, American architecture design expressed optimism and economic prosperity. New materials and advancements in structural systems changed how storefronts could interact with potential patrons. The concept of the open store front and “theater lobby” ensured that the entire store became a display for goods. Vision barriers were removed so that those walking past could get a better view into the store and be therefore more likely to enter the store (Mid-Century Commercial Modernism: Design and Materials 2015). Character defining features of this style includes steel lintels and plate glass spanning across the entire front of the store, sharp angles, asymmetry, and lightweight metal cladding (Mid-Century Commercial Modernism: Design and Materials 2015). One example of this is the **107 West Main Street** (Figure 21).



Figure 21 Mid Century commercial building at 107 West Main Street (2021)

Table 1. Architectural Styles

ARCHITECTURAL STYLES	# OF PROPERTIES	TOTAL %
Early 20th Century Commercial	56	64%
Modern Movement	4	5%
Mid Century Commercial*	10	11%
Other/No Discernable Style	18	20%
Total:	88	100%

*Six of these are early 20th century commercial buildings modified to Mid Century style

Of the date ranges of the surveyed buildings, 97.73% (86 buildings) were constructed between 1900-1960 (Table 2). An additional table shows a breakdown of the construction dates within the span of those sixty years (Table 3).

Table 2. Construction Date Ranges 1900-1972

DATE RANGE	# OF PROPERTIES	TOTAL %
1900-1910	49	55.68%
1911-1920	25	28.41%
1921-1930	4	4.55%
1931-1940	2	2.27%
1941-1950	4	4.55%
1951-1960	2	2.27%
1961-1972	2	2.27%
TOTAL	88	100%

Table 3. Construction Date Ranges 1903-1972

DATE	# OF PROPERTIES	TOTAL %
1903	3	3.41%
1906	6	6.82%
1908	1	1.14%
1909	8	9.09%
1910	31	35.2%
1911	11	12.5%
1912	6	6.82%
1913	5	5.68%
1920	3	3.41%
1926	1	1.14%
1930	3	3.41%
1935	1	1.14%
1938	1	1.14%
1950	4	4.55%
1960	2	2.27%
1961	1	1.14%
1972	1	1.14%
TOTAL	88	100%

Current Uses

Businesses or “specialty stores” were the most prevalent use on Main Street. 43% of recorded buildings were classified as being a business or store. Other uses present along Main Street included restaurants, financial institutions, office space, and religious. 16% of the buildings along Main Street were vacant, or not in use at the time the survey was conducted (Table 4).

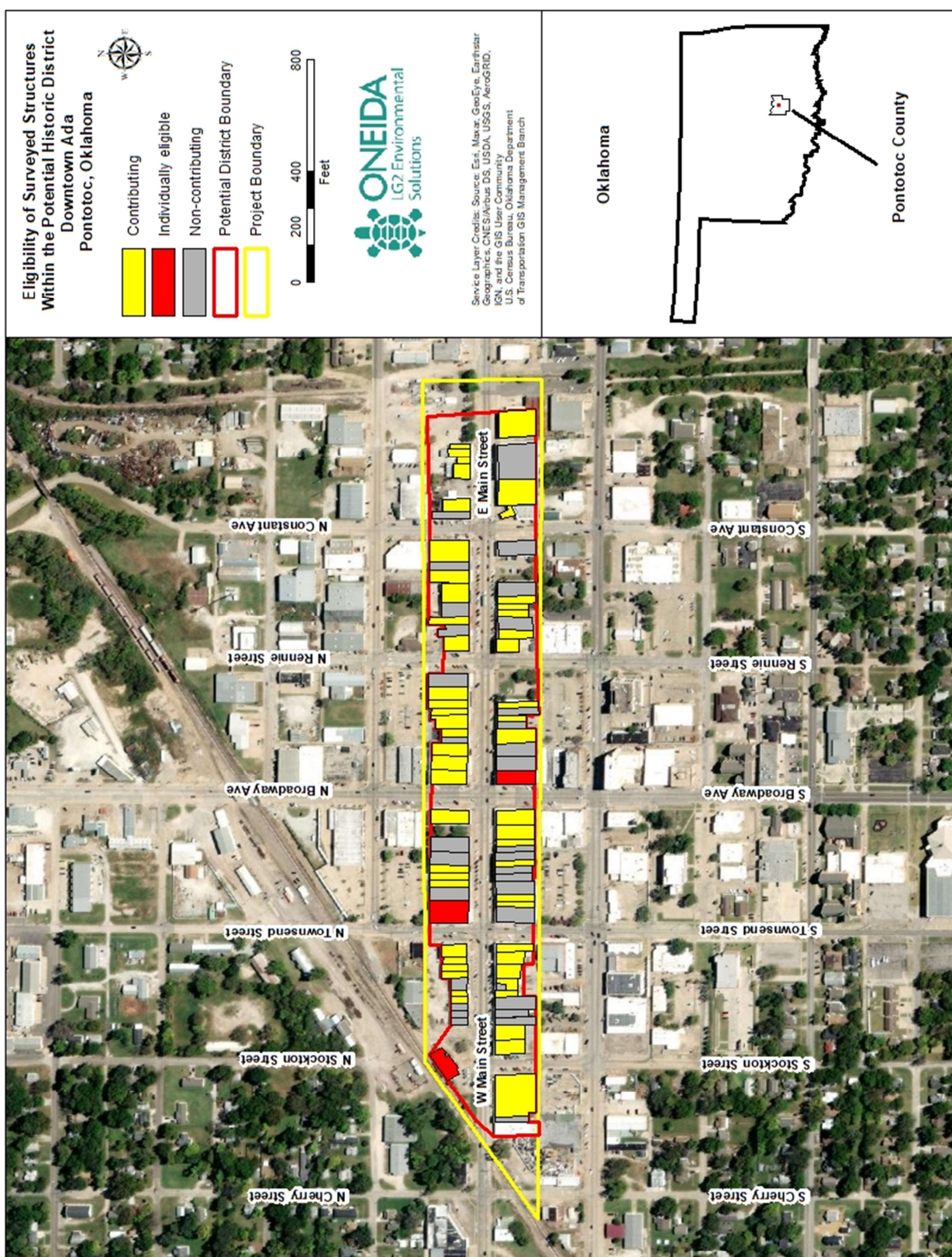
Table 4. Current Use

CATEGORY	NUMBER OF PROPERTIES	TOTAL % OF SURVEY
BUSINESS/SPECIALTY STORE/COMMERCIAL	38	43%
RESTAURANT	9	10%
FINANCIAL	8	9%
OFFICE SPACE	17	20%
RELIGIOUS	2	2%
VACANT/NOT BEING USED	14	16%
TOTAL	88	100%

Downtown Ada Historic District

The Ada Main Street Historic District (Figure 22) is eligible for listing in the National Register of Historic Places for local significance under Criterion A for Commerce, and Criterion C for Architectural significance. The period of significance is early to mid-20th century (1900-1970) to reflect the rapid growth of Ada and the city's original commercial district. This potential district is along Main Street, roughly bounded by South Cherry Avenue to the West and South Hope Avenue to the East. Within these boundaries, fifty-eight (58) properties retain enough integrity to be contributing resources to the Main Street Historic District. Three properties are both individually eligible for listing on the National Register of Historic Places and contributing resources to the historic district. Thirty (30) properties do not retain enough integrity and are non-contributing to the Main Street Historic District.

Fifty-five percent (55%) of the buildings surveyed were built between 1900-1910. This period saw a population and building boom in Ada. When the railroad came to Ada, the small town was located northwest of the proposed tracks. In 1900, Reed's Store, the post office, and people living at the original Ada settlement moved locations centered around the railway (Hasskarl 1976). The early 20th century commercial buildings were all one or two stories tall with store fronts facing the street. The buildings were situated very close together, in many instances, sharing one or two walls with their neighbors. The buildings were constructed using cement, sandstone and brick. Auto related business appeared as early as 1930 with a filling station that was built in 1930 on the corner of East Main Street and South Constant Avenue. Additional repair shops and garages began appearing further east along Main Street (outside of the survey area) in the 1950s and 1960s. Mid-century commercial infill also occurred in the 1950s. New buildings using newer, sleeker materials were being constructed along Main Street, and some existing buildings were being clad in the same materials (Figures 6 and 7).



In recent years, many of the original facades of the historic buildings have been covered by modern cladding such as metal or vinyl siding. These treatments are superficial and can be removed to expose the original architecture. Some buildings currently display these finishes peeling away, exposing the original finish underneath (Figure 23). Due to the impermanent nature of these modern claddings, and the ability to potentially restore the historic buildings to their original appearance, these alterations do not adversely affect these buildings as contributing resources to the historic district.



Figure 23 Non-historic cladding covers a historic facade on Main Street, Ada (2021)

In addition to historic buildings being contributing resources to the Main Street Ada Historic District, streetscapes and circulation patterns were also observed. Downtown Ada has wide streets with plentiful on street parking. There is also a substantial sidewalk for pedestrian use between the parking and store fronts. There does not appear to be much in the way of fixtures along main street. At the time this survey was conducted there were no benches or seating observed, and there were limited trash/recycling cans. The trash cans that were present appear to be a 1980s addition as well as the current streetlights. Nothing about the current streetscape appears to be historic in nature, and construction on it was occurring during the time this survey was conducted.

Individually Eligible Properties Needing Additional Research

The survey identified three buildings within the survey area that are individually eligible for listing in the National Register of Historic Places (Table 5): the McSwain Theater, Passenger Depot, and First National Bank. McSwain Theater is eligible for local significance under Criterion A as a prominent local movie theater and vaudeville venue starting in the 1920s. The Passenger Depot is eligible for local significance under Criterion A because of its association with the railroad, so crucial to the beginning and economic success of Ada. The First National Bank building is eligible for local significance under Criterion A because of the prominence and importance of the bank in the economic development of the area from the beginning of the city. All three resources are eligible under Criterion C as they embody the distinctive characteristics of a building type and period and possess high artistic values.

Table 5. Individually Eligible Properties

Name	Criteria	Address
McSwain Theater	A & C – Entertainment / Architecture	132 West Main Street, Ada, OK 74820
Passenger Depot	A & C – Transportation / Architecture	222 West Main Street, Ada, OK 74820
First National Bank	A & C – Commerce / Architecture	101 East Main Street, Ada, OK 74820

Properties That Do Not Meet Individual Eligibility Requirements

Eighty-eight (88) properties along Main Street were surveyed. Of those, three (3) meet the requirements to be considered individually eligible for inclusion in the National Register of Historic Places. Fifty-three (53) buildings have been evaluated as not having enough integrity to be listed individually in the National Register of Historic Places but would be eligible as contributing

components to a historic district. Thirty-two (32) buildings lack enough integrity to be considered individually eligible or contributing resources to the historic district (Table 6).

Table 6. Surveyed Buildings

ADDRESS	DATE	ELIGIBILITY
100 W MAIN STREET ADA, OK 74820	1930	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
101 E MAIN STREET ADA, OK 74820	1938	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT/INDIVIDUALLY ELIGIBLE
101 S BROADWAY AVENUE ADA, OK 74820	1950	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
102 E MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
103 E MAIN STREET ADA, OK 74820	1960	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
105 E MAIN STREET ADA, OK 74820	1960	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
105 TOWNSEND STREET/201 W MAIN STREET ADA, OK 74820	1903	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
105 W MAIN STREET ADA, OK 74820	1950	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
106 E MAIN STREET ADA, OK 74820	1903	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
107 W MAIN STREET ADA, OK 74820	1961	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
108 W MAIN STREET ADA, OK 74820	1960	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
110 E MAIN STREET ADA, OK 74820	1903	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
111 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT

ADDRESS	DATE	ELIGIBILITY
		DUE TO ALTERATIONS TO FACADE
112 E MAIN STREET ADA, OK 74820	1911	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
112 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
113 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
114 E MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
115 E MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
115 W MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
116 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
116 W MAIN STREET ADA, OK 74820	1912	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
117 E MAIN STREET ADA, OK 74820	1909	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
117 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
118 W MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
119 E MAIN STREET ADA, OK 74820	1912	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
119 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE

ADDRESS	DATE	ELIGIBILITY
120 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
120 W MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
121 E MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
121 W MAIN STREET ADA, OK 74820	1930	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
122 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
122 W MAIN STREET ADA, OK 74820	1950	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
123 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
124 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
125 W MAIN STREET ADA, OK 74820	1911	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
127 W MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
130 E MAIN STREET ADA, OK 74820	1972	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO THE CONSTRUCTION DATE BEING OUTSIDE THE PERIOD OF SIGNIFICANCE
131 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
132 W MAIN STREET ADA, OK 74820	1920	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT/INDIVIDUALLY ELIGIBLE

ADDRESS	DATE	ELIGIBILITY
200 E MAIN STREET ADA, OK 74820	1926	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
200 W MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
201 E MAIN STREET ADA, OK 74820	1906	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
203 W MAIN STREET ADA, OK 74820	1906	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
204 W MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
205 E MAIN STREET ADA, OK 74820	1906	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
206 E MAIN STREET ADA, OK 74820	1912	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
206 W MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
207 E MAIN STREET ADA, OK 74820	1906	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
207 W MAIN STREET ADA, OK 74820	1906	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
208 E MAIN STREET ADA, OK 74820	1935	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
208 W MAIN STREET ADA, OK 74820	1909	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
210 E MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
210 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
211 E MAIN STREET ADA, OK 74820	1906	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
211 W MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT

ADDRESS	DATE	ELIGIBILITY
212 W MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
213 E MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
213 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
214 W MAIN STREET ADA, OK 74820	1913	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
215 E MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
215 W MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
216 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
216 W MAIN STREET ADA, OK 74820	1913	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
217 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
218 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
219 E MAIN STREET ADA, OK 74820	1911	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
219 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
220 E MAIN STREET ADA, OK 74820	1908	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
220 W MAIN STREET ADA, OK 74820	1913	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT/INDIVIDUALLY EILIGIBLE

ADDRESS	DATE	ELIGIBILITY
220 W MAIN STREET ADA, OK 74820	1912	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
221 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
222 E MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
223 W MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
229 W MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
230 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
231 E MAIN STREET ADA, OK 74820	1911	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
300 E MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
301 E MAIN STREET ADA, OK 74820	1930	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
303 E MAIN STREET ADA, OK 74820	1920	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
303 W MAIN STREET ADA, OK 74820	1950	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
305 E MAIN STREET ADA, OK 74820	1920	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
306 E MAIN STREET ADA, OK 74820	1911	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
316 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT

ADDRESS	DATE	ELIGIBILITY
317 W MAIN STREET ADA, OK 74820	1910	NON-CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT DUE TO ALTERATIONS TO FACADE
320 E MAIN STREET ADA, OK 74820	1910	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
322 E MAIN STREET ADA, OK 74820	1913	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
326 E MAIN STREET ADA, OK 74820	1913	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
327 E MAIN STREET ADA, OK 74820	1912	CONTRIBUTING TO THE ADA MAIN STREET HISTORIC DISTRICT
CONTRIBUTING: 56		NON-CONTRIBUTING: 32

Summary

This survey identified a downtown Main Street historic district in Ada, Oklahoma, the city's original commercial center. Additional examination of the historic district of Ada's Main Street is warranted for inclusion in the National Register of Historic Places. Within the surveyed area and potential historic district boundaries, fifty-six (56) buildings retain enough integrity to be considered as contributing resources to the district. Of these fifty-six (56), three (3) are probably individually eligible for the NRHP.

The Ada Main Street Historic District embodies the rapid growth that Ada experienced after incorporation and the arrival of the St. Louis and Frisco Railway lines (between 1900-1915). The district represents building styles and technologies used in commercial building in the early 20th century. Unlike other Oklahoma communities, the historical record indicates that Ada's downtown commercial district continued to be a vibrant business district into the 1980s although there has been evident economic decline since that time. Some midcentury modern infill has occurred, but most of the midcentury development occurred outside of the survey boundaries. Probably starting in the 1960s many of the original facades of the historic buildings have been covered by modern cladding such as metal or vinyl siding. These treatments are superficial and can be removed to expose the original architecture. If these modern claddings are removed, and the historic buildings are restored to their original appearance, these buildings could be reevaluated as contributing resources to the historic district.

The SHPO oversees a Certified Local Government (CLG) program. The CLG program is a direct result of the 1980 amendment to the National Historic Preservation Act (NHPA) of 1966. The program is a partnership between state, federal, tribal and local governments to help preserve and promote resources significant to the area or region. Under this program, local governments that enforce historic preservation zoning ordinances are delegated certain SHPO responsibilities, receive federal matching funds for development of their local preservation program, and participate in the National Register of Historic Places nomination process. Participation in the CLG program increases public awareness of the community's historic resources and integrates preservation concerns into the local planning process.

The town of Ada, Oklahoma would benefit from the CLG program. Participation would require a historic preservation ordinance to be enforced by the local government. This ordinance would help to create historic preservation overlay zoning and would create a Historic Preservation Commission (HPC) to oversee preservation efforts in Ada. Not only would this protect individual properties and districts, but it could also increase property value over the years.

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