

RESOURCE PROTECTION PLANNING PROJECT
PATTERNS OF WHITE SETTLEMENT IN OKLAHOMA, 1889-1907

REGION TWO

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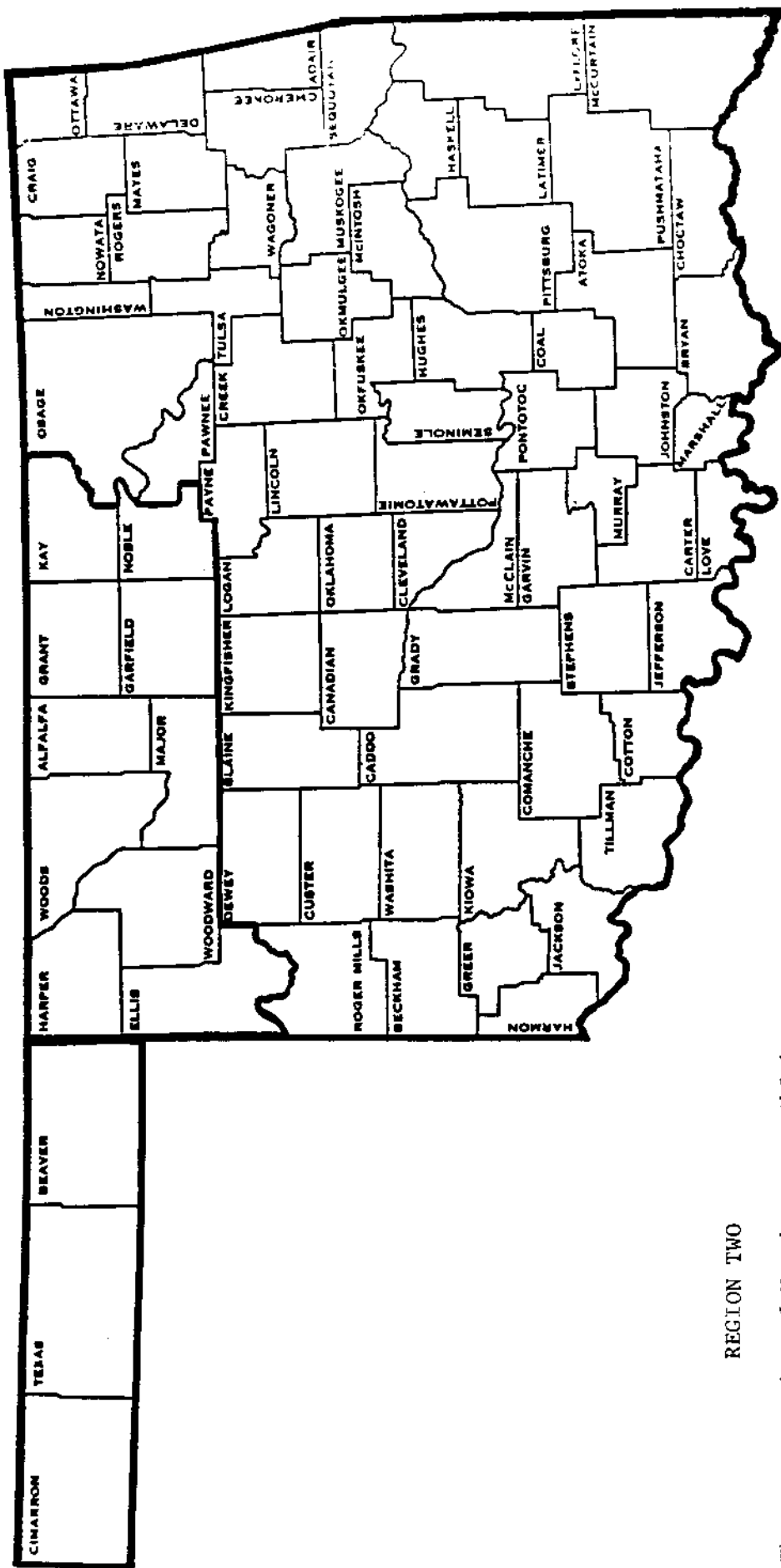
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PATTERNS OF WHITE SETTLEMENT IN OKLAHOMA, 1889-1907

The purpose of this study is to provide a historic context for the interpretation of white settlement patterns in Oklahoma. While one cannot overlook the significant role of Indians, Blacks, and other ethnic groups in populating and developing the state, their contributions merit separate attention. This work, therefore, focuses on the conditions, stimuli, and processes that determined rural settlement and urban development in the state between 1889, when the area was opened to white settlement, and 1907, when Oklahoma was admitted to the Union.

Prior to the Civil War, the United States government set aside the present state of Oklahoma as an Indian preserve. Only those white people who married Indians or who obtained special permits would be allowed to reside legally on tribal lands. In the 1820s and 1830s, the Five Civilized Tribes--the Cherokees, Choctaws, Chickasaws, Creeks, and Seminoles--were forced to cede their territory in the Southeast in return for land in Oklahoma. Fierce nomadic tribes, however, controlled the western plains, and the Five Civilized Tribes settled only the eastern half of the region. The Indian custom of holding land in common, which persisted in Oklahoma, allowed each individual to exploit the amount of tribal land that suited his interests. While the full bloods kept to themselves on small subsistence patches, mixed bloods and adopted whites



REGION TWO

The ten counties of Northwestern Oklahoma

operated farms, ranches, and plantations that often encompassed thousands of acres. The traditional Indian town, previously a communal center with adjacent common fields, declined in Oklahoma. Settlements functioned as trade, political, or educational centers, but they did not contain significant concentrations of population.

During the Civil War, the Five Civilized Tribes allied mainly with the Confederacy. As a penalty for secession, in 1866 the federal government forced them to accept new treaties that hastened the demise of Indian isolation and ultimately precipitated the opening of their land to white settlement. Among the provisions of the new agreements was the requirement that the tribes cede large portions of their western territory, upon which the United States would relocate other tribes, and the stipulation that they grant railroad rights-of-way across their domains.

During the 1870s and 1880s, railroad corporations constructed lines through the territory that facilitated the exploitation of natural resources in the Indian nations, provided greater access to regional and national markets, and stimulated increased agricultural activity. (For further information on the construction of railroads in Oklahoma, see the transportation historic context.) Section points along the rail lines became commercial and distribution centers and fostered the establishment of towns. Vinita, Miami, McAlester, Atoka, Durant, Ada, and Ardmore became significant railroad towns, service centers,

and the foci of areal agricultural development. The expansion of the rail facilities spurred the development of valuable bituminous coal deposits in Indian territory, principally in the Choctaw nation. Attracting thousands of workers, mining towns such as South McAlester, Krebs, Coalgate, and Lehigh comprised some of the most important population clusters in the Indian territory.

Concomitant with rapid economic development after 1870 was the dramatic increase in the number of white residents in Indian country. At first, most apparently obtained the required permits and engaged in legal activities. Many, however, were illegitimate "intruders." In 1889, the agent in charge of the affairs of the Five Civilized Tribes estimated that in a population of 175,000 there were 108,000 white residents, including 35,000 intruders. The number of illegal residents continued to rise in subsequent years and intensified the pressure upon the federal government to open Indian lands formally to white settlement.

During the 1870s, a rising tide of farmers, speculators, and businessmen streamed into the American West. A growing number of whites viewed land in the Indian territory as the last frontier and increasingly demanded the opening of the Unassigned Lands to white settlement. Many "boomers" refused to wait for official government sanction, organized colonization schemes in neighboring states, and carried out invasions of the Unassigned Lands

in defiance of federal authorities. Although the "boomers" failed to establish any permanent settlements, their encampments at locations such as those on the North Canadian River at the site of present-day Oklahoma City and on Boomer Creek near Stillwater did attract many settlers after the area was opened. The publicity that attended their activities, however, helped make the Oklahoma movement a national issue.

Events in the 1880s significantly advanced the boomers' designs. In 1887, the Santa Fe completed a line from Kansas to Texas directly through the Unassigned Lands. The company established station points at approximately ten-mile intervals, making such places as Alfred, Guthrie, Edmond, Oklahoma Station, and Norman prime future townsite locations. In 1889, the government of the United States acquired final title to the nearly 2,000,000 acres in the Unassigned Lands and authorized the president to open the area for white settlement. Because the number of expectant settlers far exceeded the approximately 12,000 sites available, the Department of Interior devised a procedure to give each person an equal chance--a land run. When the cannon blasts signalled the beginning of the run at noon on April 22, 1889, an estimated 60,000 people raced to stake a claim. By late afternoon, nearly all the land had been claimed--frequently by several persons. Almost as rapidly, urban clusters at Guthrie, Oklahoma City, Kingfisher-Lisbon, Orlando, Lexington, Crescent, and

elsewhere began the process of organizing towns.

White settlement in Oklahoma was not restricted to the Unassigned Lands for long. In 1889, the federal government negotiated treaties with Indian tribes (excluding the Five Civilized Tribes) who relinquished their exclusive claims to reservation lands and agreed to accept 160-acre allotments. After distribution of the individual parcels, the government purchased the remaining lands and opened them for general settlement.

The Organic Act of 1890, which provided formal political organization for the newly created Oklahoma Territory, annexed the Public Land Strip (the Oklahoma Panhandle) and stipulated that all reservation lands in the western Indian region would be incorporated into the new territory as they were opened to whites. Between 1891 and 1906, approximately 13,500,000 acres of land were opened by a series of runs, lotteries, sealed bids, and public auction. Those areas opened by land runs usually duplicated the process of settlement in the Unassigned Lands. Those opened by lottery, sealed bids, and public auction were more orderly. But in either case, the establishment of farms and the formation of towns largely followed the patterns and vicissitudes that characterized the initial opening.

Homesteaders who succeeded in obtaining land staked their claim, located the corners of their quarter section, made rudimentary improvements on their tract, and filed at

the land office as soon as possible. The settler's first home was small and crudely built of whatever material was available. After securing their own shelter, they then proceeded to plow their land, plant a crop, build a shed for the live stock, and set out a few fruit trees. If the land was productive and the farm thrived, a more substantial, multi-room wood frame or stone house (see, for instance, the old Herbert farmstead southeast of Mulhall) replaced the more primitive family quarters.

Many of the new settlers were not farmers and had no intention of becoming farmers. The urban impulse in Oklahoma Territory was almost as compelling as the hunger for land. Although not completely unique in American frontier experience, a significant characteristic of the settlement of Oklahoma Territory was the creation of instant cities and towns. The "boom towns" of Guthrie, Oklahoma City, Lawton, and Enid literally sprouted on the prairie on the day of the opening and contained 10-15,000 or more people by nightfall. Railroad towns evolved from stations or locations along the major lines and enjoyed the advantages of transportation and communications facilities. Inland towns--those settlements that had no initial connection to rail lines, such as Stillwater, El Reno, and Altus--were created to serve the needs of the rural population and in hopes of becoming thriving communities in their own right. The success and durability of these ventures largely depended upon a variety of

factors, the most important of which was the success of their efforts to secure the interest of a railroad. Many aspiring communities, such as Ingalls, Lawrie, or Paradise, just "bubbled up" after an opening and then collapsed almost as quickly.

The business district of the average town, at first comprised of from four to twelve stores along the main street, was the heart of the settlement. The earliest stores were often located in tents, but frame buildings replaced the temporary quarters as soon as possible. As the town prospered, brick, stone or concrete structures gradually supplanted many of the wooden buildings.

Between 1890 and 1907, a tremendous increase in the white population of Oklahoma Territory and Indian Territory generated almost irresistible pressure on Congress to admit Oklahoma to the Union. The population of Oklahoma Territory grew from nearly 61,000 in 1890 to almost 400,000 in 1900. A special census in 1907 set the population at over 722,000. By statehood, the population of Indian Territory had risen to over 690,000 inhabitants, with non-Indians outnumbering the Native Americans by seven to one. Before admitting Oklahoma, however, Congress insisted that Indians accept the concept of the private ownership of land. The Dawes Commission was authorized to survey the lands of the Five Civilized Tribes, enroll allottees, and determine eligibility. Ultimately, 101,526 persons received land allotments of 160 acres in Indian

Territory. The remainder was assigned to townsites, schools and other public purposes, and segregated coal and timber lands. There was no surplus land for homesteading. On November 16, 1907, Oklahoma's nearly 1,500,000 inhabitants entered the Union as citizens of the forty-sixth state.

SETTLEMENT PATTERNS IN REGION TWO

All of the counties in region two (except the southern portion of Ellis County) lie within the old Cherokee Outlet. In 1835 the Cherokee Nation received this 6,000,000-acre tract, an approximately 65-mile wide strip of land south of the Kansas border, as a permanent outlet west. Comprised almost entirely of grasslands, the eastern two-thirds of the area lies within the Red Bed Plains, while the western third falls within the Gypsum Hills and the High Plains. Average annual rainfall varies from about thirty-three inches in the easternmost section to less than twenty-two inches in the far west. The relative aridity of the region, especially beyond the 98th meridian, enhances the significance of its principal rivers, which include the Arkansas, Cimarron, Salt Fork of the Arkansas, and North Fork of the Canadian, as well as Wolf and Beaver creeks. Although the Reconstruction treaties of 1866 permitted the Cherokees to retain title to the Outlet, they did require

the tribe to sell sections of land to Indians who needed reservations. The Kaws, Poncas, Otos and Missouris, and Tonkawas ultimately settled in the far eastern portion.

Although the Outlet remained closed to white settlement, it was not completely isolated from non-Indians after the Civil War. In 1868, the army established Camp Supply at the mouth of Wolf Creek in Woodward County. Roads connecting the fort to Kansas and Texas, as well as Fort Sill and Fort Reno in Indian Territory, opened the area to travellers. Texas cattlemen driving their herds to railheads in Kansas followed the Great Western, the Chisholm, and West Shawnee trails through the Cherokee Outlet, acquainting whites with numerous sites for future settlement. In the 1870s and 1880s, cattlemen negotiated leases with the Cherokees to pasture herds on their extensive unused ranges. In 1883, a group of ranchers organized the Cherokee Strip Live Stock Association and obtained leases for exclusive grazing privileges. These agreements led land hungry farmers to reason that since the Outlet was already open to ranchers, it should be made available to agricultural settlers as well.

The treaties of 1866 had required the Cherokees to allow the construction of railroads through their lands. In 1887, the Santa Fe built two rail lines through the Outlet; one cut through the eastern section, while a second sliced diagonally across the western portion. In 1889 and 1890, the Rock Island built south through the east central

part of the district. Crude stations established along these routes became attractive townsite locations after the area was opened for settlement. Pre-existing rail centers or accessibility to rail connections proved the most important stimuli for the development of such places as Kildare, Ponca City, Red Rock, and Perry along the eastern Santa Fe line; Alva, Waynoka, Woodward, and Shattuck on the western route; and Pond Creek, North Enid, and Waukomis on the Rock Island.

Railroad development, the opening of Indian lands between 1889 and 1892, and the persistent demands for additional land led to the ultimate opening of the Cherokee Outlet to white settlement. The Organic Act of 1890, which created Oklahoma Territory, provided for the incorporation of the Outlet into the territory as soon as the Indian title was extinguished. The Cherokees resisted the government's initial attempts to buy the Outlet because they derived considerable income from the grazing leases. The Department of Interior responded to this Cherokee resistance by invalidating the leases and ordering the cattlemen to remove their livestock from the Outlet by the end of 1890. In December 1891, the Cherokees agreed to sell their interest in the region, thus preparing the way for white occupation.

Prior to the opening, the government divided the portion of the Cherokee Outlet that lies within region two into eight counties and appointed Alfred Swineford to

choose locations for the county seats. After inspecting the territory, Swineford decided that the region west of the 98th meridian was too arid and unsuited for extensive agricultural settlement. He recommended, therefore, the creation of only six counties, later named Kay, Noble, Grant, Garfield, Woods, and Woodward. He then selected the county seats, for each of which the government reserved a half section in the center of each county. He based his choices on conditions essential to the rapid and permanent growth of towns such as sufficient water, adequate drainage, and, where possible, an existing railroad station. When a number of Cherokees selected allotments around Swineford's sites, the government responded by choosing several other locations--all on the railroad lines. Only Woodward was retained from the original group. The revised list designated Pond Creek (Grant), Newkirk (Kay), Enid (Garfield), Perry (Noble), and Alva (Woods) as the new county seats.

On March 3, 1893, Congress authorized the opening of the Cherokee Outlet under the terms of the Homestead Act of 1862. To reimburse the government for the purchase price, legislation stipulated that settlers must pay for the land at the rate of \$2.50, \$1.50, or \$1.00 per acre, depending upon the amount of rainfall in the region. To prevent speculators and unqualified claimants from obtaining land in the Outlet, the government required prospective settlers to register at one of nine booths located along its

northern and southern borders and obtain a certificate--for homestead or town lot entry--which would permit the holder to enter the area.

At noon on September 16, 1893, at least 100,000 would-be settlers participated in the largest land run in United States history for the 40,000 homesteads and hundreds of town sites. Among the participants was William Jenkins, later governor of Oklahoma Territory, who established a homestead near Newkirk. As in earlier runs, instant cities and towns sprang into existence. Nearly 25,000 persons flooded into Perry on that first day, while another 15,000 camped in Enid by nightfall. Both sites had the multiple advantages of being county seats, possessing existing railroad facilities, and containing land offices. Other places such as North Enid, Pond Creek, and Cross--designated as county seats or selected and platted as towns by railroad corporations or private townsite companies--were eagerly settled, but with considerably smaller populations. To eliminate much of the anarchy and speculation that had accompanied the organizing of towns in previous runs, the government sold lots in the county seats. Many people, however, went to the more than thirty towns established by private town site companies. Ponca City, for example, was founded by the Ponca Townsite Company, which had been formed by speculators in Arkansas City, Kansas.

As soon as homesteaders staked their claims, they made rudimentary "improvements" by erecting a crude shelter, turning a bit of sod, or digging a well. After filing their entry, they began the struggle to survive and produce. More permanent housing was an immediate concern. On the prairie, the settlers commonly established residence in a sod house, dugout, half-dugout, or perhaps a crude one- or two-room house of rough lumber. The most common early shelter in the Outlet was the "soddie," a remarkable example of resourcefulness and adaptation to the environment. The sod house (an excellent example of which may be found near Cleo Springs in Alfalfa County) was cheap, practical, and durable when well-tended. In the early days of settlement, sod houses were commonly used not only as homes but also as stores, schools, and other necessary structures.

Climatic conditions were unfavorable during the first few years of settlement. Devastating droughts ruined fields of maize, Kaffir corn, milo, cotton, wheat, and broomcorn. After 1897, however, the weather improved markedly, and several good wheat crops brought a measure of prosperity that allowed settlers to build better homes and barns. As they gained title to their claims, they often secured mortgages to improve their property and, frequently, expand their holdings by buying out a neighbor.

The business district of an average town was organized along a single main street or around a town square if it

were a county seat. Ranging from a few to several dozen establishments, depending upon the size of the settlement, the town at first was composed of tents or prefabricated wood structures brought in by rail or wagons. If the town prospered, brick, stone, and concrete structures replaced the earlier buildings.

A representative town would contain at least one general store, which frequently housed the first post office.. Other businesses included a clothing store, a meat market, and a furniture store. A wagon yard, a blacksmith shop, a grist mill, and an implement store were essential ingredients to any community. As agriculture and ranching in the area developed, an elevator, a cotton gin, a stock yard, or a shipping and storage facility became integral parts of the local business complex. Other common enterprises in the early days included at least one saloon, hotels, boarding houses, and restaurants.

A variety of professional and service concerns were available in the new communities. Most contained a doctor's office, a dentist, a pharmacy, a real estate firm, an insurance agency, and a barbershop. The furniture dealer might double as the town undertaker. At first there was frequently only one church, and settlers of different faiths worshipped at a common service or used the building in shifts. Members of a settlement usually established a school as soon as possible. Rural schoolhouses dotted the countryside around the centers of population. The forming

of a bank and the establishment of a local newspaper added prestige to the town and were clear indications of progress in any settlement.

Given its more favorable conditions, the eastern portion of the Cherokee Outlet was settled more rapidly and densely than the western part. By 1894, settlers occupied 99 percent of the available tracts in Kay, Noble, Grant, and Garfield counties. Farther west, 60 percent of the land in Woods County was settled in 1894, while only 6 percent was taken in Woodward County. An estimated 5000 settlers had entered the westernmost county in 1893, but few claimed land because they believed the region was too dry to farm. Those who did claim land at this time chose quarter sections along the streams in the southern part of Woodward County and along the railroad. The northern part of the county continued to be occupied by ranchers. Five years after the run, in 1898, settlers populated 78 percent of the land in Woods County but only 28 percent of Woodward County.

Between 1898 and 1902, however, the pace of settlement in the western portions of the Cherokee Outlet quickened markedly. The percent of land settled in Woods County reached 99 percent, while that in Woodward County increased from 28 percent to 83 percent. A variety of factors explains this growth. The region enjoyed exceptionally abundant harvests in 1899 and 1900, a fact widely publicized by a variety of advancement associations and

railroad interests. Another reason for increased settlement was the ultimate success of agitation for free homes. Only in the Unassigned Lands and the Public Land Strip (Panhandle) had the government offered homesteaders free land. In later settlements, claimants were required to pay for the land. Perceiving this charge as discrimination, local organizations and political parties in Oklahoma Territory demanded that the government extend the benefits of free land to all homesteaders. Under the leadership of Dennis T. Flynn, an Oklahoma Territorial delegate, Congress passed the "Free Homes Bill" in May 1900. Thousands of farmers who had hesitated to settle this marginal land if they had to pay for it were willing to take the gamble if the land was free.

In 1900, the total population of region two surpassed 118,000, with the largest numbers in Woods (34,975), Kay (22,530), and Garfield (22,076) counties. The former Cherokee Outlet contained sixteen incorporated towns; all situated on a railroad line. The major population centers included Enid (3444), Perry (3351), Ponca City (2528), and Blackwell (2283). In the winter of 1906-1907, Oklahoma's constitutional convention created four new counties in the western part of region two: Alfalfa, Major, Ellis, and Harper.

By the time of statehood in November 1907, nearly 168,000 people lived in the former Cherokee Outlet. The region's major population centers included Enid (10,087),

Perry (2881), Alva (2800), Blackwell (2644), and Woodward (2018). The region contained forty-six incorporated towns, only three of which (Byron, Covington, and Hardy) lacked direct rail connections. This portion of northwestern Oklahoma continues to be characterized by small towns in which the most salient features are elevators and stock pens, because it is noted for large wheat farms and even larger ranches.

PROPERTY-TYPE ANALYSIS OF WHITE SETTLEMENT STRUCTURES IN REGION TWO

Within region two, literally thousands of buildings, structures, and sites related to white settlement between 1893 and 1907 exist today. After the opening of the old Cherokee Outlet, homesteads and towns, especially in the eastern counties, sprang into existence. Any intensive survey of region two would reveal the following property types: 1) townsites, 2) commercial buildings and structures, 3) non-commercial buildings, 4) homesteads and related structures, 5) houses, 6) churches, 7) schools, 8) cemeteries, and 9) sites related to the land run. Because of the large number of locations related to settlement within region two, it will be extremely important for those conducting site surveys to apply the National Register criteria to determine the significance of specific properties. The National Register criteria are as follows:

- A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- B: Properties that are associated with the lives of persons significant in our past.
- C: Properties 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.
- D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

1. Townsites: Townsites within the region range from those that are of mere archeological interest (such as Grand, in Ellis County), to those that are virtual ghost towns (such as Ingersoll, in Alfalfa County), and, finally, to those that continue to function as vital social and economic units. Generally speaking, the smaller rural towns have been changed less by modern economic and physical developments than the larger communities. As a result, they retain a greater number of the original buildings, structures, and sites.

2. Commercial Buildings and Structures: Urbanized districts contain a wide variety of commercial buildings. In some instances, wood frame buildings with false fronts and tin roofs, which are typical of the settlement period, still remain. The vast majority, however, are more substantial brick, stone, or concrete block buildings. In the days of settlement, they were used for stores, hotels, boarding houses, restaurants, banks, newspaper offices, print shops, doctors' offices, pharmacies, saloons, blacksmith shops, agricultural implement stores, harness shops, feed and grain stores, lumber yards, and a wide variety of other business purposes. Urban commercial structures originally housed grain elevators, cotton gins, wagon yards, livery stables, stock yards, and beer depositories.

3. Non-Commercial Buildings: Representative non-commercial buildings in early settlement communities

include jails, post offices, and fraternal organization meeting halls.

4. Homesteads and Related Structures: Although the original homesteads in the far western portion of the region were often consolidated with neighboring tracts to form more extensive holdings, many original claims, especially in the east, remain relatively intact. On the homestead site one would expect to find such structures as barns, sheds, silos, corn cribs, windmills, and fences.

5. Houses: Settlers built a variety of types of houses during the early period. Initial shelters included sod houses, dugouts, half-dugouts, small frame houses, and, occasionally in the eastern section, log cabins. Perhaps the most common early type of house on the prairie was the sod house, which often doubled as a store, post office, church, or school. Many wood-frame, brick, and stone houses built between 1893 and 1907 are virtually unchanged on the exterior.

6. Churches: Many churches built before 1907 remain in towns and in rural districts throughout the region. Churches not only served as religious centers in the early days of settlement, but they also became the focus of social and cultural life as well. They range from small wood frame buildings to substantial structures of brick or stone.

7. Schools: The desire to provide adequate education for their children impelled early day settlers to construct schools both in towns and in the rural areas. The early soddies which commonly housed the first schools have largely disappeared, but wood-frame, stone, or brick buildings constructed between 1893 and 1907 remain throughout the region.

8. Cemeteries: Cemeteries were significant components of the urban and rural environment. Frequently a cemetery was located near, but outside, the townsite limits on land donated by a homesteader. Lots within a townsite were set aside for cemeteries as well. It was also common to place a cemetery beside a rural church. At some sites, the only extant reminder of previous settlement is an abandoned cemetery

9. Sites Related to the Land Run of 1893: Although the registration booths at which settlers were required to obtain certificates before making the run were located outside the Outlet, federal land offices were established in Perry, Enid, Woodward, and Alva.

WHITE SETTLEMENT SITES IN OKLAHOMA

REGION TWO:

Alfalpa County:

1. Aline State Bank, NW corner of Main and Broadway Streets, Aline, OK
2. Bank of Amorita, SE corner of Main and Broadway Streets, Amorita, OK
3. Carmen National Bank, SW corner of Main and Fourth Streets, Carmen, OK
4. I.O.O.F. Lodge No. 84, NW corner of Main and Fourth Streets, Carmen, OK (N.R. 3/8/84)
5. I.O.O.F. Home, 1/2 mile north of Carmen (on a county road), Carmen, OK (N.R. 3/8/84)
6. Winne State Bank, SE corner of Grand and Second Streets, Cherokee, OK
7. Marshall McCully Sod House, NW 1/4, Sec. 18, T 23 N, R 11 W; 4 miles north of Cleo Springs, OK (N.R. 9/70)
8. Bank of Goltry, SW corner of Main and Broadway Streets, Goltry, OK
9. Farmer's State Bank of Helena, NE corner of Main and Third Streets, Helena, OK
10. The Farmer's Bank, SE corner of Main and Fifth Streets, Jet, OK
11. Bank of Jet, SW corner of Main and Fifth Streets, Jet, OK

Ellis County:

12. Log Cabin, Court House Square, Arnett, OK
13. Grand Town Site, 10 miles south and 2 miles west of Arnett, OK
14. Senator Josh Lee Cabin, Rural, 5 1/2 miles NW of Camargo, OK
15. Pat Hamilton Cabin, south of Fargo, OK

16. Bank of Gage, 18 Main Street, Gage, OK
17. Farmer's State Bank Building, 18 Main Street, Gage, OK

Garfield County:

18. Northwest Academy Carrier, NW 1/4, NE 1/2, Sec. 14, T 23 N, R 8 W; 10 miles NW of Enid, OK
19. Pfeifer Hotel, Main and Fourth Streets, Covington, OK
20. Kimmel Barn, SW 1/4, SW 1/4, SE 1/4, Sec. 20, T 22 N, T 3 W; NE of Covington, OK (N.R. 1984)
21. Bank of Hunter, Cherokee and Main Streets, Hunter, OK (N.R. 1984)
22. Thomas House, Cherokee and Missouri Streets, Hunter, OK

Grant County:

23. Cherryvale School, SE corner of SE 1/4 of Sec. 32, T 28 N, R 6 W, Medford, OK
24. Smetana House, N 3 feet of N 22 feet of lot 6 and W 90 feet of lots 9-12, Block 14, original townsite of Medford, OK
25. Town of Jefferson (abandoned), NE 1/4, Sec. 24, T 26 N, R 6 W; 7 miles SW of Medford on U.S. 81.

Harper County:

26. Monhollon "Artificial Stone" House, south of city across from East Second Street, Buffalo, OK (N.R. 1983)
27. Page Soddie, on NE corner of section, 4 miles east and 4 miles south of town, Buffalo, OK (N.R. 1983)
28. Fleming Sod House, end of road intersection by Harper Valley Store, May, OK
29. Victor Brown Soddy, SE 1/4, Sec. 27, T 29 N, R 23 W

Kay County:

30. Autwine Townsite (Virginia City), Sec. 20, T 26 N, R 1 E; 10 or 11 miles south of Newkirk; 8 miles west, 1 mile north of Ponca City, OK
31. Kaw City Townsite, Sec. 1 and 2, T 26 N, R 4 E; 9 miles south, 12 miles east of Newkirk; 3 1/2 miles North, 13 miles east of Ponca City, OK
32. Rock Falls, SE 1/4, NW 1/4, Sec. 2, T 28 N, R 2 W; 2.5 miles NW of Braman, OK
33. Rock Falls School Building, NW 1/4, Sec. 12, T 28 N, R 2 W, Braman, OK

Newkirk Historical Central Business District: East side of Main Street between Sixth and Eighth Streets, west side of Main Street between Seventh and Eighth Streets, north side of Seventh Street between Main Street and Maple Avenue, (National Register 2/23/84).

34. "Pabst-Milwaukee" Building, Block 30, lot 21.
35. Block 30, lot 22.
36. Block 30, lot 23.
37. Law Offices of Ross, McCarty, and Rigdon, Block 30, lot 24.
38. Endicott Hotel, Block 33, lots 1 and 2.
39. Cory Building, Block 33, lot 3.
40. J.C. Columbia and C.E. Vogle Buildings, Block 33, lots 4 and 5.
41. Endicott Building, Block 33, lot 7.
42. Farmer's National Bank, Block 33, lot 9.
43. W.S. Brown Building, Block 33, lots D and E.
44. First National Bank Building, Block 33, lot F.
45. Barnes Building, Block 33, lot 12.
46. Simon's Pharmacy, Block 33, lot 13.
47. Clip 'N' Curl, Block 33, lot 16.
48. Vacant Building, Block 33, lot 17.

49. Newkirk Electronics, Block 33, lot 18.
50. Teentown Building, Block 33, lot 19.
51. Park Hotel, Block 33, lots 20 and 21.
52. Albright Title and Trust, Block 34, lots 9 and 10.
53. Otasco and Alvina's, Block 34, lots 1 and 12.
54. Alvina's, Block 34, lot 13.
55. Thomas and Kuchler Building, Block 34, lots 14 and 15.
56. Vacant Building, Block 34, lot 16.
57. Vacant Building, Block 34, lots 17 and 18.
58. Stanley and P.S. Mason Building, Block 34, lots 19 and 20.
59. Vacant Building, Block 34, lot 22.
60. I.O.O.F. Building, Block 39, lot 17.
61. Geisler Building, Block 39, lot 18.
62. Helmut's Bakery, Block 39, lot 19.
63. Security Abstract, Block 39, lot 20.
64. R & G Style Shoppe, Block 39, lot 28.
65. Eastman National Bank, Block 39, lots 29, 30, 31, and 32.
66. Gov. W. Jenkins Homestead, 3 miles SE of Newkirk, OK
67. Mooney-White-Hampton House, 1001 West Grand Avenue, Ponca City, OK

Noble County:

68. Citizens Bank Building, 128 West Main, Billings, OK
69. Renfrow Home, SW corner of Graves and Broadway Streets, Billings, OK (N.R. 9/28/84)
70. Renfrow Building, 127 West Main, Billings, OK (N.R. 9/28/84)

71. Morrison Baptist Church, 202 Third Street, Morrison, OK
72. Morrison State Bank Building, Woolsey Avenue and Third Street, Morrison, OK
73. Shiever Building, Woolsey Avenue, Morrison, OK
74. Thompson Building, Woolsey Avenue, Morrison, OK
75. Butler Building/Pioneer Construction Building, Block B, lot 17, Perry, OK

Perry Historical Central Business District: 600 block of Delaware and Cedar Streets, Perry, OK

76. Jones Building, Block 12, lots 12, 13, and 14.
77. Palmer and Smelser Building, Block 12, lots 12, 13, and 14.
78. Triton Building, Block 12, lot 49.
79. First National Bank Building, Block 24, lot 27.
80. The Globe Building, Block 25, lot 6.
81. Christoph Block, Block 25, lot 14.
82. First National Bank and Trust Company, SE corner on downtown square; 300 West Sixth Street, Perry, OK (N.R. 5/16/79)
83. Foucart Building, SE corner of downtown square in Perry, OK
84. Perry Land Office, 826 Grove Street, Perry, OK
85. Triton Insurance Company Building, 611 Delaware Street, Perry, OK (N.R. 5/16/79)
86. Sumner Townsite, Sec. 8, T 21 N, R 2 E; 2 miles north, 9 miles east of Perry; 1 1/2 miles north, 6 miles west of Morrison, OK

Woods County:

87. Branson Building, 531 Barnes, Alva, OK (N.R. 1/5/84)

88. City Cleaners, 519 Barnes, Alva, OK (N.R. 1/5/84)
89. Colonel Sanders Restaurant, 413 College, Alva, OK (N.R. 1/5/84)
90. Daisey Village, 504 Flynn, Alva, OK (N.R. 1/5/84)
91. Harmons and Sutters, 401 College, Alva, OK (N.R. 1/5/84)
92. Korner Cigar Store, 500 Flynn, Alva, OK (N.R. 1/5/84)
93. Mode O Day, 415 College, Alva, OK (N.R. 1/5/84)
94. Old Nichols House, 1301 Locust, Alva, OK
95. Otasco and Old I.O.O.F. Hall, 527 Barnes, Alva, OK (N.R. 1/5/84)
96. Pat Parkhurst, 521 Barnes, Alva, OK (N.R. 1/5/84)
97. Reid-Ames-White House, 829 Flynn, Alva, OK
98. Runymede Hotel, 402 Fourth Street, Alva, OK
99. St. Stephen's Episcopal Church, corner of Fifth and Church Streets, Alva, OK
100. Salt Fork Sports Center, 409 College, Alva, OK (N.R. 1/5/84)
101. Schuhmacher Drugs, 405 College, Alva, OK (N.R. 1/5/84)
102. Lev's Gifts, 407 College, Alva, OK (N.R. 1/5/84)
103. Singer Store, 523 Barnes, Alva, OK (N.R. 1/5/84)
104. Stine Building, 601 Barnes, Alva, OK (N.R. 4/21/82)
105. E.W. Tanner Company, 403 College, Alva, OK (N.R. 1/5/84)
106. White House, 820 Flynn, Alva, OK
107. Wendall Place, 100 Park Avenue, Waynoka, OK

Woodward County:

108. Boyle Building, 1114-1122 Nineth Street, Woodward, OK

109. Hopkins Shoe Mart Building/First National Bank, 719
Main Street, Woodward, OK

Woodward Downtown Historical District: Between Eighth and
Nineth on Main Street, Woodward, OK

110. Goetzinger Bastract, Block 55, lot 7.

111. The Gazebo, Block 56, lot 1.

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