

XI. AREAS EXAMINED THAT DO NOT MEET ELIGIBILITY
REQUIREMENTS AND JUSTIFICATION - RESIDENTIAL SECTION

Overall Analysis:

The study area is comprised of a mixture of single-family dwellings, commercial properties, religious buildings, and a school building. Approximately 95 percent of the properties are single-family houses. The bulk of the commercial buildings are located on two streets--north side of Highland, which is the southern boundary of the study area, and the east and west sides of Kickapoo, the western boundary of the study area. The four religious buildings are located within the single-family dwelling blocks along one of the north-south streets that run through the study area--North Kickapoo (St. Benedict's), North Beard (Central Presbyterian), North Park (St. John's), and North Broadway (Emmanuel Episcopal). The lone educational property is also located within the core of the residential section at 800 North Louisa. Thus, the four churches and one school are considered neighborhood facilities. The approximately 700 houses in the study area can be grouped into three major categories of styles: Bungaloid, Victorian, and Eclectic. These three classifications include more than 90 percent of the house styles. In terms of percentages, the Bungaloid includes 34 percent, Victorian 31 percent, and Eclectic 28 percent. The remaining house types (less than 10 percent) consist of various vernacular and folk house styles including the I-House, Hall-and-Parlor, and Front-Gable-And-

Wing. Surprisingly, no shotgun houses and only a few Southern pyramidal houses were found in the study area, although these working-class house types were identified in large numbers from a windshield survey in the residential sections to the south and east of the commercial core. One general observation concerning house types in the study area is the great variety present.

From the three general categories, approximately twenty different individual house styles were identified. The Bungaloid group and its various subtypes is the most prominent. These houses were a product of the Craftsman Movement that emerged around the turn of the century and continued into the 1930s. The bungalow and its various derivatives fall into the vernacular house style tradition. Vernacular architecture is passed on to succeeding generations of builders and designers through the use of materials, shapes, textures, and systems of ornamentation; whereas folk architecture traditions were transmitted by word of mouth or by demonstration.

The vernacular Bungalow reflected what was popular and it attained that popularity through a developing distribution system and by communication media. Pattern books from journals and magazines (House Beautiful, Carpentry and Building, and, yes, the Bungalow House Journal); services such as the Architects Small House Bureau; publications on "how to build your own home" books; trade catalogs of hundreds of companies that produced

building materials; and the Sears-Roebuck mail-order catalogs (several models of Bungalows were featured) were the links that facilitated the Bungalow style to American house owners.

A second factor that contributed to the popularity of the Bungalow styles was the development of manufactured building materials by the turn of the century. New machines and methods to work wood and metal were introduced--new saws, planes, boring devices, and presses began to produce precise and reliable products. The millwork and lumber industries developed the necessary components to build various types of vernacular housing. Moldings, door frames, and shutters from the millwork industry as well as joists, sills, studs, plates, and rafters from the lumber industry made it possible for local carpenters to complete the job at hand. Millwork shops and lumber yards were established throughout the country; however, it was the expansion of the railroad that facilitated the rapid and far-reaching distribution of building materials for vernacular houses such as the Bungalow. The fact that Shawnee was the center of a burgeoning railroad industry played a vital role in bringing millwork and lumber to be used in the residential study area of first generation houses.

Vernacular house styles have historically been associated with the economic system. Vernacular design has always been scaled so as to be accessible to a wide range of income levels. This fact appears to have been reflected in

the residential study area where a myriad of income levels resided following the founding of Shawnee.

The Bungalow is a special house type that appealed to the masses because of its malleable facade, open plan, modern amenities within modest square footages, and low-cost housing opportunities for families. Moreover, it reduced the distinction between outside and inside space, developed compact arrangements with plenty of air and light and emphasized casual living. Finally, the Bungalow's popularity was based on its simplified design, use of natural materials, and adaptability to lot sites.

The second most popular group of house styles in the residential study area is Victorian which became prominent in the late nineteenth and early twentieth century around the period when Shawnee was established. The most common of the Victorian house types in the Shawnee residential area were the Folk Victorian and Queen Anne which account for almost one-third of the total. Rapid industrialization and an expanding railroad network resulted in dramatic changes in American house design and construction. One such group affected by these changes was the Victorian. The balloon-frame quickly replaced heavy timbering as the standard building technique. This allowed for greater flexibility in cornering, wall extensions and overhangs, and irregular floor plans. The growing industrialization permitted many complex house components--doors, windows, and decorative

detailing--to be mass-produced and shipped at relatively low cost on the ever-expanding railroad lines.

The spread of the Folk Victorian and Queen Anne styles into Shawnee was made possible by the railroads which supplied local lumber yards and builders with abundant supplies of pre-cut detailing as well as the introduction of woodworking machinery for local millshops to produce inexpensive Victorian detailing. Within the study area, it appears that many of the vernacular house plans simply grafted pieces of this available Victorian trim onto the traditional house forms familiar to local carpenters; thus producing the Folk Victorian. On the other hand, Queen Anne houses found in the study area reflect the extravagant use of complex shapes and elaborate detailing, asymmetrical facades, steeply-pitched roofs, and multi-textured walls characteristic of this style.

The third general classification of house styles found in the residential study area represent the Eclectic Movement, popular from 1880 to 1940, a period of building activity within the study area. Eclectic style houses drew upon the full spectrum of architectural traditions-- Classical, Medieval, and Modern. The most common types found in the Shawnee study area are Colonial Revival, Neoclassical, and Prairie School. Also represented are the Spanish Eclectic, Pueblo Revival, and Tudor Revival.

The most common subtypes of the Colonial Revival style are houses with side-gabled, hipped, or gambrel roofs.

Neoclassical subtypes are represented in the study area by the one-story Neoclassical cottage and the side-gabled roof types with simple, slender columns. Only a handful of the Neoclassical houses in the study area emphasize the elaborate full-height entry porch with correct classic columns and entablatures. Of the Prairie School subtypes, the Prairie Box or American Foursquare is the most common in the study area. It is characterized by the square or rectangular floor plan, symmetrical facade, low-pitched hipped roof, and overhanging eaves.

The four neighborhood churches were all built around the peak of the neighborhood development from 1900 to 1915 and remain as viable religious buildings, both in terms of function and architectural integrity. They reflect the vital role that religion assumed in the residential study area symbolic of the importance of individual spirituality and the establishment of an accepted moral code. Moreover, they served as active social centers and demonstrate community involvement. Finally, the four substantially-constructed churches of brick and stone convey the fact that their neighborhood congregations grew and prospered sufficiently to build these architecturally distinctive religious properties that retain their historic character as well as have continued to serve the religious needs of the neighborhood for more than eighty years. Although religious properties are normally not given consideration for the National Register of Historic Places, these four churches

representing four different religious denominations meet the historic and architectural requirements for inclusion.

The Jefferson Elementary School building, the only educational property of historic and architectural significance in the residential study area, is a 1933/34 Public Works Administration project. Due to additions to the north and west walls that detract from its overall integrity, this property does not warrant further study.

Evaluation:

The residential section under study was the first neighborhood of Shawnee north of the downtown business district. It consists primarily of single-family dwellings built from 1895 to 1940 by the first generation of middle-class merchants, workers, professionals, and community leaders. According to long-time local residents of the area, it was known as the Woodland Park neighborhood, receiving its name from the first city park in the community. The study area contains thirty-seven blocks divided by nine major north-south streets and four east-west arteries. During the early part of the twentieth century, trolley lines served Broadway and Kickapoo, two of the nine north-south corridors in the study area. These lines enabled residents in the study area to construct homes far enough from downtown to avoid congestion and industrial activity while still having adequate transportation to reach their places of employment in the downtown area.

The best-preserved group of houses are located in the 600 and 700 blocks of four of the north-south streets: North Louisa, North Park, North Beard, and North Market. Overall, these blocks maintain the quiet, less traveled neighborhood atmosphere of the time when they were constructed approximately eighty years ago. Kickapoo Street to the west has become a major north-south artery and is characterized by heavy traffic flow and a mixture of new or renovated commercial buildings interspersed with the dwellings, some of which have been converted into businesses. The easternmost set of north-south streets (Bell, Union, Hobson, and Broadway) is composed of dwellings that generally have fallen into disrepair or are in a deteriorating state. Broadway, one of the major north-south arteries from the downtown four corners section, has been affected by the encroachment of the commercial core in the 500 block of the study area.

The east-west blocks within the study area are short, but dwellings along Dewey, Ridgewood, and Wallace constitute the best-preserved group. Highland Street, the southern boundary of the study area, is one of the major east-west thoroughfares in the city. Its housing stock has been affected by heavy traffic flow, construction of stop lights, and an increasing number of businesses catering to motorists. Interspersed among these ineligible commercial buildings are several original dwellings.

XII. INDIVIDUAL PROPERTIES THAT WARRANT FURTHER STUDY FOR
THE NATIONAL REGISTER OF HISTORIC PLACES - COMMERCIAL
CORE

- (1) 2 West Main (Downtown Video) - NW Corner of Main and
Broadway.

This brick front commercial building features a beveled
or cut-away corner, decorative brick frieze, and
pilaster strips at corners. Alteration to windows and
deteriorating condition merit further study.

- (2) 323 East Main (McLeod's Pawn Shop)

A two-story brick front commercial building that
displays several intact decorative elements including a
metal cornice, pilaster strips that separate windows in
facade and east walls, segmental arches over openings,
and stepped parapet roofline. Alterations to windows
require further study.

- (3 and

- 4) Emerson and Sunny Apartment Buildings (221 and 225 East
Ninth Street)

These two-story apartment complexes are in excellent
condition and feature several decorative elements
including red tiled roofs with finials, bracketed
cornices, smooth masonry window sills, polychromatic
brick, and French door entries.

- (5) Benton's Cafe (126 North Broadway)

This two-story brick front commercial building is in
excellent condition other than a different brick panel

has been laid into second story. Decorative frieze with modillions.

- (6) Norwood Hotel (108-112 North Broadway) - Built in 1903.

This Territorial Era hotel is historically significant because it is the oldest commercial building of its type which remains intact in the Shawnee central business district. The property is architecturally significant because it represents the first tall skyscraper-like building in Shawnee. The five-story building embodies several decorative features including pilaster strips of brick separating the four bays, a decorative frieze of dentil-like brickwork, corbelled brickwork at the top of each bay of windows, rock-faced sandstone string courses that double as sills on each level, and an entryway framed with rusticated piers of sandstone and crowned with a round arched opening. Other than window coverings of corrugated aluminum in floors two through five, first and second story brick facade painted white, and the addition of first floor display windows, the building remains intact.

- (7) J. H. Wellington Building/Santa Fe Hotel (522-524 East Main) - Built in 1907.

This brick front commercial building constructed during the year of Oklahoma statehood is historically significant because it served as the Santa Fe Hotel during the heyday of Shawnee's railroad era from 1907

to 1928. It is the oldest remaining facility of its type located near the Santa Fe Depot (National Register - 1984) and the railroad tracks. Architecturally, the building is an excellent example of one of the first two-story brick front commercial buildings in Shawnee. Decorative elements include brick pilaster strips at the corners, stepped parapet roofline, and segmental arched lintels of brick over the second story openings. Other than some brick and window replacement in the first story facade, the 87-year old building remains intact.

- (8) Kress Department Store Building (109-111 East Main) -
Built in c. 1907.

This Statehood Era commercial building is historically and architecturally significant because it: (1) is one of the two remaining multistoried department stores that date from the statehood period that remain intact along Shawnee's Main Street and is representative of the two-story brick front commercial building style that has served the needs of Shawnee residents for almost 90 years, and (2) decorative features include segmental brickwork arches over second story openings, each of which are keyed; brick pilaster strips separate the four bays and each are crowned with plain masonry capitals and set on plain masonry bases; a projecting cornice supported by brackets that detail the corners; and a stepped parapet with the name plate bearing the

word "KRESS." Other than boarded over second story openings and clearstory covered with wood, the building remains intact.

- (9) P. T. Drummond/T. M. Bishop Building (216-218 East Main) - Built in 1903.

This Pre-Statehood Era commercial building has served as a furniture store along Shawnee's Main Street for more than 90 years. Architecturally, it features a corbelled brick cornice, decorative frieze with name plate and date panel, dentil-like brick work, stone belt course, and segmental arches over openings.

- (10) J. F. Leap/Unzner Building (214 East Main) - Built in 1903.

This Territorial Era commercial building, constructed four years before statehood, has been a social and commercial center along Shawnee's Main Street for more than 90 years. The second floor housed hotels in the 1920-1940 period (Palace Hotel and Alta Hotel) while the first floor has been occupied by the oldest continuous business in Shawnee, the Unzner Leather Goods enterprise since it opened in 1903.

Architecturally, the building features segmental brick arches over second story openings, decorative brickwork frieze with corbelling of brick, and dentil-like brickwork at the roofline. It has been painted.

(11) Marquis Furniture Building (210-212 East Main) - Built in 1903.

A Territorial Era brick front commercial building, constructed four years before statehood, it has been a drapery or furniture store outlet along Shawnee's Main Street for more than 90 years. It features brick pilasters that separate four bays.

XII. INDIVIDUAL PROPERTIES THAT WARRANT FURTHER STUDY FOR
THE NATIONAL REGISTER OF HISTORIC PLACES - RESIDENTIAL
AREA

- (1) 701 North Beard - Sunshine Grocery - Built in 1907.
Currently a bicycle repair shop, this building was historically occupied by the Sunshine Grocery, a retail business that served the Woodland Park neighborhood. Its Commercial Style architecture features a beveled, or canted, entry and a curvilinear pediment. It retains historic association with the neighborhood as a bicycle shop and its original character and appearance have not been altered.
- (2) St. John's Lutheran Church (737 North Park Street) -
Built in c. 1910.
This religious building is located in Shawnee's first major residential district. Architecturally, the property embodies several Gothic Revival decorative elements including a two-story tower adorned with a stone-capped battlement. Within the tower are semicircular open-air arches with stone sills. Semicircular arches are also featured in the Wallace and Park Street entryways and over the stained glass windows. It has a cross-gabled roof over the main sanctuary and a hipped roof rear extension. All doors and hardware appear to be original. The double paneled doors are flanked with sidelights of leaded glass. Because of its historic association with the Woodland

Park neighborhood for more than 80 years and its architectural significance, the St. John's Lutheran Church deserves consideration as a National Register property.

(3) 224 West Highland - Built in 1900

This Territorial Era dwelling retains several outstanding Folk Victorian architectural features including a full-width porch with spindlework columns fishscale shingles and jigsaw cut scrollwork in gables, and a cross gable roof.

(4) 604 North Market - Built in 1920

This dwelling features a mixed Spanish Eclectic/Tudor Revival style of architecture. The porch has a low brick balustrade and short brick columns with an arched entryway. Ceramic tile covers both the roof and side portico. The portico roof is supported by wrought iron columns. The massive chimney and tall narrow windows are representative of the Tudor Revival style. Other details include bracketed cornices, shed dormer, and front and cross gable.

XIII. HISTORIC CONTEXT

SHAWNEE: A PLACE IN OKLAHOMA (1870-1950)

Introduction

Shawnee, Oklahoma was first a location and then it became a place. Geographers have divided location into two types: absolute and relative. The absolute location of Shawnee is 97° West Longitude and 35.50° North Latitude. Its relative location is forty miles east of Oklahoma City situated on the south bank of the North Canadian River with bottom land surrounding it on three sides. A location evolves into a place over time. It becomes more than mere latitude and longitude readings on the earth's surface as it slowly acquires the attributes of a place. One source describes a place as "a portion of geographical space occupied by people and things."¹ Thus a place is a location in earth space possessing distinctive tangible and intangible qualities that give it meaning and distinguishes it from other places. As one geographer has commented: "No two places on the earth's surface are exactly alike."² Among those tangible characteristics that make a place different are climate, vegetation, topography, settlement patterns, population composition, architecture, land use systems, economic and social activities, and transportation/communication networks. Additionally, a place is unique from other places because of its ideologies, philosophies, religious beliefs, and linguistic traits as well as its economic, political, and social organization.

These items constitute the intangible qualities of a place. Therefore, a number of critical factors help define a place: (1) physical environment, e.g., climate, topography, and vegetation; (2) cultural landscape composed of the human-made features that have transformed the natural environment into a setting modified by human action, e.g., roads, houses, schools, and churches; and (3) social interaction and cultural relationships, i.e., the social, political, and economic history of a place. All these elements help shape the identity of a place, add unique qualities to a place, and give meaning to a place.

Shawnee: Its Physical Environment

The physical environment of Shawnee consists of various natural phenomena that distinguish it from other places. First is the topography of Shawnee. It is located in an area known as the Sandstone Hills, so named because the ridges are formed by the outcropping of relatively hard sandstone strata which alternate with beds of shale. The sandstones form the hills while the valleys are carved from the softer shales. The region thus is one of naturally rough surface ranging from rolling to hilly. The most level portion lies to the north of Shawnee. To the southwest of Shawnee the lands are sharply dissected. Here the local relief is some 300 to 400 feet between the hilly portion and lowlands. The elevation of Shawnee is approximately 1,000' above sea level. The area is drained by the North Canadian,

Salt Creek, and Little River, all tributaries of the Canadian River.

Second, the best soils in the area are those found in the North Canadian River valley. They are of the alluvial type ranging from light brown to black in color. The lowlands of Little River and Salt Creek are less fertile and are comprised of reddish brown soil. The prairie uplands lying north of Shawnee are moderately fertile while the hill lands to the south and west are relatively unproductive. The soils here are weathered sandstone, coarse in texture, and lack the humus and mineral content necessary for high crop yields.

A third component of the physical environment of Shawnee is vegetation. Originally most of the area around Shawnee consisted of woodland; only north of the North Canadian was there any extensive prairie grass. Shawnee was located in the largest vegetation region in Oklahoma, the Cross Timbers. It was characterized by scrubby growths of post oak and black jack oak. This timber was of little value except for firewood and fence posts. Along the creeks and rivers, pecan, walnut, elm, cottonwood, and box elder are found; however, these trees are insufficient to provide enough timber for lumber purposes.

Finally, the climate of Shawnee must be considered among its physical environment qualities. The mean annual temperature for January (coldest month) is 38.7°F. and for July (hottest month) is 81.8°F. The mean annual

precipitation is 37.56." The least amount of precipitation accruing in any one year is about 20" while the greatest amount has exceeded 60" (Fig. 1). The temperatures have ranged from lows of 10°F. to as high as 100°F. The number of rainy days annually ranges from 47 to 83 whereas the number of clear days annually ranges from 180 to 230. The average length of the growing season is 220 days which generally occurs from late March to late October.³

Although the physical environment is not the only determinant in the development of human occupation, it does play an important role in how humans adjust to a place and the kinds of activities that evolve in a place. As we shall see, the physical environment influenced the history of Shawnee, especially its economic activities.

Shawnee: Cultural Landscape Origins

The origin and formation of a cultural landscape begins with the movement of people into the physical environment. In the case of Shawnee, this episode in the city's history began with a series of treaties in 1866 negotiated between the federal government and Native Americans in Washington, D.C. The most significant of these treaties, all of which involved the Five Civilized Tribes of Indian Territory, was the one that dealt with the Creek Nation. The Creeks ceded the western half of their lands (3,250,000 acres) to the federal government for a cost of \$975,168.⁴ The land was to be used for the settlement of tribal groups from Kansas and Nebraska. Prior to the treaty of 1866, the Absentee Shawnee

Indians had obtained permission from the Creeks to settle in the area lying between the Canadian and its north fork. These were the first permanent inhabitants of the Shawnee vicinity although they were forced to flee to Kansas with the outbreak of the Civil War in 1861. Following the Civil War, the Shawnee returned to their former lands in 1868.⁵

Along with the Shawnee, three other tribes were moved to the region by 1870: Pottawatomie, Kickapoo, and Sac and Fox. According to reports by the Commissioner of Indian Affairs, the Shawnee, however, were by far the most progressive and the most prosperous. By 1875 every family of the tribe possessed a log house and they were farming fields of corn and vegetables as well as raising livestock. It was only logical that a permanent trading post should be established among the Shawnees. In 1870 Louis C. Tyner, a half-blood Cherokee, located a store near the present site of the Santa Fe depot in Shawnee. This trading post was also an important site on the West Shawnee Cattle Trail.⁶

The first non-Indian presence in the Shawnee area began with the development of trails of the great cattle drives from Texas through Indian Territory to Kansas. By the end of the Civil War, the plains of Texas were producing fine beef cattle. For these cattle, few markets existed in Texas where they were worth only from two to seven dollars per head. Texas ranchers needed a transportation network to move their cattle to the railroad lines that could move them to markets where they would sell from \$56 to \$100 per head.

Railroads in Kansas and Missouri determined the routes of the cattle drives northward. As a result of the drives, four important trails extended across Indian Territory: East Shawnee, West Shawnee, Chisholm, and Western (Fig. 2). The East and West Shawnee Trails divided at Boggy Depot. The West Shawnee Trail angled northwest from Boggy Depot crossing the Canadian River near the site of Konawa, the North Canadian at Tyner's trading post, the Cimarron near the site of Cushing, and continued to the west of the Arkansas River, passing near the sites of Pawnee and Ponca City. The West Shawnee Trail was the most popular because it avoided the wooded areas of eastern Indian Territory and the drivers encountered little resistance from Indian tribal groups. The use of the West Shawnee Trail made drivers aware of the Shawnee site as approximately 6,000,000 head of cattle were driven north from Texas between 1866 and 1885 to the railheads in Kansas.⁷

In 1872 the Society of Friends established a mission (National Register, 1973) and day school among the Shawnees, locating it on the West Shawnee Trail about a mile southwest of Tyner's store. Tyner soon moved his store to the mission vicinity, and a second store was built and operated by Nero Jones, also a mixed-blood Indian. The settlement came to be known as Shawneetown, located on the south bank of the North Canadian River just southwest of the present-day Shawnee (Fig. 3). In 1876, a new trading store supplanted the first two, this one operated by the firm of Blossom and Clay. It

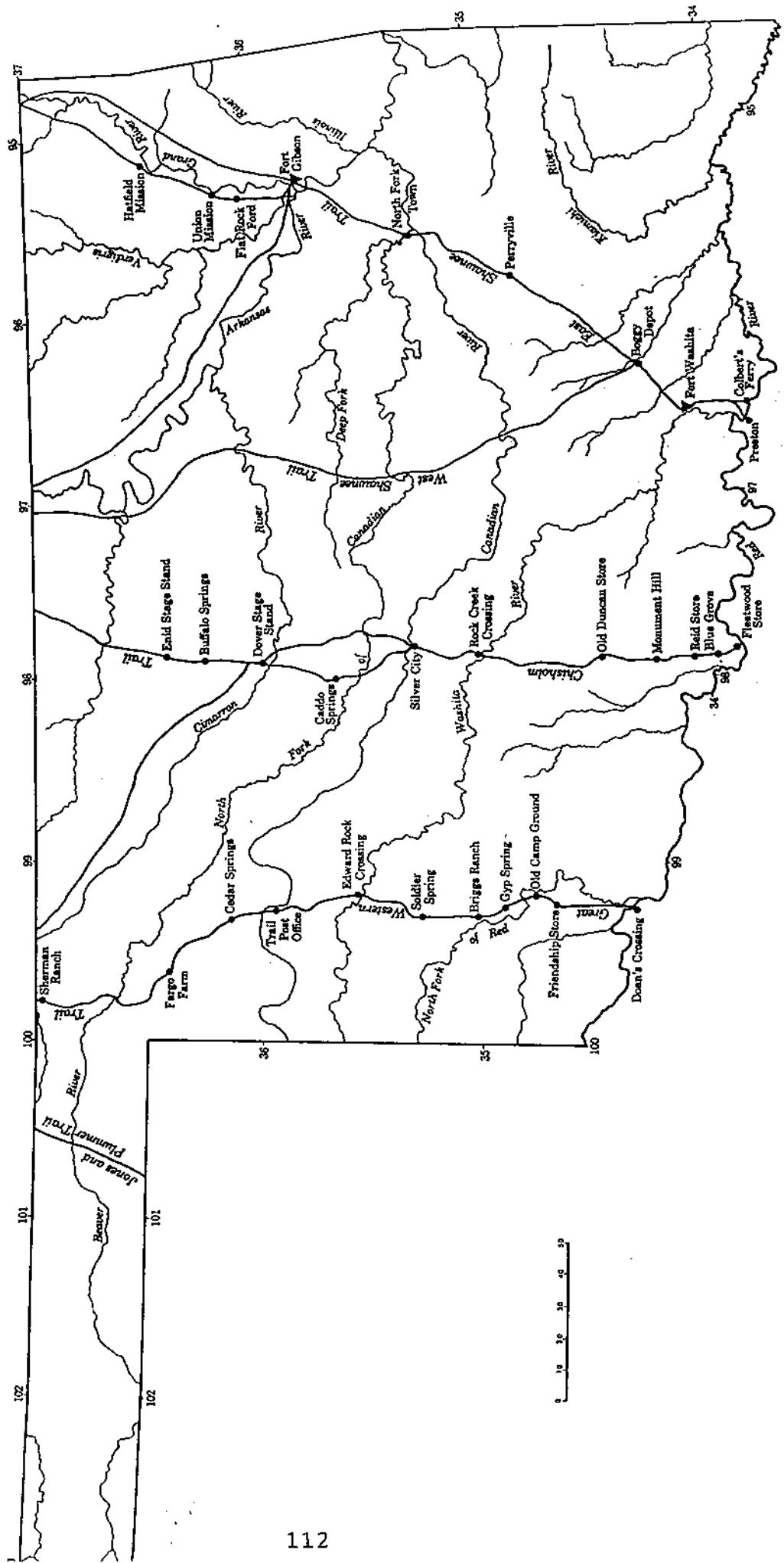
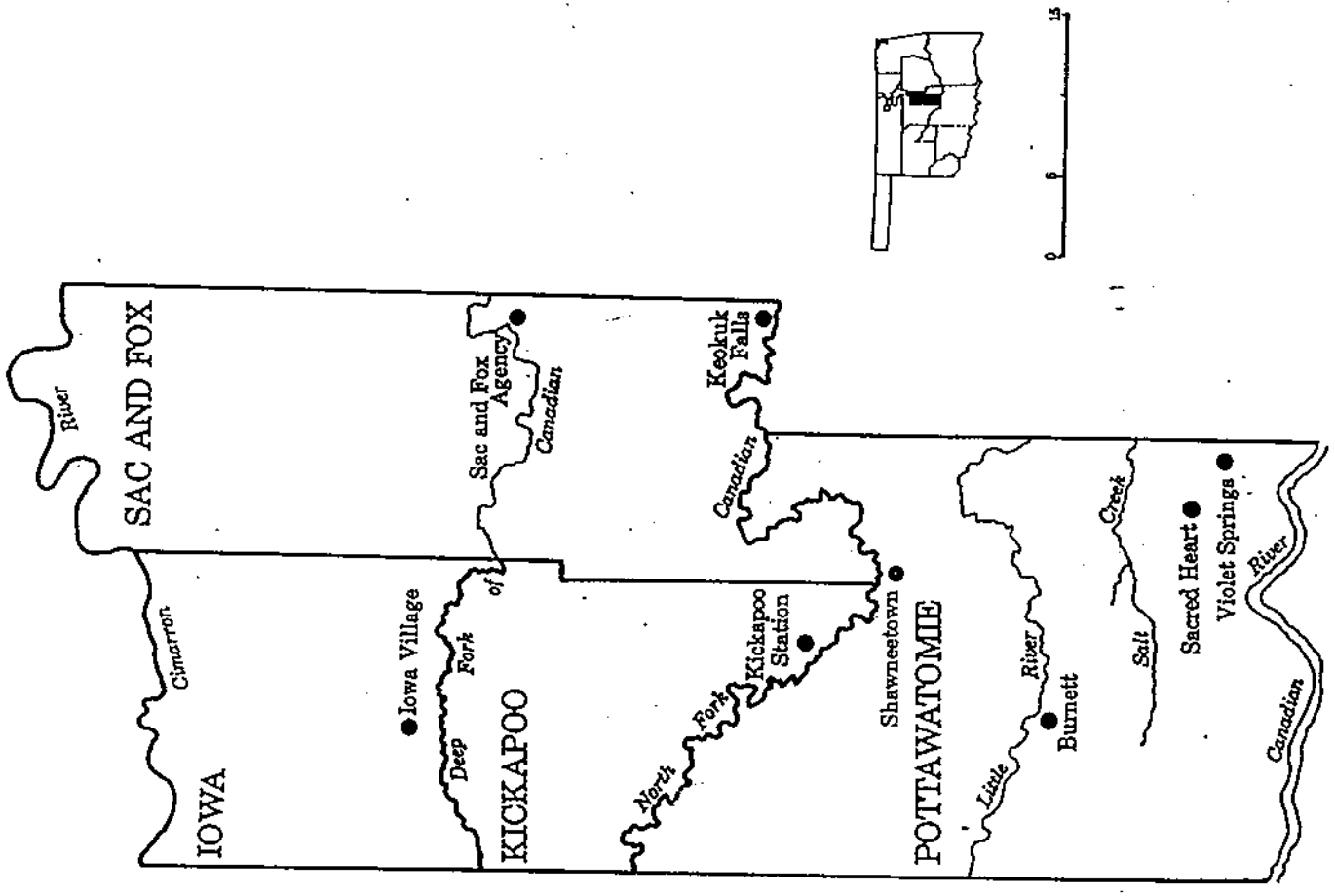


Fig. 2. Cattle Trails in Oklahoma (West Shawnee Trail)

Source: Morris, Goins, and McReynolds, *Historical Atlas of Oklahoma* (1985)

Fig. 3. Iowa, Sac and Fox, Kickapoo, and Pottawatomie Lands-
Location of Shawneetown



Source: Morris, Goins, and McReynolds, *Historical Atlas of Oklahoma* (1985)

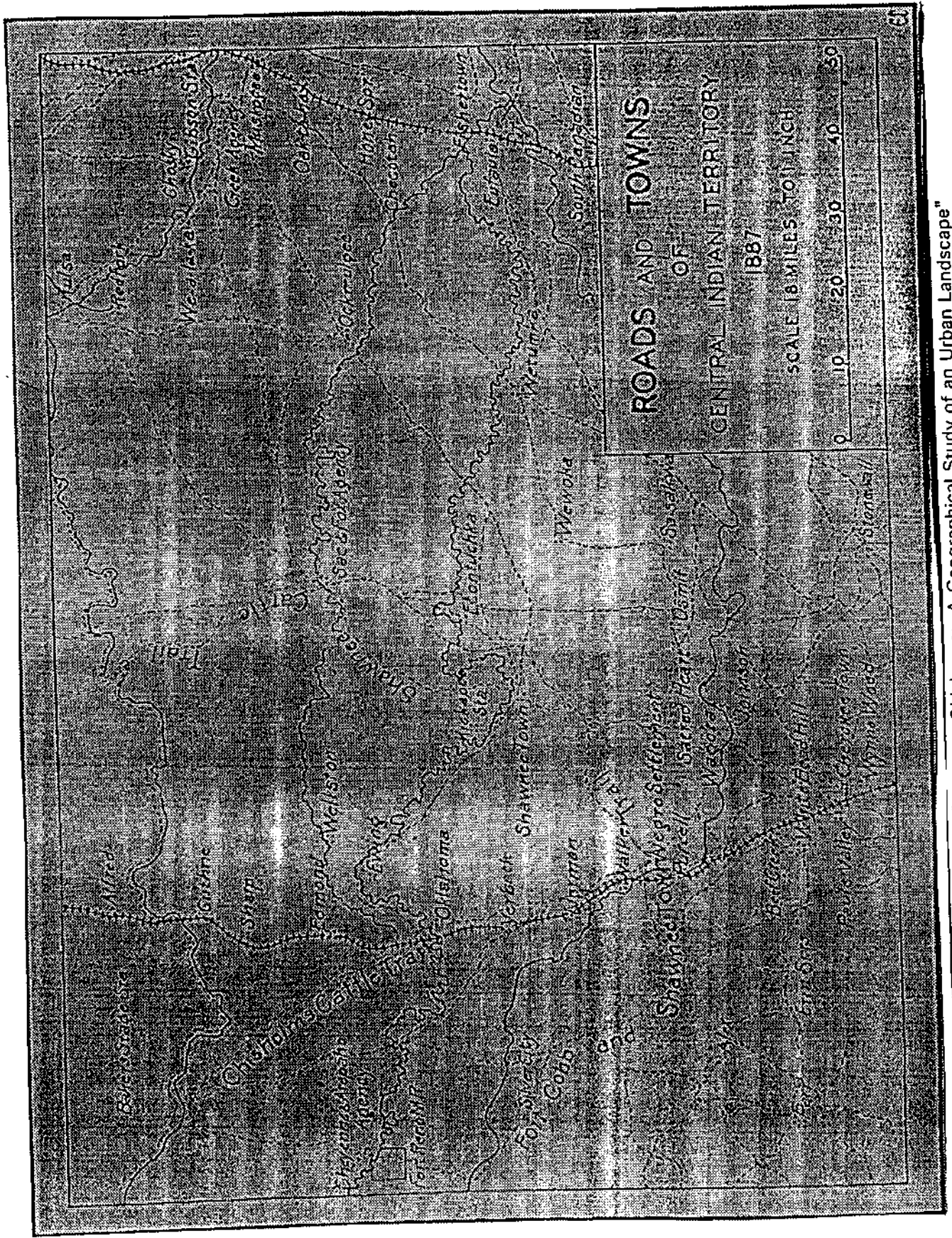
was in this store that the Shawneetown post office was established which operated from January 6, 1876 to February 25, 1892. Adding to the development of Shawneetown was an important east-west trail that crossed the West Shawnee Trail at Shawneetown. It ran from Muskogee westward to the Chisholm Trail and on to the Cheyenne and Arapaho Agency.⁸

This settlement nucleus consisting of a store, post office, mission, school, and a few residences remained practically unchanged until the area was opened to non-Indian settlement in 1891. It was a natural site for the later development of the city of Shawnee. Overlooking the North Canadian River valley, the location had begun to take on the qualities of a place. The river made easily accessible a water supply required for a town, and the fertile lands around it was to provide the agricultural base needed for a population's food supply. But perhaps most important was the fact that it had become a crossroads site attracting people and goods to it (Fig. 4).

The Land Runs: Evolution of the Cultural Landscape

Pressure for the opening of unoccupied Indian land to non-Indian settlement mounted steadily following the Civil War. Land-hungry farmers and railroads lobbied the United States Congress and the President. As a result, President Benjamin Harrison issued a proclamation concerning the Unassigned Lands in central Oklahoma. On April 22, 1889, the first of a series of five land runs began into present-day Oklahoma. Homestead laws already in effect governed the

Fig. 4. Roads and Towns of Central Indian Territory-1887



Source: Campbell, E.C., "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape" (1930)

land runs. The two land runs that most directly affected the settlement of Shawnee were the second and fifth.

The federal government now adopted a policy of persuading Indians of all the tribes to give up tribal lands held in common and to accept lands in severalty. Surplus lands were then to be opened to settlement as the Unassigned Lands had been.

By 1891 the Shawnee, Pottawatomie, and Sac and Fox had accepted these conditions and on September 22 of that year the surplus lands of these reservations were opened. Approximately 20,000 persons contested for 7,000 quarter-sections (160 acres) with all the land claimed in one afternoon of the Land Run of 1891 (Fig. 5). The southern part of the area, in which Shawneetown was located, was designated "B" County, later named Pottawatomie. According to government regulation, the county seats of counties organized from the public domain were selected by the Secretary of the Interior and were located as nearly as possible in the center of the county. Shawneetown was the natural point to be selected because it was close to the center of the county and possessed the nucleus of a town. A condition existed, however, that eliminated it as a candidate. The land on which it was established was either a part of the 320 acres owned by the Shawnee government school or had been allotted to the Shawnees. Thus no land was left for a townsite. A new county seat site was selected south of Shawneetown. It was named for the great

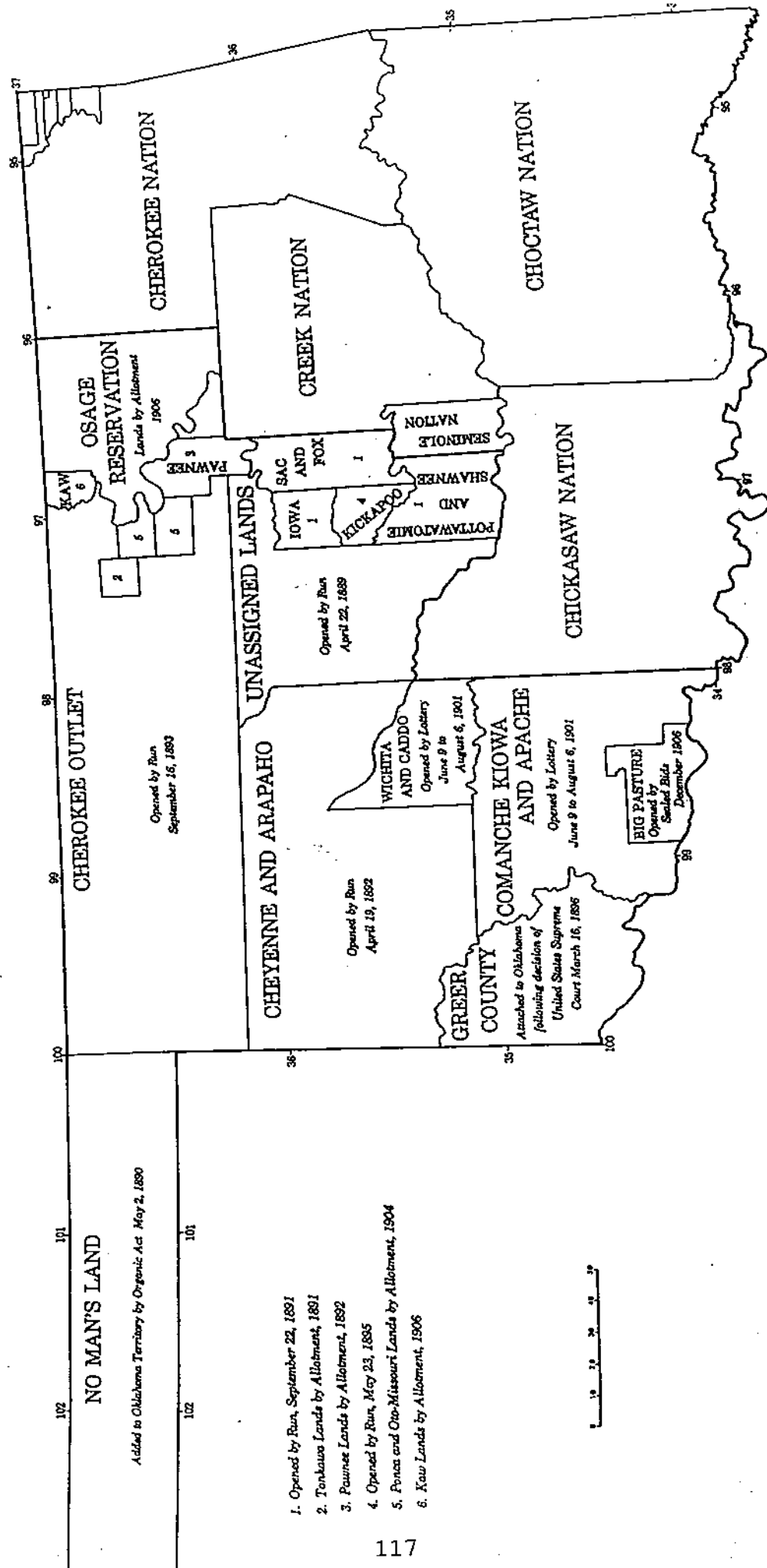


Fig. 5. Land Openings-1889 to 1895
Source: Morris, Goins, and McReynolds, *Historical Atlas of Oklahoma* (1985)

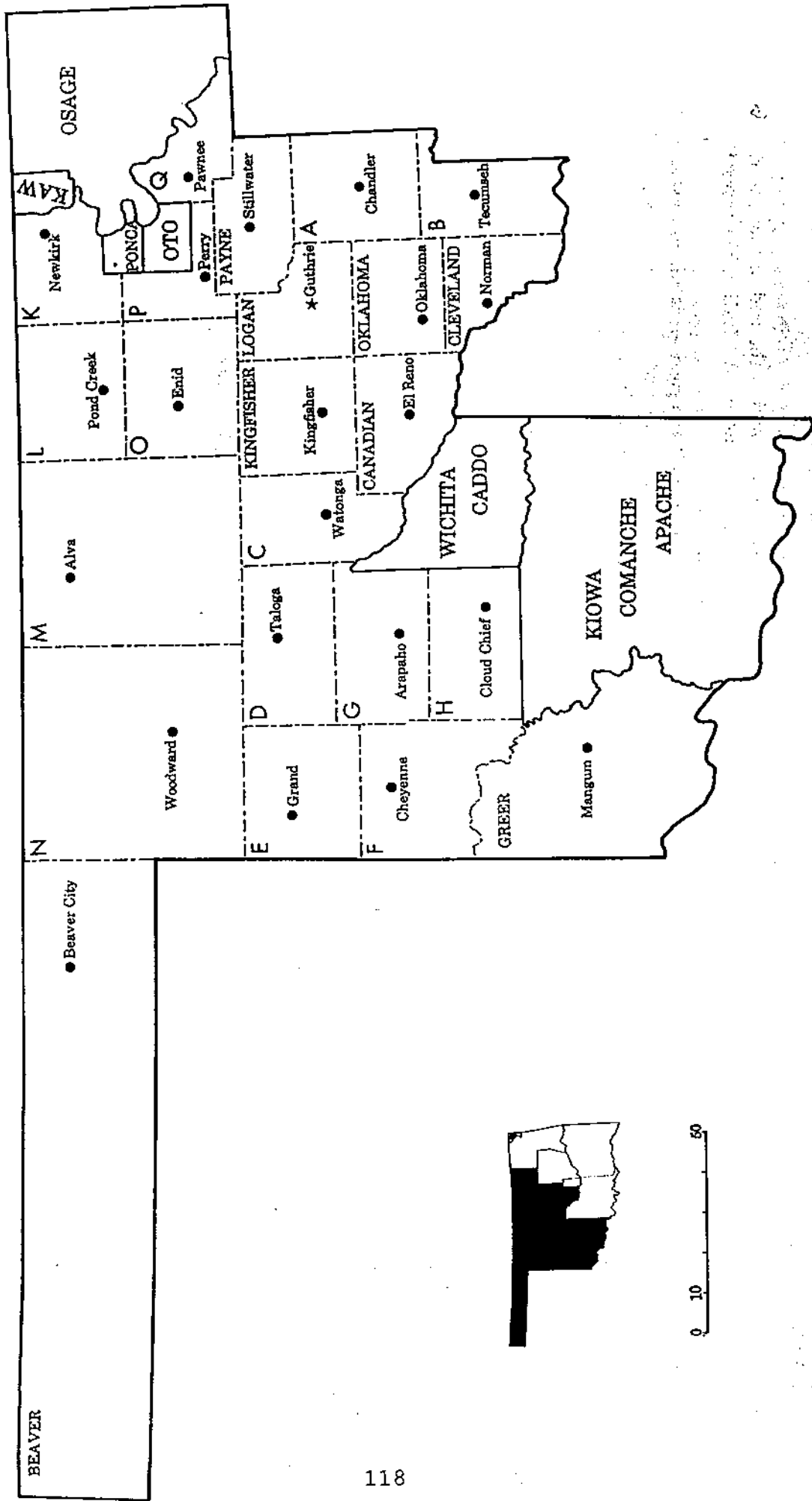
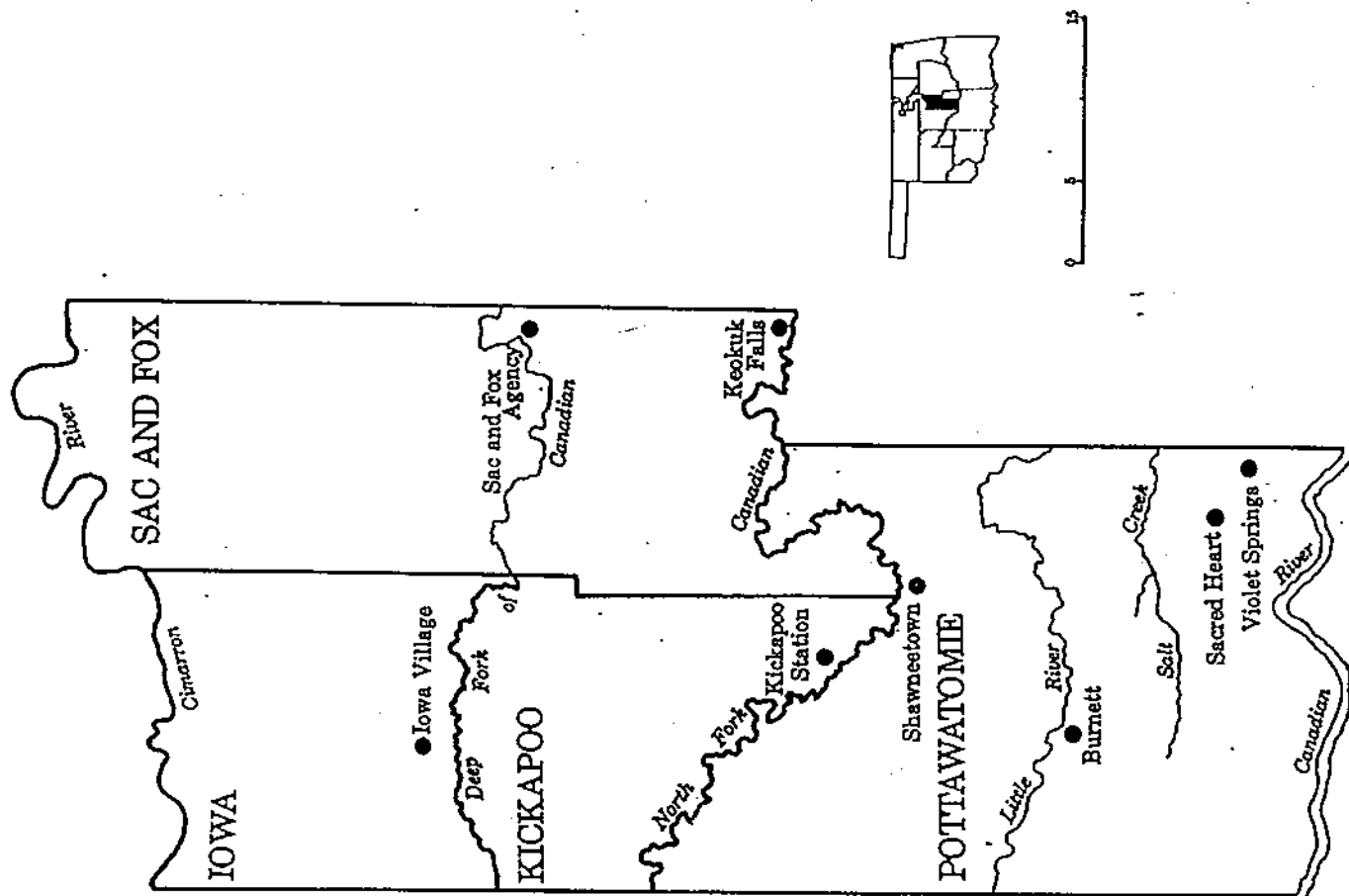


Fig. 6. Oklahoma Territory (1890-1899). Note County B

Source: Morris, Goins, and McReynolds, Historical Atlas of Oklahoma (1985)

Fig. 3. Iowa, Sac and Fox, Kickapoo, and Pottawatomie Lands-
Location of Shawneetown



chief of the Shawnees, Tecumseh. Approximately 3,500 people were present when the 2,400 lots of the townsite were opened at noon on September 23, 1891 (Fig. 6).

The last of the five land runs occurred on May 23, 1895. Kickapoo Indian lands, excluded in the second land opening because the tribe had not agreed to the terms offered for their surplus, were opened. The Kickapoo reservation was located between the Deep Fork and North Canadian Rivers on the eastern border of the Unassigned Lands (Fig. 3). As to present-day Shawnee, the part that lies east of Kickapoo Street was in the former Sac and Fox reservation while the area west of Kickapoo Street was in the former Kickapoo reservation.⁹

Shawnee: The Founding of an Urban Landscape

Henry Beard and James Farrall, two homesteaders whose lands lay two miles north of Shawneetown, opened up a townsite of 320 acres after the Run of 1891. Known originally by such names as Broadway, Forest City, and Beardville, the townsite developers wanted to call the place Shawneetown, but since the Shawneetown post office had not yet been abandoned by the government; the name Shawnee was finally decided upon in 1893 after much debate. The name was taken from the Shawnee tribe and is an Algonquin word Shawon meaning "Southerner." The town plan was developed for Section 19, Township 10N, Range 4 East of Indian Meridian, and was eventually approved by the Territorial Secretary on September 29, 1892. The plan set aside

approximately thirteen acres in each of the two quarter-sections (NW 1/4 and SW 1/4) for Woodland and Farrall Parks, respectively. The original streets were Beard and Farrall (named for the co-founders), Market which ran through the town market, and Park because it ended at Farrall Park¹⁰ (Fig. 7).

The townsite owners (Beard and Farrall) then set to work to procure a railroad for Shawnee. The Choctaw, Oklahoma and Gulf was interested in connecting McAlester to Oklahoma City. Officials of the company had two surveys made, one going through Tecumseh and one through Shawnee. They asked both towns to submit proposals as to offers for the railway. Beard and Farrall had no money, but made generous offers of land (400 acres) which included land owned by adjoining homesteaders. Tecumseh was able to offer a bonus of 200 acres of land, 300 lots, and \$13,000 in cash. The Tecumseh route, however, was two miles longer than the Shawnee route and passed through a country of rough surface. Thus it would be the most expensive of the two to construct and maintain. On December of 1894, the railway officials decided to build the road through Shawnee. Tecumseh protested and the ensuing controversy reached all the way to the office of the Secretary of the Interior and the halls of the Territorial Supreme Court.¹¹

The railway contractors rushed the line through the Kickapoo reservation and reached Shawnee on July 4, 1895. By this time, the business district of Shawnee had been

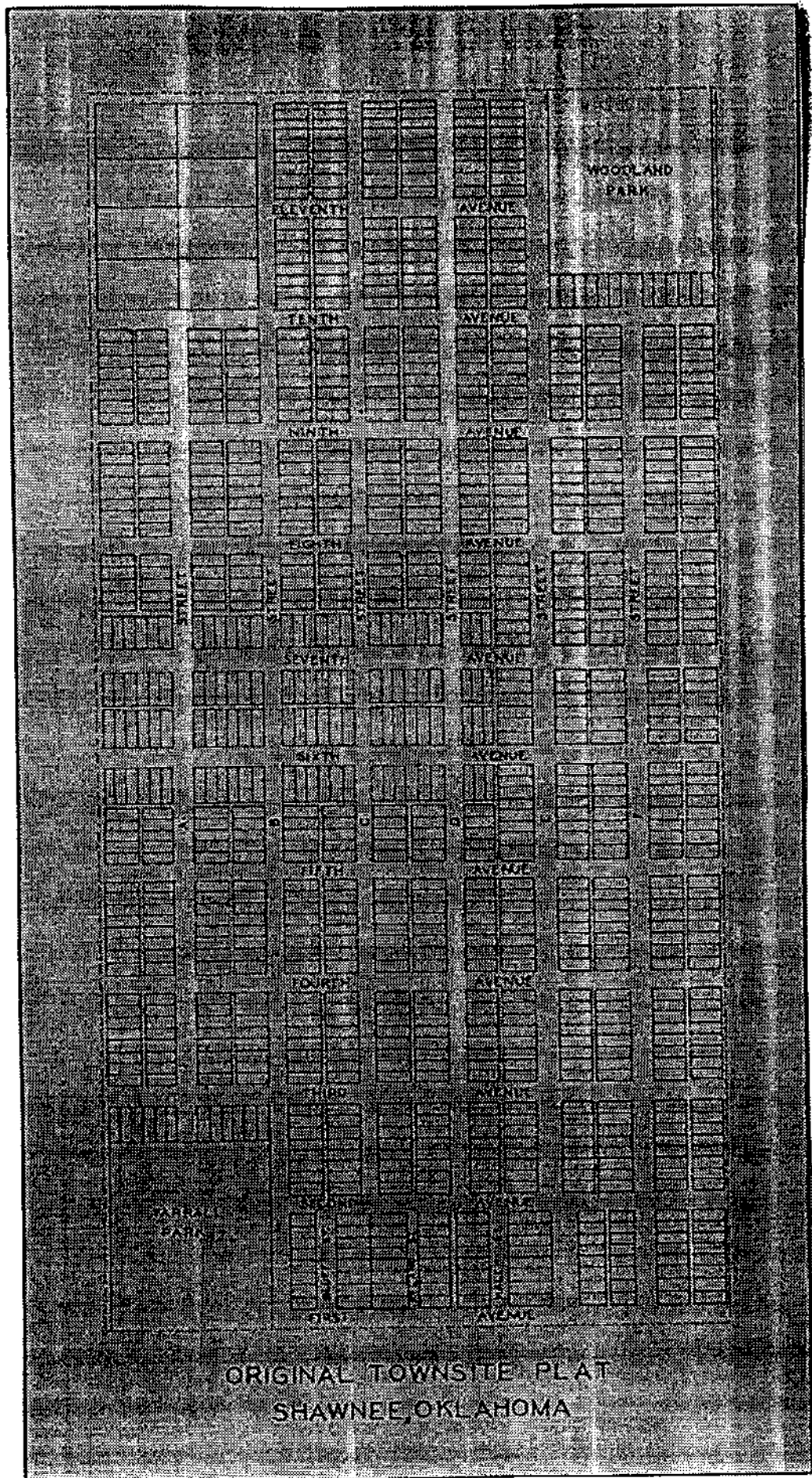


Fig. 7. Original Townsite Plat of Shawnee. Eighth Avenue became Main Street.

moved from Farrall's land to Beard's by the railway managers. The town plat was amended so that Eighth Street became Main Street which accounts for the fact that Ninth Street is now the first street north of Main and Seventh the first south. The first building in the new business district was a frame structure located on the corner of Broadway and Main and was occupied by the townsite managers.¹²

The railway and townsite managers developed a plan to entice residents and businessmen from Tecumseh to move to Shawnee. Circulars were distributed in Tecumseh offering property owners a choice of business and residential lots as well as paying for moving expenses. Tecumseh leaders were furious; however, the only businesses that moved were a bank, a hardware store, and a drug store. But a bitter and long-lasting feud ensued between Tecumseh and Shawnee, one that would intensify over the location of the county seat.¹³

The census of 1900 showed that Shawnee's population had reached 3,462 while Tecumseh was only 1,193. From the outset, Shawnee coveted the county seat and, with its size almost triple that of Tecumseh, it had good reason to secure it. In 1908, a petition was filed by the citizens of Shawnee calling for a ballot on the relocation of the county seat. Shawnee won the election in 1909, but charges of bribery by Tecumseh were upheld by the courts on the grounds that Shawnee had offered its city park as a free county courthouse site. A second election was held in 1911 when

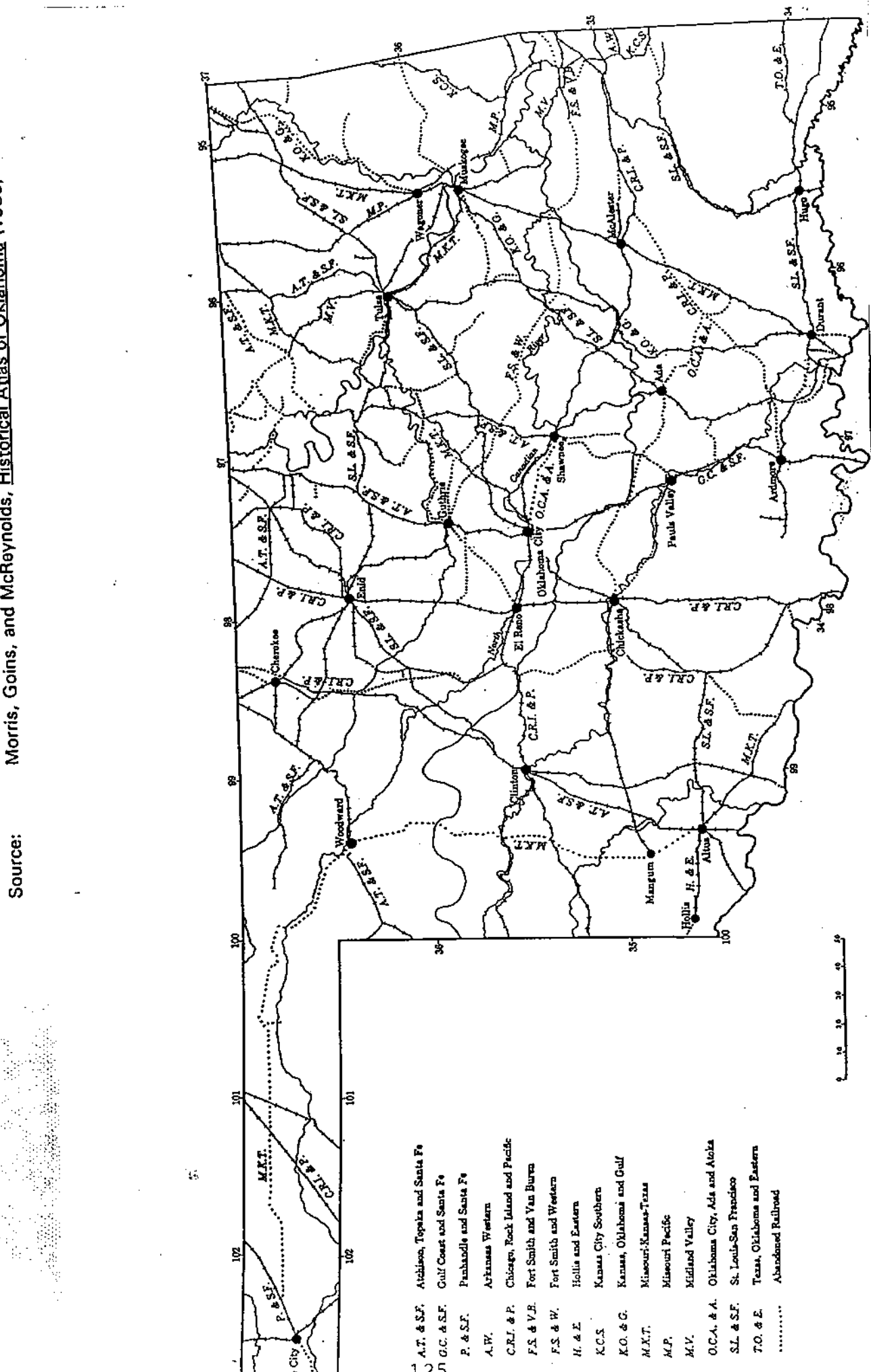
Shawnee failed to receive a majority of the votes necessary for removal. The "county seat war" was underway.¹⁴

In February of 1896, a contract was signed between Choctaw, Oklahoma and Gulf officials and the city of Shawnee whereby the railway's company shops and round house were to be moved from McAlester to Shawnee.¹⁵ This event brought to the leaders of Shawnee a vision of the town as a commercial and industrial center of Oklahoma. From 1897 to 1910, a concerted effort was made to realize this vision. In 1902 the Santa Fe built a branch line into Shawnee from the north. This line intersecting the main line at Newkirk and at Pauls Valley was built as a line over which freight from points in Kansas and east could be hauled to Texas and to Gulf ports.¹⁶ An additional rail linkage was added to Shawnee in 1908--the Oklahoma City, Ada and Atoka line. This proved to be valuable to Shawnee as it opened up an important trade area lying to the southeast. In 1902 a short-line operation was built by the Rock Island Railway from Shawnee to Asher, which opened up additional territory to Shawnee markets (Fig. 8). An interurban railway, the first ever built in Oklahoma Territory, was completed in 1906 between Shawnee and Tecumseh, and continued in operation from that time until 1927.¹⁷

Further industrial development occurred in 1905 when the Atchison, Topeka and Santa Fe Railway located shops in Shawnee. Employment for the two railway companies reached close to 1,000 by the time of the 1910 census. Shawnee's

Fig. 8. Railroads in Oklahoma

Source: Morris, Goins, and McReynolds, Historical Atlas of Oklahoma (1985)



population had increased to 12,474, making it the fifth largest city in the new state of Oklahoma. The population of its county seat competitor, Tecumseh, was 1,626 making it a secondary urban center compared to Shawnee.¹⁸ After several more unsuccessful attempts Shawnee was finally made the county seat on December 30, 1930 by the voters of Pottawatomie County, and the "county seat war" was permanently settled.¹⁹ Another curious political development in the history of Shawnee focused on its attempt to secure the state capital.

The act that inaugurated state government in Oklahoma in 1907 provided that the new state capital remain in Guthrie which had been the territorial capital. But C.N. Haskell, governor of the new state, desired that it be moved before his term of office expired. Oklahoma City leaders seized the opportunity and initiated a capital removal bill, specifically naming Guthrie, Shawnee, and Oklahoma City as candidates, all of which were located near the center of the state.²⁰

The proposal caught Shawnee leaders unprepared because it had only a loosely organized Chamber of Commerce. Coupled with this weak leadership position was the fact that Governor Haskell stated that each candidate would need to provide 2,000 acres of land for the capital site. This practically eliminated Shawnee for all it had to offer was a fourteen acre park site. Although never considered a serious contender by political pundits, Shawnee was placed

on the ballot of June 11, 1910 and finished a distant third. Oklahoma City won the election easily and Governor Haskell immediately moved the capital to the new location.²¹ Nevertheless, Shawnee had received widespread recognition throughout the state and helped to boost local civic pride.

The Economic Landscape: Agriculture, Railroads, and
Petroleum

The economic history of Shawnee appears to have passed through three stages from its founding to 1950. In its early years, Shawnee was essentially an agricultural center serving as a "central place" for the surrounding farmers who brought produce to the town in exchange for goods and services. By statehood, it had ceased to depend upon agriculture alone with the railroad industry making it a "shop" town. With the opening of the Cromwell oil field late in 1923, Shawnee entered upon a third phase of development--that of an oil-production center. In the first and third phases, commerce played the most important role, while in the second, industry was the dominant economic activity.

Shawnee's character as an agricultural center during its early years is reflected in the enumeration of its businesses in 1896:

Four brickyards, three sawmills, five lumber yards, one large cotton gin, one broom factory, six dry goods houses, two cigar stores, one flour mill, one planing mill, five clothing establishments, three hardware stores, twelve grocery stores, four drug stores, one bottling works, two wholesale houses, two cold storage plants, two furniture stores, two photograph galleries,

two tailors, three second hand stores, twelve real estate firms, five blacksmith shops, three newspapers, nine saloons, four laundries, seven meat markets, three banks, and five hotels.²²

Farmers in the surrounding area brought their production to Shawnee to sell and then bought groceries, clothing, vehicles, farm implements, and other necessary supplies as well as depositing their money in the banks. It was upon this agricultural trade alone that Shawnee depended upon for its existence until the railroads came. With the introduction of different economic sectors, the reliance on agriculture lessened, but from the time the city was founded to 1950, agricultural trade and the manufacturing of agriculture-related products have been a stabilizing factor in its development.

Based on settlement patterns, central Oklahoma was populated by a cross-section of immigrants to the area. Settlers came from both the Great Plains and Midwest to the north as well as the Upland and Lowland South to the south. As a result of this varied culture mix, a tendency among agriculturists early on was to experiment with crops grown from their former homelands.²³

Of the grains, wheat was poorly adapted to the Shawnee vicinity because the soils were leached by heavy rains and thus lacked the requisite nutrients. A small amount of wheat, however, was reported by every agricultural census since the opening of the area. Oats proved more profitable than wheat at the outset but began to decline in production by the mid-1920s census. Corn, on the other hand, was the

most extensively cultivated of all the grains with the soil and climate particularly well suited to its production. The central counties of Oklahoma, including Pottawotamie, became known as the Oklahoma Corn Belt by 1910.²⁴ But the upland soil quickly lost its fertility and the only corn grown in the 1920-1950 period was confined to the river and creek bottomlands (Fig. 9).

Of all the crops introduced, cotton was the most profitable and dependable during the early years of agriculture.²⁵ The fertile alluvial soils of the lowlands produced from a half bale to a bale while the uplands, though yielding less, still produced at a profitable rate. Sources indicate that 38,000 bales of cotton were marketed in Shawnee in the 1895-96 season.²⁶ Six years later, 375 railroad cars of cotton products were shipped from Shawnee as well as 50,000 bales of cotton.²⁷ Cotton production peaked in 1920 when 62,458 bales were produced. The low point was reached in 1927 when only 13,297 bales were produced.²⁸ Cotton production declined in the 1920s because of several factors including a decrease in market, invasion of the boll weevil, and deterioration of farmlands, especially from erosion in the upland areas. By 1930, it was estimated that 25 percent of the lands once under cultivation in Pottawatomie County had been abandoned²⁹ (Fig. 10).

The Great Depression of the 1930s first affected the agricultural sector of the economy. Farm tenancy increased

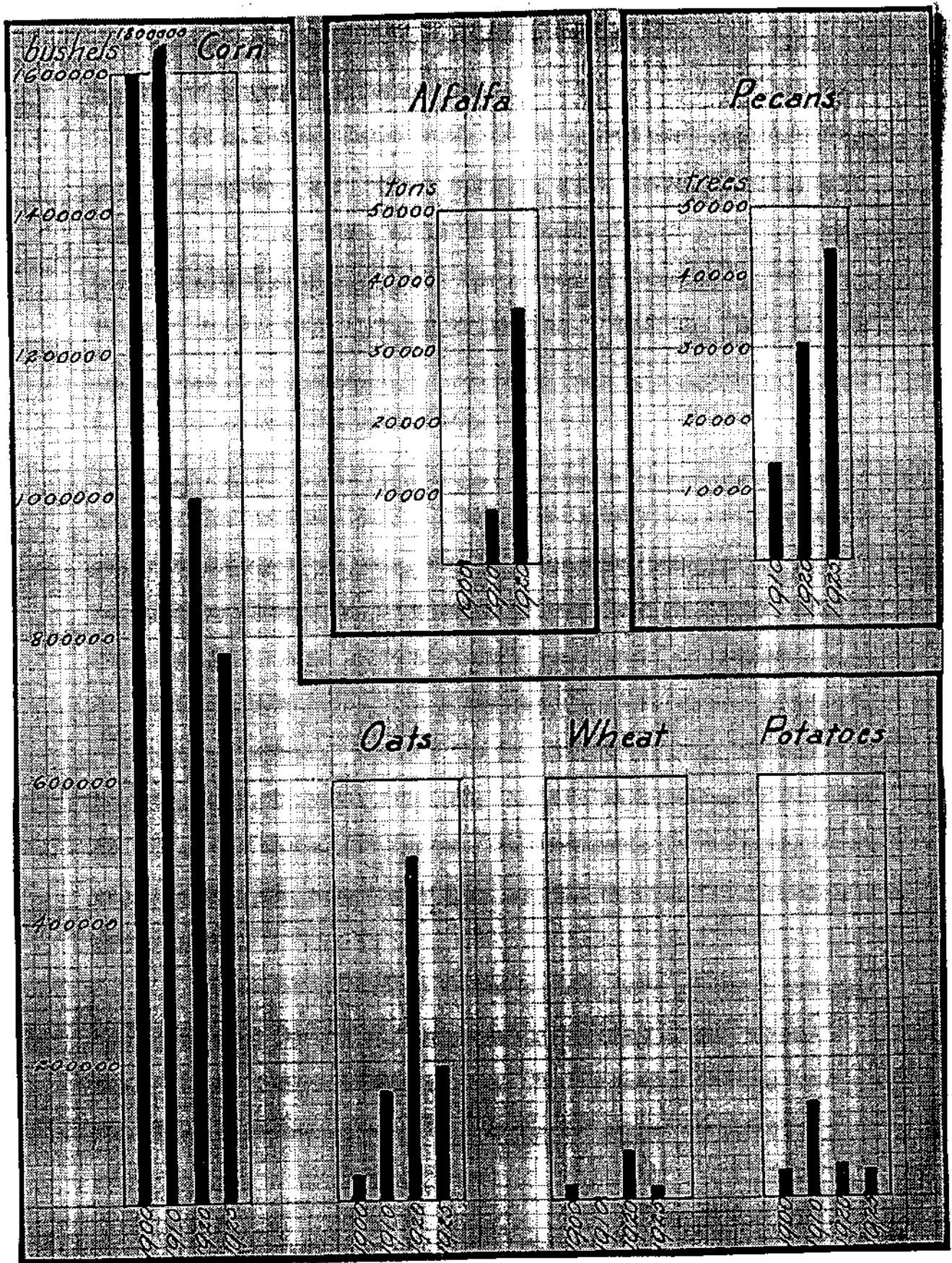


Fig. 9. Agricultural Production in Pottawatomie County (1900-1925)

Source: Campbell, E.C., "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape" (1930)

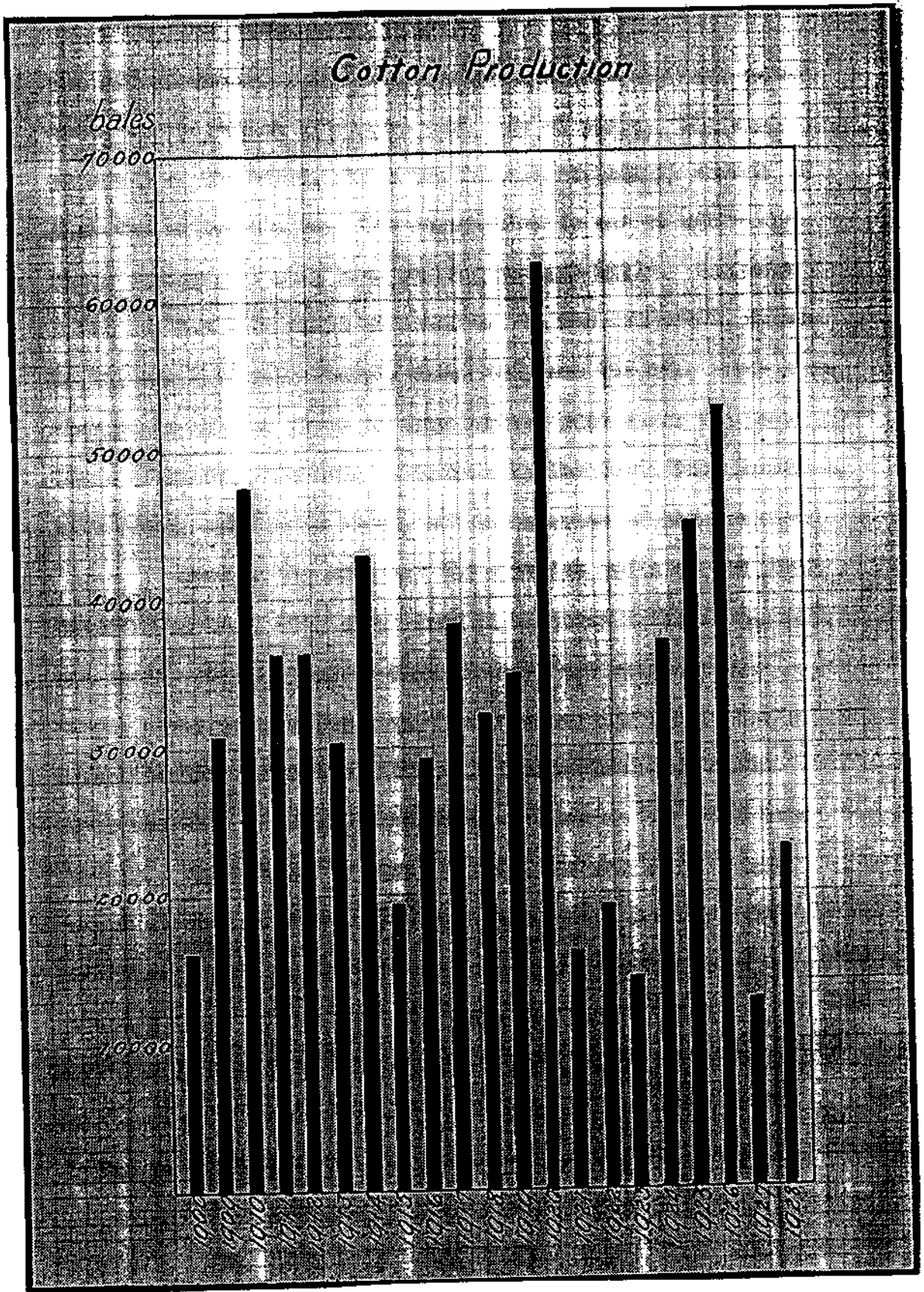


Fig. 10. Cotton Production in Pottawatomie County (1900-1928)

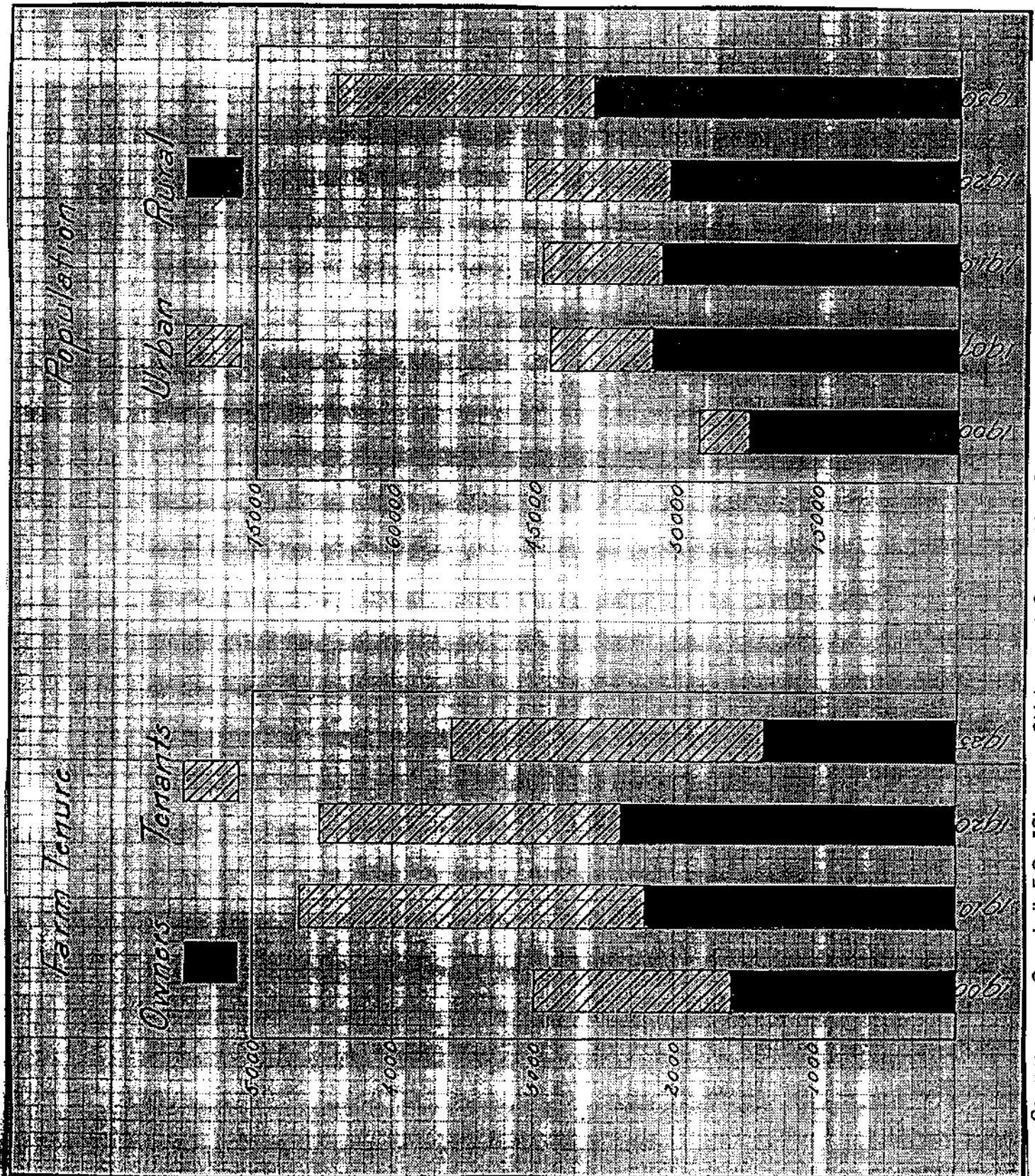
Source: Campbell, E.C., "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape" (1930)

in the 1920s and many tenants fled the countryside in the 1930s as a result of difficult economic conditions (Fig. 11). The general tendency of those farmers that remained on the land was to engage in diversified farming. Both dairying and poultry raising increased in the 1920s. Moreover, conscious attempts were made in the 1930s to maintain and improve soil fertility with terracing and other conservation methods. Finally, the overall picture of agriculture in the 1930s was to consolidate farm units and convert the former cotton land into pasturage for dairy and beef cattle.

With the decline in agricultural production and a decrease in the number of people actually engaged in farming from 1920 to 1950, it seems logical to conclude that if Shawnee had relied on agriculture alone for its economic base it would never have become much larger than its 1910 population of roughly 12,000.

Shawnee's economy at the turn of the century experienced a dramatic change with the introduction of the railroad industry. With the coming of the Choctaw, Oklahoma and Gulf in 1897, (absorbed by the Rock Island in 1902) and the Santa Fe in 1904, railroad shop employment reached 200. The Missouri, Kansas, and Texas railroad built a station in Shawnee shortly thereafter. By statehood in 1907, the railway companies enlarged their shops which resulted in an additional 500 employees. That same year the Chamber of Commerce reported an average of 42 passenger trains and 15

Fig. 11. Farm Ownership and Tenancy (1900-1925) and Urban-Rural Population (1900-1930) in Pottawatomie County



Source: Campbell, E.C., "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape" (1930)

freight trains arrived in the city daily.³⁰ Furthermore, an estimated 300 trainmen associated with the railroads made their homes in Shawnee. By the 1920s, more than 1,000 workers were employed by the railroads and annual wages amounted to almost two million dollars. The railway shops in Shawnee were the largest in Oklahoma.³¹ As an indirect result of railroad development, the leaders of Shawnee sought other industries with inducements ranging from land to cash bonuses.

Industrial plants related to agriculture appeared to be the most favored in the early period of Shawnee's economic history. Because of the profitability of cotton from about 1900 to 1920, seven cotton gins were in operation. A cottonseed oil mill was constructed in 1901 and two cotton compresses were in business by 1902.³² Although these industries employed only a small number of workers and then only during harvest season, they provided a stimulus to the economic base of Shawnee.

Also associated with agriculture was the establishment of flour mills. By 1901, Shawnee boasted of three; however, only one survived. The Shawnee Milling Company by 1930 was selling four to five million dollars worth of products annually and shipping to seventeen states as well as Latin America and Europe. By 1940, flour milling was the third largest industry in Oklahoma and the Shawnee Milling Company was not only the largest in Oklahoma, but the largest of its kind west of the Mississippi River.³³ In addition to flour,

the Shawnee Mill's success was due to its production of feeds and other byproducts. The alfalfa feed unit of the mill was the first ever built in Oklahoma.³⁴

Additional industries attracted to Shawnee have been short-lived for the most part. A distillery was established three miles west of town around the turn of the century, but closed in 1907 when the new state of Oklahoma passed a liquor prohibition law.³⁵ A canning factory which employed 100 workers was established in 1904 but remained in existence only a few years. A garment factory manufacturing overalls, pants, dress shirts, and socks was started in 1902 and employed about fifty people.³⁶ Representative of this industry is the Shawnee Garment Factory building located at 115-117 North Bell. Smaller industries have also come and gone including iron foundries, mattress factories, candy factories, and broom factories.

Most of the industries Shawnee procured were established from 1897 to 1910. In 1909 Shawnee had twenty-seven factories with 1,502 employees. Its manufactured products included flour, overalls and shirts, brick and tile, concrete blocks, cigars, brooms, mattresses, cottonseed oil products, wagons, canned goods, foundry products, mill work, and railway equipment.³⁷

By 1930 industrial expansion had slowed to a point that the Shawnee Chamber of Commerce initiated an Industrial Foundation Fund. It provided approximately one-third of the necessary capital to encourage and assist new industries

coming to the city. The Hilton Phillips Hotel (now the Aldridge), completed in 1928, was the first enterprise sponsored by the fund.³⁸

The third phase of Shawnee's economic history between the 1890s and 1950 was associated with the petroleum industry. It began in late 1923 with the discovery of the Cromwell oil pool and gained momentum as more pools were opened in the Greater Seminole Oil Field. Oil developments were begun in Shawnee as early as 1904 when the Bradford Oil and Gas Company out of Pennsylvania obtained leases on 13,000 acres of land. Wells were drilled north of Shawnee; however, no significant production of oil or gas occurred in the Shawnee area until the 1920s.

Lying in the trade territory of Shawnee were the important discoveries of the Greater Seminole Field including the Dearight, Earlsboro, Bowlegs, Little River, Maud, and St. Louis-Pearson pools. During peak production of the Greater Seminole Fields in 1927-28, average daily production totaled more than 500,000 barrels. Although production declined by 1930, it still produced more than 200,000 barrels daily and accounted for almost half of the state total³⁹ (Fig. 12).

This period of petroleum activity in nearby pools exerted a marked influence on Shawnee's growth. Population increased from roughly 16,000 in 1924 to more than 23,000 in 1930. This growth was a result of the enormous commercial expansion stimulated by the great influx of people into the

area and by the increased purchasing power of those already in the area--both conditions arising from petroleum development.⁴⁰

Many petroleum company employees, especially the executives, established homes in Shawnee, although it was some twenty-five miles from the center of the Seminole Field. This was because Shawnee afforded better housing and more conveniences than the "boom towns" and it was far enough away to escape most of the disorder and lawlessness associated with them. Those employees who chose to live in the "boom towns" were within Shawnee's trade area and were responsible for a substantial increase in the town's trade volume⁴¹ (Fig. 13).

Other sectors of the Shawnee economy were affected by the oil booms. Agricultural trade experienced considerable growth. Farmers with increased income from leases and royalties were able to buy more extensively than ever before. Many of the land owners became wealthy enough to build splendid homes in Shawnee. Numerous new commercial firms came to the city as a result of the increase in business volume e.g., the number of lumber yards increased from five to fourteen.⁴³ Several of the older retail stores enlarged their businesses.

Petroleum production in the Shawnee trade area began a steady decline in the 1930s. The older pools naturally decreased in production and many of the wells were shut down due to over production and lower prices. This affected the

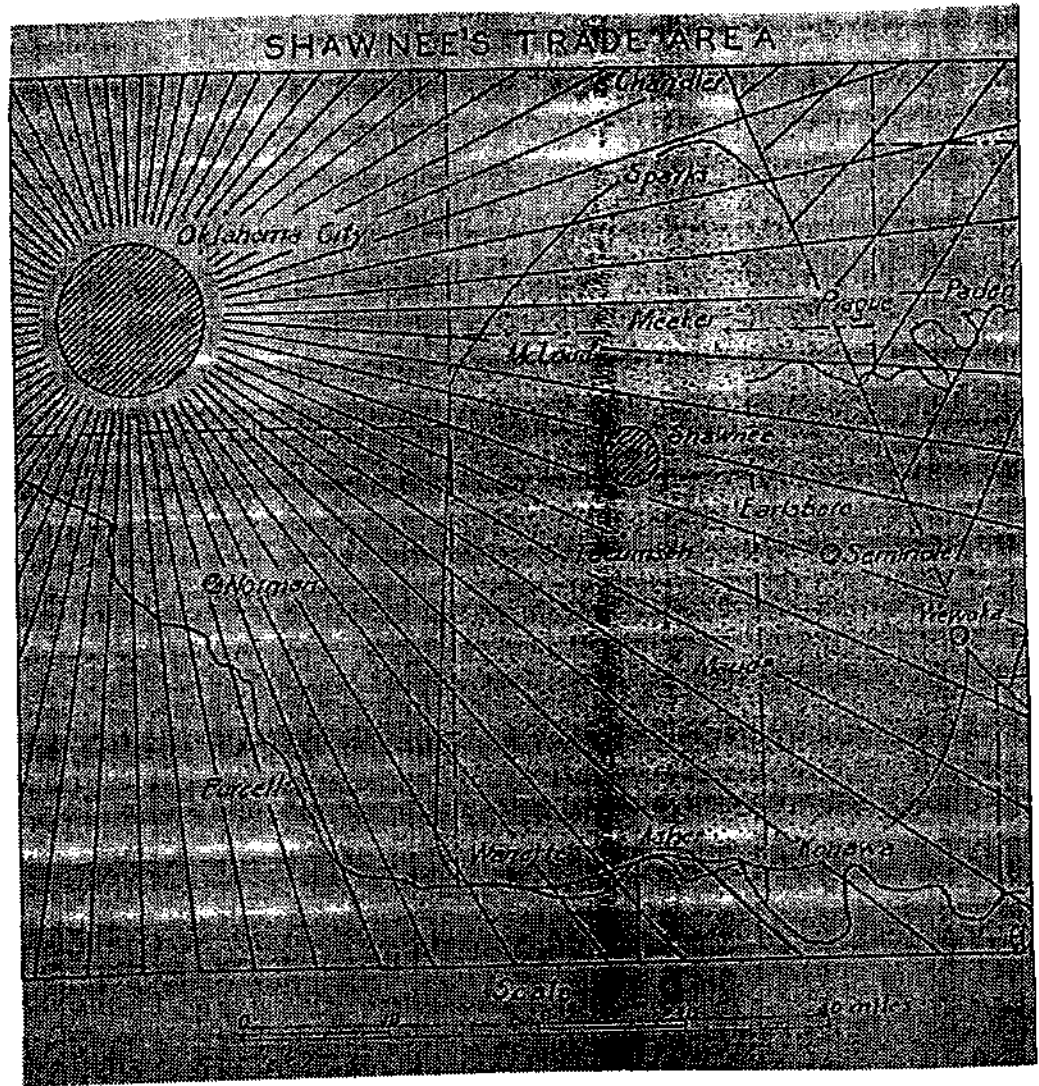


Fig. 13. Shawnee Trade Area-1940

Source: Campbell, E.C., "Shawnee, Oklahoma: A Geographical Study of an Urban Landscap (1930)

economy of Shawnee because fewer workers were needed and royalty payments declined. On the positive side for petroleum's influence on Shawnee in the 1930s, most of the wells in the Greater Seminole Field were drilled to depths of 3,000-4,000 feet which required weeks and even months for completion. This resulted in the petroleum work population to remain more steady than in shallower oil fields. Moreover, servicing and maintaining the larger number of wells already in production required a permanent number of workers throughout the 1930s.

Two establishments that are professional rather than industrial have contributed to Shawnee's economic history: Oklahoma Baptist University and St. Gregory's College. In 1902 the Baptist conventions of Oklahoma and Indian Territories held their annual meetings in Shawnee. During the session the two consolidated into the Baptist General Convention of Oklahoma. One of the proposals to come out of this 1902 meeting was the concept of a Baptist school of higher education. By 1909, the Baptist Convention was considering the bids of seven towns for the location of the university. City leaders made an offer of \$100,000 plus 60 acres of land which eventually secured the contract for location of the institution in Shawnee. Work on the administration building was completed in 1914 and the student body numbered almost 300 students by 1918. By 1930 enrollment had increased to more than 1,200 students. About the same time the agreement was reached on Oklahoma Baptist

University, the Benedictine fathers moved their Catholic school for men from Sacred Heart (National Register of Historic Places, 1983) to Shawnee. Known as St. Gregory's College, it opened for classes in 1915.⁴³ St. Gregory's Abbey and College were placed on the National Register of Historic Places in 1974. Both institutions contributed not only to Shawnee's economy, but also to its social life.

The Social Landscape

The Shawnee newspapers of the pre-statehood era described the social life of the city as "equal in character to that of any city her size in the Union."⁴⁴ Sporting events were of utmost importance to the early citizens of Shawnee. Horse racing proved to be a popular pastime as evidenced by a race track and grandstand located just west of the city. The first baseball club was established around the turn of the century. Known as the Shawnee Blues, the team was reported to be the "champions of Indian Territory."⁴⁵

Associated with the sporting life was drinking. The Shawnee Herald in a 1903 editorial stated that "Shawnee's daily consumption amounts to 700 gallons of beer and 25 gallons of whiskey." When the railroads stopped at Shawnee depots, the conductors cried out: "Shawnee-twenty minutes for lunch and to see a man killed."⁴⁶ Saloons were among the most flourishing of Shawnee's early businesses reflecting a penchant among Shawnee residents for alcohol. They were grouped on one side of Main Street out of courtesy

for the ladies who were careful to walk on the other side. Saloons bore such colorful names as the "Silver Moon," "The Blossom," "Log Cabin," "House of Lords," "Coney Island," "Kentucky Liquor House," and "Hell's Delight." But the statewide vote for prohibition in 1907 outlawed these establishments as well as the aforementioned Shawnee distillery which manufactured whiskey in both bottles and kegs.⁴⁷

In addition to saloons, barber shops served as social centers where men congregated to converse about the latest news and wait their turn for the next chair. One of the fanciest barber shops in Indian Territory was established in Shawnee. It had ten barber chairs and five bath tubs in the rear. Haircuts were 25 cents and shaves 10 cents. Also provided were rub-downs (massages) performed by one of the five attendants on duty for 25 cents.⁴⁸

Different forms of entertainment were available for early Shawnee residents. Patent medicine shows flourished on street corners every Saturday night. Local theaters brought top stock company players to Shawnee featuring a variety of shows ranging from vaudeville to opera. Main Street entertainment facilities included the convention hall which attracted the likes of Sara Bernhardt, an opera house at Main and Market, and the Becker and Ritz Theaters. The Becker (no longer extant) had 808 reserved and 400 general admission seats. The Ritz, located at 10-12 West Main,

remains the oldest continuously operating theater in Oklahoma.⁴⁹

Shawnee lacked a town square where public activity took place in many Midwestern and Southern towns. Therefore, social and cultural activities focussed on Main Street and its arteries. Two blocks north of Main, Shawnee's Woodland Park was the scene of early day social gatherings and cultural events. Constructed with fountains and formal gardens, the park was the site of the Carnegie Library, built in 1905 with a 1,307 book inventory. Moreover, regular meetings of the Chautauqua Society were held in the park featuring such nationally-known orators as William Jennings Bryan.⁵⁰

Called "central Oklahoma's brightest spot" for the first quarter of the century was Benson Park, located midway between Shawnee and Tecumseh. Accessible to Shawnee residents via the interurban streetcar system which connected the two communities, Benson Park opened in 1907. In addition to the natural beauty of the park were the many recreational facilities available to the public. It featured a baseball diamond, a roller coaster, a bandstand, outdoor amphitheater, a skating rink, and a large swimming pool called "The Plunge."⁵¹ Sunday school picnics, last day of school outings, and family reunions consisting of participants from throughout central Oklahoma were held there. Politicians held campaign rallies in the park with

the most notable being Eugene V. Debs, Socialist Party candidate for President in 1912.

Finally, another popular recreational site was the Old Mill Resort, located northeast of Shawnee. It is reported that the first outboard motor boat operated there in the early 1900s. Furthermore, the "Shawnee Queen" booked excursion runs from the Beard Street Bridge in Shawnee to the Old Mill Dam on the North Canadian River, a 5-6 mile trip. Unfortunately for Shawnee pleasure seekers, the "Shawnee Queen" was short-lived as the government declared the river unnavigable shortly after the "floating palace" was christened.⁵²

Shawnee was blessed with two institutions of higher education that contributed much to the cultural history of the city. Oklahoma Baptist University gained a state-wide reputation for its athletic events, music and drama productions and art exhibits; all of which were available to Shawneans. St. Gregory's College greatest contribution to Shawnee culture was in the art gallery and museum collections organized by Father Gregory Gerrer. Canvases by Raphael, Murillo, Guido Reni, Spinello Aretino and Guilo Romano adorn the walls of the St. Gregory's art gallery with featured paintings including the "Madonna and Child" and "Adoration of the Magi."

Shawnee in the 1930s

By 1940, Shawnee's population had declined from the 1930 figure of 23,283 to 22,053 (Fig. 14). This decrease of

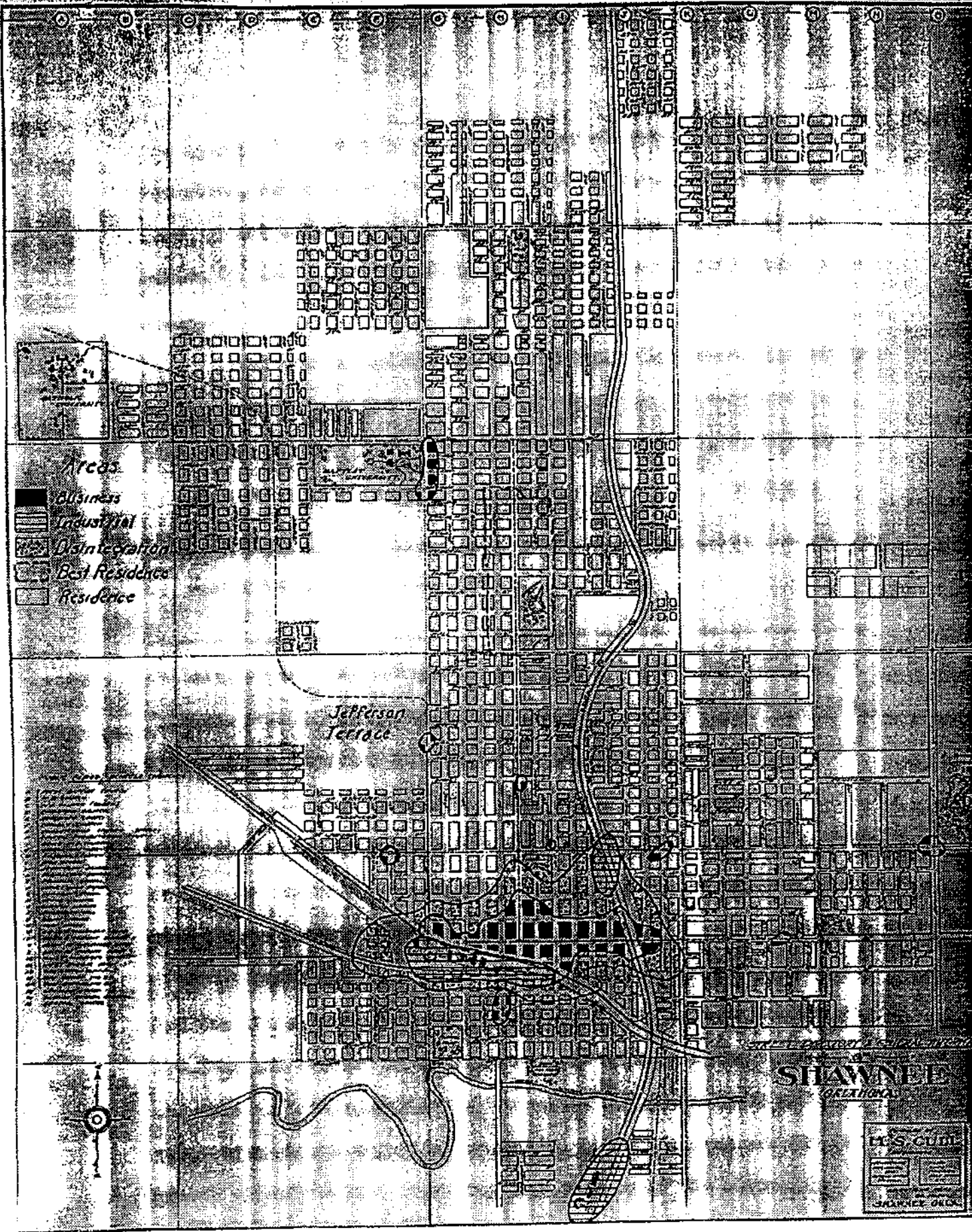


Fig. 14. Shawnee Plat Map-1940

Source: Campbell, E.C., "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape" (1930)

more than 1,000 in population was due to a number of economic and natural disaster factors beginning in the 1920s and extending into the Great Depression of the 1930s. In 1922, the Rock Island Railroad Company experienced a nationwide strike that halted the growth of the company in Shawnee as a major industry. Fifteen years later the Rock Island repair shops were moved to El Reno, and Shawnee ceased to exist as a "shop town." The town had lost one of its most significant employers.⁵³ In 1924, a devastating tornado damaged a 23-block area of Shawnee killing eight people and causing \$500,000 worth of damage. Four years later, the North Canadian River flooded much of the southern part of the city. It caused damage to more than 100 homes totaling more than 1 million.⁵⁴ As previously mentioned, agriculture was the first sector of the nation's economy to suffer from declining prices, primarily because of overproduction in the 1920s. Coupled with this factor was the impact of the boll weevil on Pottawatomie County's cotton crop, the drought of the 1930s, and the lack of conservation techniques. As a result, top soil was eroded and the Dust Bowl conditions of the 1930s forced farmers to flee the land, many of whom migrated to California. But the ultimate blow to Shawnee's economy as well as the rest of the nation was the stock market crash of 1929 which closed bank doors and sent workers to the "bread lines."

The New Deal Administration of Franklin D. Roosevelt helped the nation to survive this economic disaster and

Shawnee benefitted from federal government assistance in the 1930s. Funding for the new Pottawatomie County Courthouse (National Register, 1984) was secured through the Public Works Administration which employed local labor in its construction. Additional public works projects funded by the New Deal included the Deer Creek reservoir, the municipal auditorium, the high school football stadium, municipal swimming pool, improved runways at the airport, a native stone wall for Fairview cemetery, street and storm sewer improvements, the city hall annex, and several elementary schools, e.g., Jefferson School, the first Public Works Administration building in the state. Perhaps the most significant of these programs to the residents of Shawnee was the Deer Creek lake project. Since 1905 Shawnee had sought an adequate pure water supply. With the construction of the 1,320 acre city lake, the problem was resolved. The municipal auditorium and gymnasium was completed with matching bonds and federal monies. Located in Woodland Park, it boasted a seating capacity of almost 2,500. During the years of 1935 and 1936, Shawnee received a total of \$1,512,076 from the federal government.⁵⁵

Shawnee: World War II and Beyond

Shawnee experienced limited growth during the decade of World War II as industrial and commercial development stagnated. Moreover, trade expansion slowed because of the increased dominance of Oklahoma City, forty miles to the west. The state capital metropolitan area continued to

expand and exerted a powerful influence on Shawnee due to its improved transportation network, growing industries, and denser population. With limited opportunities for trade expansion to the east, Shawnee extended its trade area to the south and west where competitive trade centers were weaker and fewer in number.

With the removal of the Rock Island and Santa Fe shops, the decline in petroleum production in the Greater Seminole Oil Field, and decrease in cotton production, Shawnee's industrial climate remained stagnant through the 1940s. As a result, Shawnee's population figures were flat, growing from 22,053 in 1940 to 22,943 in 1950, an increase of less than one thousand. Most of this small growth can be attributed to the construction of Tinker Air Force Base, located on the east side of Oklahoma City, which benefitted Shawnee as a bedroom community for Tinker workers.

By 1950, Shawnee's three major industrial sections were depleted. The largest, which had consisted of the Rock Island shops, a cottonseed mill, and Shawnee Mills, was left with only the Shawnee Mill plant which had rebuilt after a devastating fire in the 1930s. The removal of the Santa Fe shops left the second district virtually non-existent. Finally, the smallest zone near the central business district was gone because the cotton gin and ice plant were closed.

The central business district of the 1940s focussed on Main Street much like it did in the 1890s when the city was

founded. From a commercial district in 1897 that extended three blocks along Main Street, the 1940s core still lay along Main Street between Broadway and Union, but it had doubled in size both to the east and west and to the north on Broadway and Bell. Best preserved examples of the pre-statehood business district are found in the 200 block of East Main including the Keller (1902), Unzner (1903), Marquis (1903), and Warren (1903) buildings. Moreover, the central business district, after fifty years, had experienced expansion upward as well as outward. The skyline, once largely composed of one-and-two story buildings, was now dominated by several five-and-six story structures and one nine-story building had emerged. Extant buildings representative of this upward expansion are the Aldridge Hotel (9th and Bell), Billington Building (23 East 9th), State National Bank (4 East Main), and the Norwood Hotel (108-112 North Broadway).

Residential sections, which had once encircled the central business district, expanded to the north by 1950. The first local transportation system, a street railway, undoubtedly affected growth in this direction. Two of the three lines extended to the north part of the town--one along Broadway and the second on Kickapoo. As a result of the oil boom, North Broadway became the center of the best housing stock including a number of dwellings nominated to the National Register of Historic Places in 1985, e.g., Phil Stuart Mansion (1818 North Broadway), J.E. Walker Mansion

(1829 North Broadway), Charles Neal Mansion (1901 North Broadway), C.B. Billington Mansion (1904 North Broadway), Roy Jarvis Mansion (1928 North Broadway), Frank Varnum Mansion (1934 North Broadway), J.A. Ingram Mansion (1936 North Broadway), Frank Buck Mansion (2000 North Broadway), and the H.T. Douglas Mansion (100 East Federal just off North Broadway).⁵⁶ The other residential area affected by expansion was the east part of Shawnee, although it was characterized by less expensive housing than to the north.

As of 1950, the central business district had moved primarily in the direction of the best residential sections. As a consequence, the residential sections have grown outward, especially to the north and east.

Conclusion

Shawnee as a place experienced exceptional growth at the outset because of its physical location. Set on a high terrace overlooking and in the bend of the North Canadian River, it was an ideal relative location for an early trading center with agriculture the primary economic base. The physical environment helped shape the character of the internal structure of the city. The first central business district, centered on Farrall and Beard Streets, was less than one-half mile from the river and its low elevation was subject to periodic flooding. Because of this proximity to the river, Eighth Street was chosen in 1895 by townsite developers as Main Street and the site of the new CBD (Fig. 7). Furthermore, the river has affected the growth of the

town as it proceeded northward to higher elevations from the constraints imposed on settlement to the south. The cultural landscape likewise influenced the urban morphology of Shawnee. With the introduction of railroads, which ran in a northwest-southeast direction, the southwest section of Shawnee suffered as a residential section and industrial development emerged along the railroad arteries. The streetcar system likewise affected the patterns of growth within Shawnee. Two of its three lines led to the north part of town and the third to the east. The location of these lines obviously determined the direction of Shawnee's internal structure.

Shawnee benefitted as a place from its early stages to 1930 because of its central and crossroads location for a myriad of economic and political activities. Prior to its founding, the site now occupied by Shawnee was a center for trade among the various tribal groups occupying the area. The coming of the cattle drives in the 1860s saw the Shawnee site emerge as one of the major stopping points on the West Shawnee trail. Moreover, it was the center of early missionary activity among the Indians of the area with the establishment of the Quaker school and mission in 1871. As a result of this early commercial and social activity, one of the first post offices in Indian Territory was established at Shawneetown in 1876.

Two of the five land runs into present-day Oklahoma were made to the Shawnee vicinity. The Run of 1891 opened

the Shawnee, Pottawatomie, and Sac and Fox surplus lands. Subsequently, the Kickapoo lands were opened by the Run of 1895.

Because of its location near the center of the state, Shawnee was considered for the state capital site. Although unsuccessful in its bid for the state capital, Shawnee eventually was made county seat of Pottawatomie County because of its central location within the county.

Railroad development of the Rock Island, Santa Fe, and Oklahoma City-Ada-Atoka as well as several short lines transformed Shawnee into a vital center of transportation activity for more than forty years. Agricultural production in Pottawatomie County made Shawnee a central place for surrounding farmers and it lay in the center of the cotton and corn belts of Oklahoma. Finally, Shawnee's location near the Greater Seminole Oil Field made it the commercial and transportation center for the richest oil field in Oklahoma history. It was described in the 1920s as "The Hub of the World's Largest Oil Field."

The cultural landscape, however, changed during the 1930-1950 period. These two decades saw Shawnee lose much of its economic base with declining oil and farm prices as well as the removal of its railroad shops. A recent publication called Shawnee the "Forgotten Hub of Central Oklahoma." Shawnee's early leaders and developers chose not to organize its activity around a central square, a common practice in the towns of New England, the South, and the

Midwest. Shawnee emerged primarily as a Main Street community typifying the late nineteenth century model of western towns which depended on the railroads and agriculture for economic growth.

The city fathers as late as 1910 hoped that one more rail line, another industry or two, and the state capital would be sufficient to rival its chief competitor, Oklahoma City, forty miles to the west. But these dreams were never realized. Those early setbacks coupled with the boom and bust of petroleum and the declining agricultural base, especially cotton in the 1930s and 1940s, ensured that Shawnee would remain an Oklahoma medium-sized city of roughly 25,000 population focused on the activity of Main Street.

Recent observers have declared that Shawnee in many ways is a microcosm of the state, especially its reliance on oil, railroads, and agriculture. Because of its failure to diversify much like Oklahoma, Shawnee has suffered economically--a trend that reflects the history of Oklahoma since the 1950s. But it was not only in economics that Shawnee reflected Oklahoma as this recent quote indicates:

Shawnee is a Sooner state miniature, so far as racial background, early-day history, preliminary accomplishments, shattering vicissitudes, and heroic mid-twentieth century strivings are concerned. In each of these categories, the Shawnee story reflects to a great degree that of Oklahoma as a whole.⁵⁷

ENDNOTES

- 1 William Norton, Human Geography (New York: Oxford University Press, 1992), pp. 49-50.
- 2 Richard Hartshorne, The Nature of Geography (Washington, D.C.: Association of American Geographers, 1939), vii-xv.
- 3 The physical environment statistics are taken from a variety of sources including C.J. Bollinger, The Geography of Oklahoma (Chicago: Rand McNally, 1930); Charles N. Gould, Geography of Oklahoma (Ardmore, OK: Bunn Brothers, 1909); John W. Morris, Oklahoma Geography (Oklahoma City: Harlow, 1961); L.C. Snider, Geography of Oklahoma (Norman: Oklahoma Geological Survey, 1917); C.J. Bollinger, "A General Relief Map of Oklahoma," Proceedings of the Oklahoma Academy of Science, Vol. 9, pp. 83-84; and Kenneth Johnson et. al., Geology and Earth Resources of Oklahoma (Norman: Oklahoma Geological Survey, 1972).
- 4 John W. Morris et. al., Historical Atlas of Oklahoma (Norman: University of Oklahoma Press, 1985), p. 33.
- 5 John Fortson, Pottawatomie County and What Has Become of It (Shawnee, OK: Herald Printing, 1936), p. 5.
- 6 Exie Chauncey Campbell, "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape," Unpublished Master's Thesis, University of Oklahoma, 1930, p. 10.
- 7 Luther B. Hill, History of the State of Oklahoma (Chicago: Lewis Publishing Company, 1908), p. 46.
- 8 Campbell, op. cit., p. 14.
- 9 Sources on the land openings in Oklahoma include Grant Foreman, History of Oklahoma (Norman: University of Oklahoma Press, 1942), pp. 238-60; Roy Gittinger, The Formation of the State of Oklahoma (Norman: University of Oklahoma Press, 1939), pp. 184-210; and Edwin C. McReynolds, Oklahoma: A History of the Sooner State (Norman: University of Oklahoma Press, 1954), pp. 278-307.
- 10 Pottawatomie County History Book Committee, Pottawatomie County, Oklahoma History (Claremore, OK: Country Lane Press, 1987), pp. 46-47.
- 11 A.C. Bray, "Railroads and Railroad Building in Oklahoma," Unpublished Master's Thesis, University of Oklahoma, 1923, p. 68.
- 12 Campbell, op. cit., p. 29.

- 13 The Shawnee News, July 20, 1895.
- 14 The Shawnee Herald, November 27, 1908.
- 15 The Shawnee Quill, March 5, 1896.
- 16 Bray, op. cit., p. 52.
- 17 The Daily Oklahoman, August 11, 1929.
- 18 Campbell, op. cit., p. 41.
- 19 Fortson, op. cit., pp. 10-15.
- 20 James S. Buchanan and Edward E. Dale, A History of Oklahoma (New York: Row, Peterson, and Company, 1935), p. 295.
- 21 The Daily Oklahoman, August 11, 1929.
- 22 The Shawnee News, February 8, 1896.
- 23 Michael Frank Doran, "The Origins of Culture Areas in Oklahoma, 1830-1900," Unpublished Ph.D. Dissertation, University of Oregon, 1974 and Michael Roark, "Searching for the Hearth: Culture Areas of Oklahoma, The Chronicles of Oklahoma, Vol. 70 (Winter, 1992-93), pp. 416-31.
- 24 J.O. Ellsworth and F.F. Elliott, "Types of Farming in Oklahoma," Oklahoma Agricultural Experiment Station Bulletin No. 181 (June 1929), pp. 56-57.
- 25 G.E. Morrow, "Cotton Culture in Oklahoma," Oklahoma Agricultural Experiment Station Bulletin No. 23 (1897), pp. 1-9.
- 26 Campbell, op. cit., p. 53.
- 27 Historical Society of Pottawatomie County, Shawnee, Oklahoma 1895-1930: Forgotten Hub of Central Oklahoma (Shawnee: Historical Society of Pottawatomie County, 1985), p. 6.
- 28 Campbell, op. cit., p. 53.
- 29 Ibid., p. 54.
- 30 Shawnee, Oklahoma 1895-1930: Forgotten Hub of Central Oklahoma, op. cit., p. 6.
- 31 Campbell, op. cit., p. 57.

- ³²Pottawatomie County, Oklahoma History, op. cit., p. 50 and Shawnee, Oklahoma 1895-1930: Forgotten Hub of Central Oklahoma, op. cit., p. 6.
- ³³Grain Storage and Processing Facilities in Western Oklahoma, 1889-1943 Multiple Property Documentation Form, State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma, 1993, E-8.
- ³⁴Fortson, op. cit., p. 47 and Pottawatomie County, Oklahoma History, op. cit., pp. 152-54.
- ³⁵Pottawatomie County, Oklahoma History, op. cit., pp. 48-49.
- ³⁶The Shawnee Herald, September 16, 1902.
- ³⁷Polk's Business Directory 1910.
- ³⁸Campbell, op. cit., pp. 63-64.
- ³⁹Energy: South Central Oklahoma (Region 5), 1900-1930 Resource Protection Planning Project Report, State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma, 1985, pp. 53-60.
- ⁴⁰John W. Morris, "Population Changes in the Greater Seminole Area, 1920-1940," Proceedings of the Oklahoma Academy of Science, XXI (1941) and John W. Morris, et al. A History of the Greater Seminole Oil Field (Oklahoma City: Oklahoma Heritage Association, 1981).
- ⁴¹Energy: South Central Oklahoma, 1900-1930, op. cit., pp. 115-32.
- ⁴²Campbell, op. cit., p. 68.
- ⁴³Fortson, op. cit., pp. 55-59.
- ⁴⁴Ernestine Gravley, "Fifty Years Ago in Shawnee and Pottawatomie County," The Chronicles of Oklahoma, Vol. 31 (1953), pp. 386.
- ⁴⁵Ibid.
- ⁴⁶Ibid., p. 389.
- ⁴⁷Pottawatomie County, Oklahoma History, op. cit., pp. 48-49.
- ⁴⁸Ibid., p. 48.
- ⁴⁹Gravley, op. cit., p. 390.

- ⁵⁰Shawnee, Oklahoma 1895-1930: Forgotten Hub of Central Oklahoma, op. cit., p. 7.
- ⁵¹Gravley, op. cit., p. 390.
- ⁵²Ibid., p. 891.
- ⁵³The WPA Guide to 1930s Oklahoma (Lawrence: University Press of Kansas, 1986), pp. 194-95.
- ⁵⁴John W. Morris, Cities of Oklahoma (Oklahoma City: Oklahoma Historical Society, 1979), p. 51.
- ⁵⁵Fortson, op. cit., p. 46.
- ⁵⁶Historic Homes of Shawnee Thematic Nomination to the National Register of Historic Places, State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma, 1983.
- ⁵⁷Kent Ruth, Oklahoma Travel Handbook (Norman: University of Oklahoma Press, 1977), p. 208.

XIV. ANNOTATED BIBLIOGRAPHY

Bray, A.C. "Railroads and Railroad Building in Oklahoma." Unpublished Master's Thesis, University of Oklahoma, 1923.

One of the best early accounts of railroads in Oklahoma before the Hofsommer anthology. It is especially helpful on the development of railroads in the Shawnee area.

Bollinger, C.J. The Geography of Oklahoma. Chicago: Rand McNally, 1930.

Among the earliest comprehensive geographies of Oklahoma. It contains valuable information on the physical geography of the state as well as excellent maps prepared by Rand McNally, one of the best cartography companies.

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

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

Buck, Solon J. "The Settlement of Oklahoma." Transactions of the Wisconsin Academy of Sciences, Arts, and Letters, XV (1907), 325-80.

This research monograph is one of the most detailed and well-documented sources on the land runs into Oklahoma and Indian territories.

Campbell, Exie Chauncey. "Shawnee, Oklahoma: A Geographical Study of an Urban Landscape." Unpublished Master's Thesis, University of Oklahoma, 1930.

This graduate thesis is an excellent study on the development of Shawnee from an urban geography perspective.

Daane, Adrian et al. "Wheat in Oklahoma." Oklahoma Agricultural Experiment Station Bulletin Circular No. 153 (May, 1923), 3-21.

This is a primary source for comprehending the varieties of wheat grown in Oklahoma and where they are grown in the state.

Debo, Angie. Oklahoma: Foot-loose and Fancy-free. Norman: University of Oklahoma Press, 1949.

Authored by one of the most knowledgeable scholars on the Oklahoma story, this book presents more than mere political history. It gives insight to the character of Oklahomans, especially their social and cultural history.

Development of a Historic Context for the Agriculture Theme in Management Region #5: 1855-1930. Prepared in 1987 by George O. Carney, Department of Geography, Oklahoma State University. Report located at State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma.

This research report focuses on one of the culture resource management regions in Oklahoma that includes Pottawatomie County. It includes valuable agricultural census data for the years 1900-1930 as well as a property type analysis, historical narrative, bibliography, and numerous maps, tables, and charts on agriculture in the region.

Doran, Michael Frank. "Origins of Culture Areas in Oklahoma, 1830-1930." Unpublished Ph.D. Dissertation, University of Oregon, 1974.

This dissertation by a geographer is an exhaustive treatment of migration sources into Oklahoma and how these migrants affected the culture regionalization of Oklahoma.

Ellsworth, J.O. and Elliott, F.F. "Types of Farming in Oklahoma." Oklahoma Agricultural Experiment Station Bulletin No. 181 (June, 1929).

This bulletin is one of the best overviews of Oklahoma agriculture prepared prior to the 1930s. It contains several maps showing the different types of crops raised throughout the state illustrating that Pottawatomie County was in the cotton and corn belt of Oklahoma.

Energy: South Central Oklahoma (Region 5), 1900-1930. Prepared in 1985 by George O. Carney, Department of Geography, Oklahoma State University. Report located at State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma.

This resource protection planning project document focuses on one of the cultural resource management regions of Oklahoma that includes Pottawatomie County. It includes a historic context, property type analysis, bibliography, and maps of the petroleum production up to 1930 with special emphasis on the Greater Seminole Oil Field.

Estill, Emma A. "The Openings of Oklahoma." Unpublished Master's Thesis, University of Oklahoma, 1923.

This graduate level thesis is an invaluable source for the land runs of 1891 and 1895 that affected the Shawnee vicinity.

Foreman, Grant. A History of Oklahoma. Norman: University of Oklahoma Press, 1942.

A standardized account of the state written by one of the most prolific authors on Oklahoma history.

Fortson, John L. Pott County and What Came of It: A History of Pottawatomie County. Shawnee: Pottawatomie County Historical Society, 1936.

This study by a local historian is the first county history produced on Pottawatomie County. It includes a separate chapter on Shawnee that outlines early leaders, businesses, and factors in Shawnee's growth. Provides an excellent summary of the Shawnee-Techumseh rivalry in a separate section called the "Tale of Two Cities."

Gibson, Arrell. Oklahoma: A History of Five Centuries. Norman: Harlow Publishing, 1965.

This became the standard textbook for Oklahoma history classes in the state's school system. Authored by a University of Oklahoma history professor who became the state's leading historian until his recent death.

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

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

Gould, Charles N. Oklahoma Place Names. Norman: University of Oklahoma Press, 1933.

Before the Shirk book, this was the only book-length treatment of the origin of names of cities, rivers, towns, and mountains of Oklahoma.

Grain Storage and Processing Facilities in Western Oklahoma, 1889-1943 Multiple Property Documentation Form. Prepared in 1993 by George O. Carney, Department of Geography, Oklahoma State University. File located at State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma.

This recent nomination to the National Register of Historic Places contains invaluable information on flour milling in the state. Although the Shawnee Mill is not included, the historic context presents important data on numerous grain elevators that were linked to the Shawnee company.

Gravley, Ernestine. "Fifty Years Ago in Shawnee and Pottawatomie County." The Chronicles of Oklahoma, XXXI (1953), 381-91.

Although this article is a reminiscences piece, it is footnoted and contains a wealth of information on the social history of the area.

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

This collection of readings edited by one of the state's most reputable historians consists of articles on specific crops and livestock that played an important role in Oklahoma's agricultural history. Especially valuable are the ones on cotton and wheat.

Hartshorne, Richard. The Nature of Geography. Washington, D.C.: Association of American Geographers, 1939.

This classic study by one of America's distinguished geographers is the first book-length history of geography.

Hill, Luther B. History of the State of Oklahoma. Chicago: Lewis Publishing Company, 1908.

An early attempt to tell the story of Oklahoma from the date of the Louisiana Purchase through the formation of the state.

Historic Homes of Shawnee Thematic Nomination to the National Register of Historic Places. Prepared in 1983 by George O. Carney, Department of Geography, Oklahoma State University. File located at State Historic Preservation Office, Oklahoma Historical Society, Oklahoma City, Oklahoma.

This National Register nomination contains architectural descriptions and statements of historical significance for several homes of prominent Shawnee residents who lived along North Broadway prior to 1930.

Historical Society of Pottawatomie County. Shawnee, Oklahoma 1895-1930: Forgotten Hub of Central Oklahoma. Shawnee, OK: Historical Society of Pottawatomie County, 1985.

Published by the local historical society, this is an excellent compilation of material prepared by scholars at Oklahoma Baptist University led by Professor Dale Soden. Based on a survey and planning grant research project from the Oklahoma Historic Preservation Office, the publication examines Shawnee's growth through various stages of development focusing on the central business district and formation of early neighborhoods. Contains a series of excellent photos and maps.

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

This author probably knows more about Oklahoma railroad history than any other student of the subject. This book provides general information as to dates of construction of the Shawnee railways.

Johnson, Kenneth et al. Geology and Earth Resources of Oklahoma. Norman: Oklahoma Geological Survey, 1972.

A handsome booklet laced with numerous maps, charts, and graphs developed by the leading geologists of the state.

McComas, Walter. "Tecumseh: A Prosperous Little City." Sturm's Oklahoma Magazine, VI (May, 1908), 75-78.

A short, but informative piece on the city that rivaled Shawnee for the county seat site of Pottawatomie County.

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

A detailed political history of the state written by an Oklahoma State University professor of history, it became a college textbook for Oklahoma history courses.

Mooney, Charles W. Localized History of Pottawatomie County, Oklahoma to 1907. Midwest City, OK: Thunderbird Industries, 1971.

This local history emphasizes early leaders in the found of Shawnee up to statehood, including names of physicians, attorneys, businessmen, ministers, and city marshalls.

Morgan, H. Wayne and Morgan, Ann Hodges. Oklahoma: A Bicentennial History. New York: W.W. Norton, 1977.

This was the commissioned bicentennial history of Oklahoma in 1976. Authored by a husband-wife team, it is an outstanding overview of the state with some new interpretations.

Morris, John W. "The Agglomerated Settlements of the Greater Seminole Area." Unpublished Ph.D. Dissertation, George Peabody College, 1941.

_____. "Population Changes in the Greater Seminole Area, 1920-1940." Proceedings of the Oklahoma Academy of Science, XXI (1941).

_____, et al. A History of the Greater Seminole Oil Field. Oklahoma City: Oklahoma Heritage Association, 1981.

This distinguished Oklahoma geographer has written extensively on a myriad of topics from ghost towns to petroleum. These are three publications that include material on Shawnee's role in the history of the Greater Seminole Oil Field. The latter two are outgrowths of the author's dissertation on the topic.

Morris, John W. (ed.) Cities of Oklahoma. Oklahoma City: Oklahoma Historical Society, 1979.

A useful anthology that includes a short section on Shawnee in the chapter on regional multi-purpose cities.

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

This is the best atlas on Oklahoma. It covers a variety of topics from cattle trails to railroads. The textual material accompanying the maps is brief, but informative.

Morrow, G.E. "Cotton Culture in Oklahoma." Oklahoma Agricultural Experiment Station Bulletin No. 23 (1897).

One of the first accounts of cotton production in Oklahoma and Indian Territories prior to statehood.

Norton, William. Human Geography. New York: Oxford University Press, 1992.

This textbook is one of the best new interpretations of cultural geography.

Oklahoma Almanac. 2 vols. Oklahoma City: Oklahoma Publishing Company, 1930-31.

Now dated, this is a storehouse of statistics on Oklahoma during the period from statehood through the 1920s.

Pottawatomie County History Book Committee. Pottawatomie County, Oklahoma History. Claremore: Country Lane Press, 1987.

The most recent local history of the county where Shawnee is located. Contains numerous vignettes contributed by local writers on Shawnee's schools, churches, and businesses.

Roark, Michael. "Searching for the Hearth: Culture Areas of Oklahoma." The Chronicles of Oklahoma, LXX (Winter, 1992-93), 416-31.

A useful article on settlement patterns in Oklahoma.

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

Compiled by one of Oklahoma's most noted historians, this is a travelogue of the state, but contains brief histories of each community.

Sanborn Fire Insurance Company Maps, Shawnee Oklahoma.

Shawnee is covered from 1896 to 1942. These are invaluable primary sources for construction materials and types of businesses present.

Shawnee Chamber of Commerce. An Economic Survey of Shawnee and Environs. Shawnee, OK: Shawnee Chamber of Commerce, 1931.

A typical Chamber of Commerce publication that highlights a number of economic and cultural activities in the community as of 1930. Contains some excellent photographs.

Shirk, George H. Oklahoma Place Names. Norman: University of Oklahoma Press, 1974.

This is the most recent study on the origins of city and county names in Oklahoma.

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

This study provides some excellent physical geography information on the state.

Starr, Emmet. Encyclopedia of Oklahoma. Oklahoma City: Private Printing, 1912.

The first statistical handbook on Oklahoma following statehood.

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

With a new introduction by Anne Hodges Morgan, this is an updated version of the 1941 edition compiled by the Writers' Program of the W.P.A. Section on Shawnee, pp. 192-197.

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

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

XV. SUMMARY

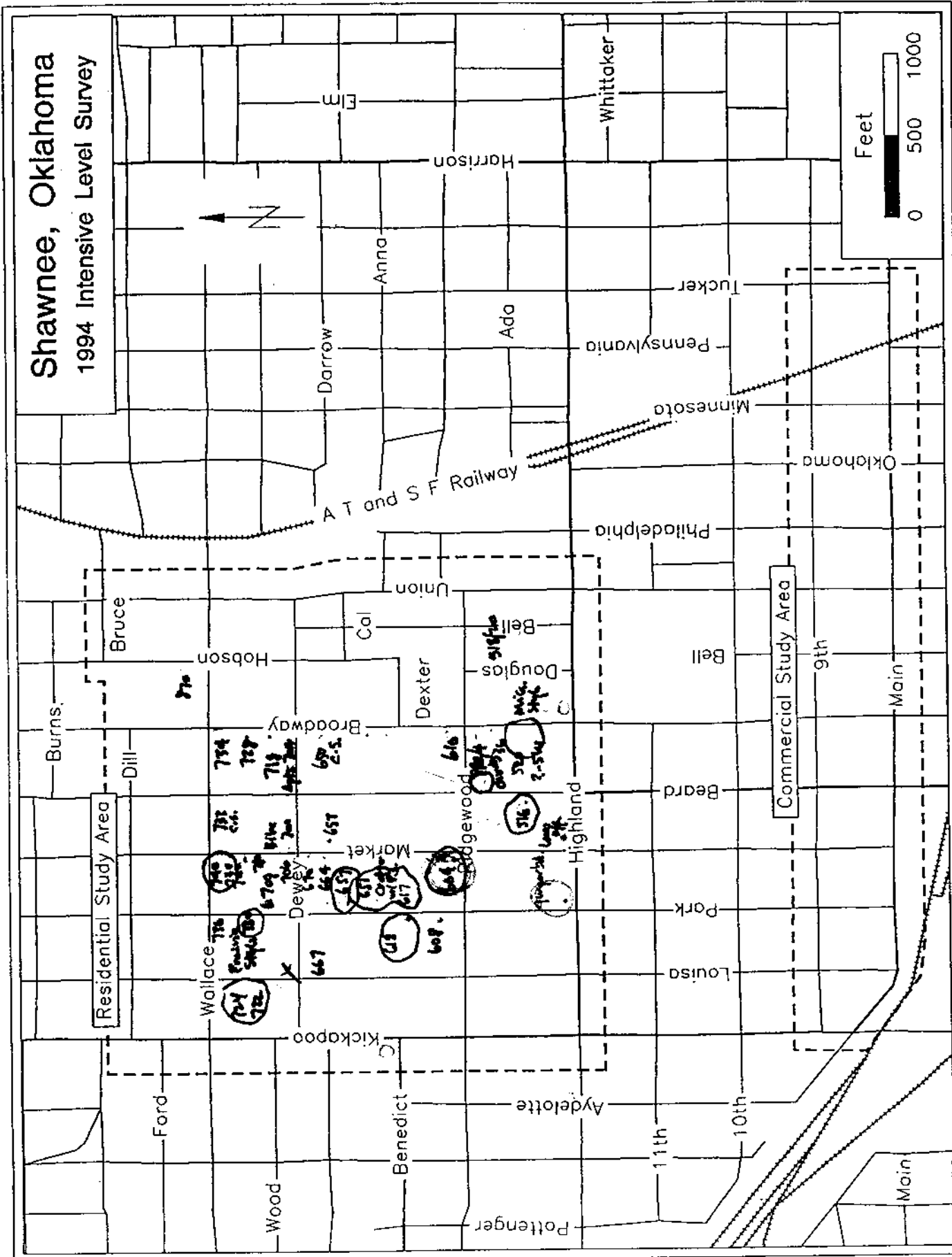
The Intensive Level Survey of Portions of Shawnee focused on two study areas. One consisted of the commercial core of the central business district emphasizing the two principal east-west arteries--Main Street and Ninth Street. This twenty-three block study area was bounded on the west by Kickapoo and on the east by the west curb of Tucker. Ten north-south streets between Kickapoo and Tucker were also included. Two properties (Santa Fe Railroad Depot and the Masonic Temple/Billington Building) were already on the National Register. One district, proposed for 1997, and three individual properties were identified as potential National Register nominations. Eleven additional individual properties were considered to warrant further study. The remaining portions of the commercial study area were excluded from further consideration because of insufficient age or loss of integrity. These evaluations were based on an on-foot property-by-property survey of approximately 180 buildings and structures recorded on the Historic Preservation Resource Form and by two elevation photographs.

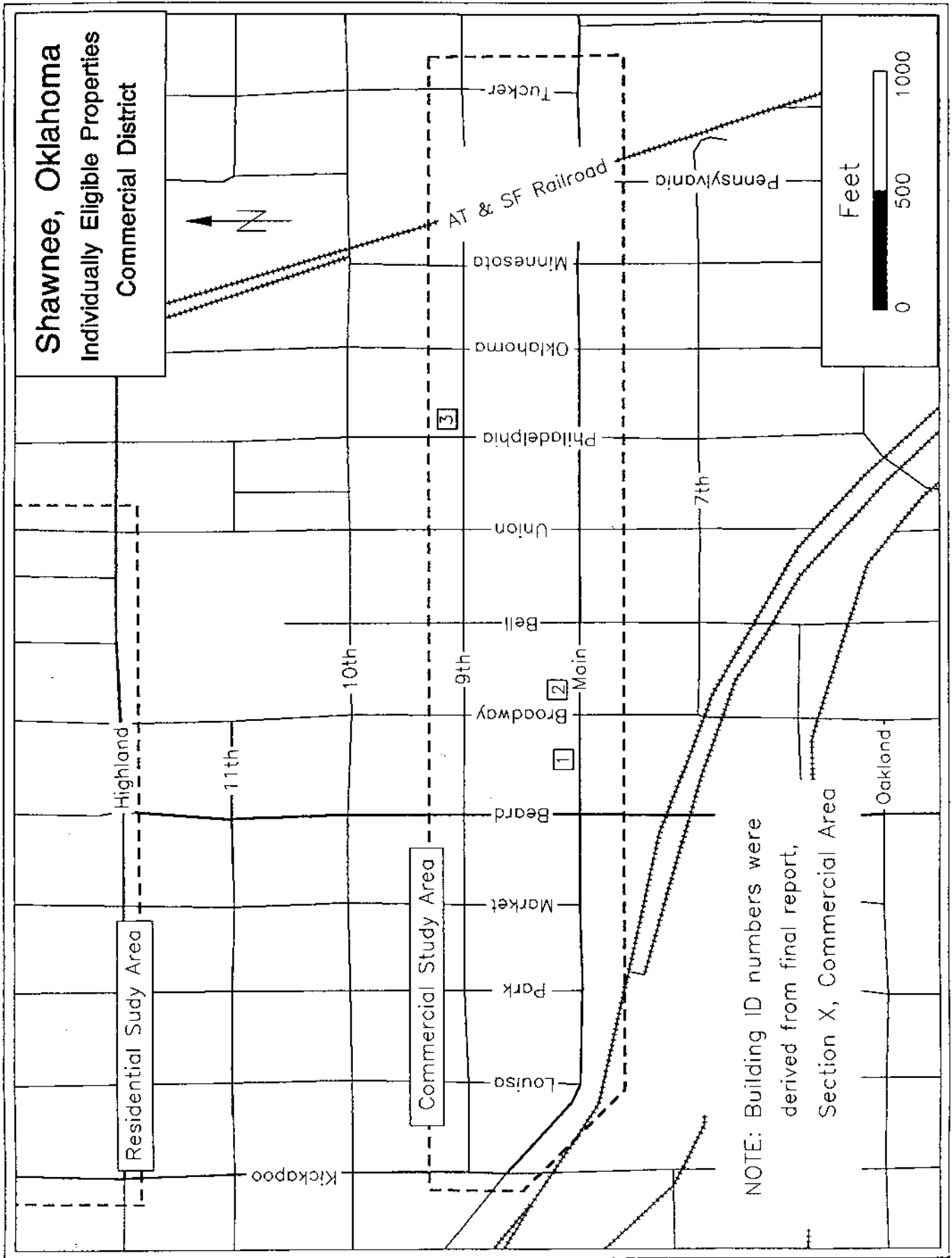
The second study area contained thirty-seven blocks in a residential area lying to the north of the commercial study area. The boundaries of this study area were Kickapoo to the west, Highland to the south, Union to the east, and Bruce and Dill to the north. It included six principal north-south streets between Kickapoo and Union as well as three primary east-west streets between Highland and the

Dill/Bruce boundary. Two National Register historic homes were located in study area two--Governor's Mansion and the Kerfoot House. Based on the results of the on-site surveys of approximately 700 properties, two individual properties were considered to meet National Register criteria and four were deemed to merit further study. No National Register Historic Districts were proposed because of the low contributing rate of the resources in those areas that were under consideration. The remaining portions of the residential study area were deemed to warrant no further consideration because of a loss of integrity.

Overall, Shawnee possesses numerous cultural resources in the two study areas that meet age eligibility requirements and retain some degree of architectural integrity or historic significance. However, a majority of these properties have been altered in some fashion. It is the principal investigator's contention that many of these properties would qualify for National Register consideration if rehabilitation was encouraged and they were returned to their original condition. It is hoped that this project document can be used to help make intelligent comprehensive preservation planning decisions for OK/SHPO as well as the Shawnee community.

Shawnee, Oklahoma 1994 Intensive Level Survey

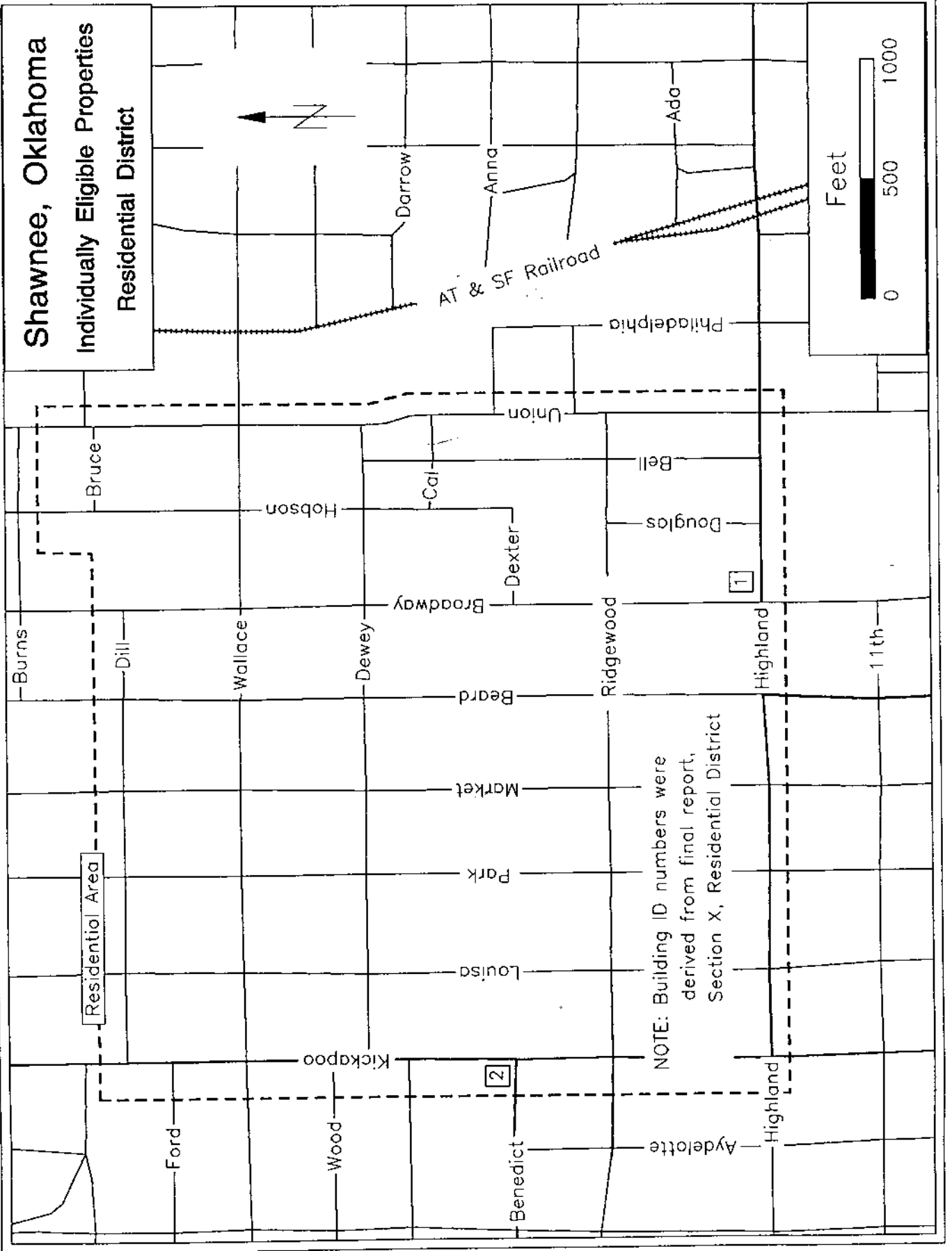




Shawnee, Oklahoma

Individually Eligible Properties

Residential District



SHAWNEE, OKLAHOMA

PROPOSED NORTH BELL HISTORIC DISTRICT
FOR 1997

Commercial Study Area

9th

Broadway





Union

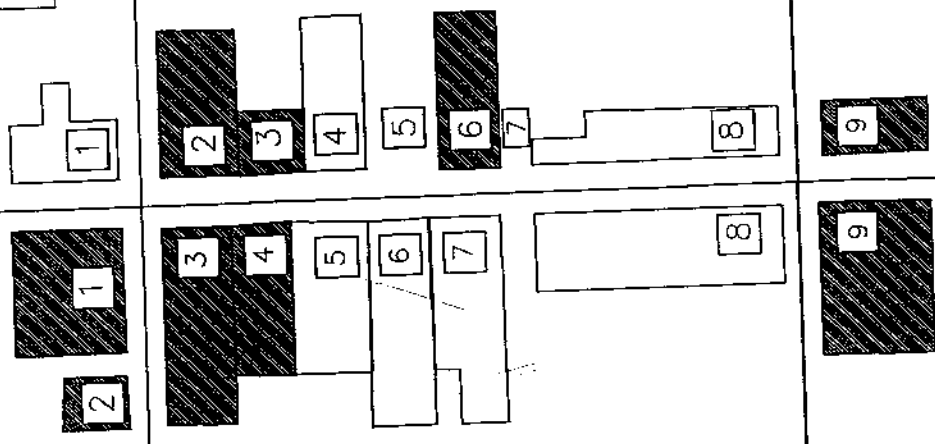
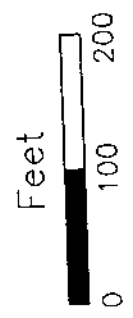
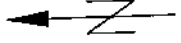
Main

Bell

Proposed
North Bell
Historic District

NOTE: Building ID numbers were derived
from final report ID's of this district

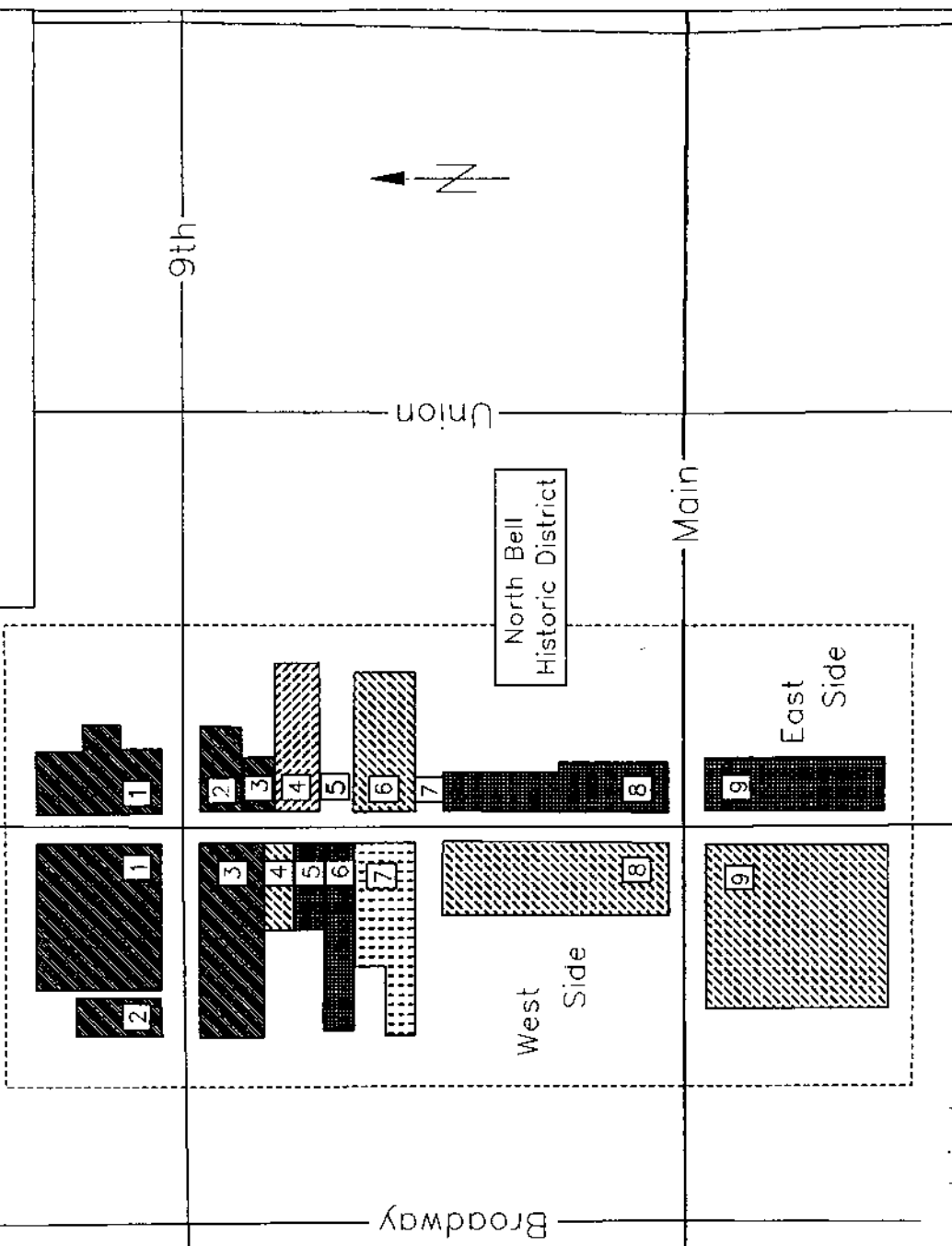
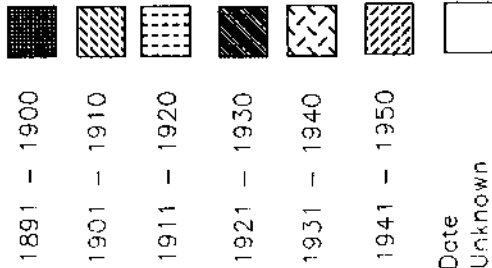
	Contributing Resources
	Noncontributing Resources
	Commercial Study Area
	Proposed Historic District



North Bell Historic District Building Age Classification - By Decade

Commercial Study Area

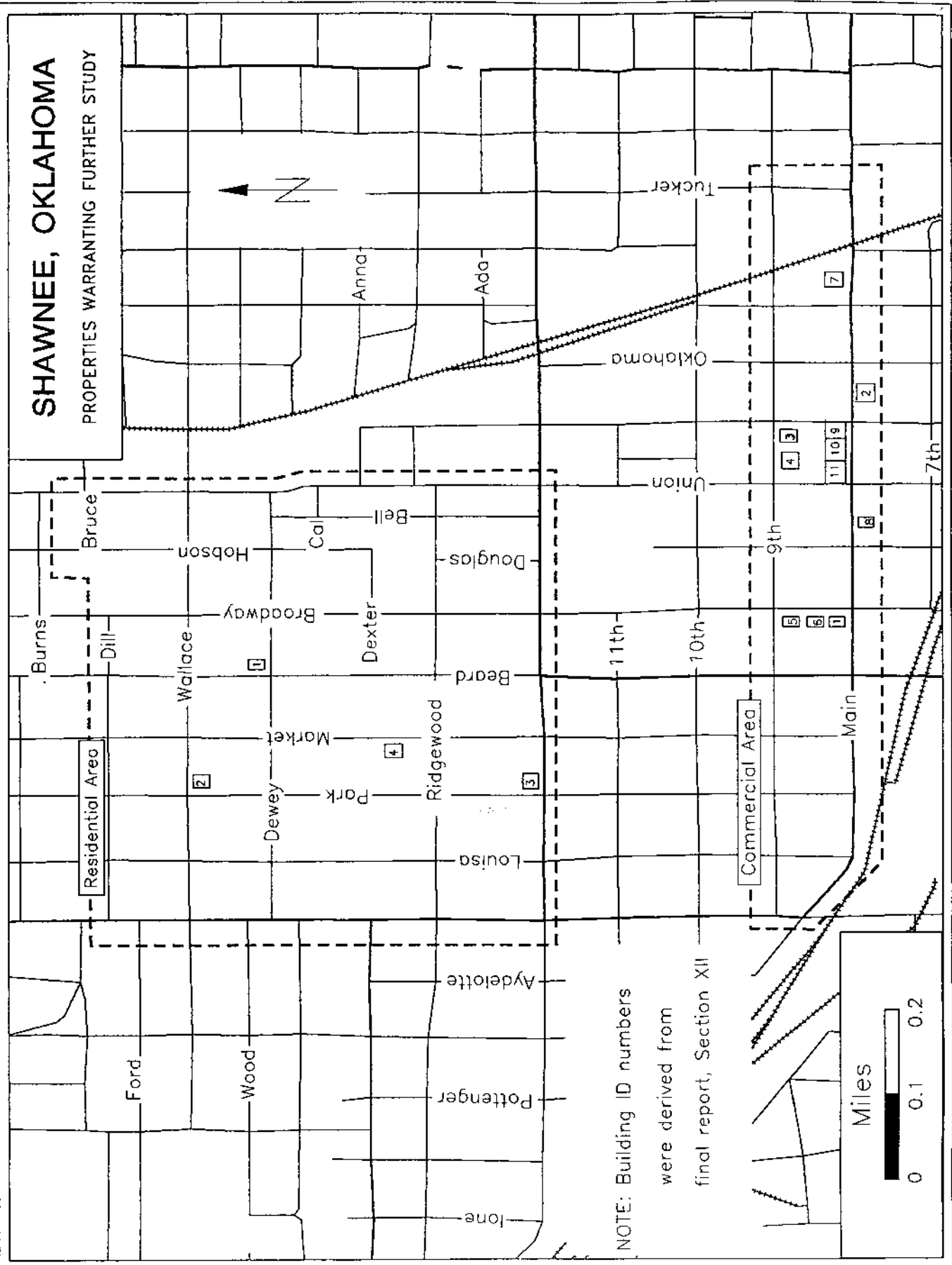
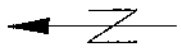
Building Construction
By Decade



NOTE: Building ID numbers were derived from final report ID's of this district

SHAWNEE, OKLAHOMA

PROPERTIES WARRANTING FURTHER STUDY



NOTE: Building ID numbers were derived from final report, Section XII

