

XII. THUMBNAIL SKETCH OF PROPOSED DISTRICT

Central Residential District

History:

The Central Residential District warrants further study because it was one of the first cohesive single-family residential neighborhoods to develop in Duncan.

Historically it has also been associated with some of Duncan's prominent citizens, especially its bankers, lawyers, and oil men. One of the early residences built in the area (circa 1905) was at 801 West Beech Avenue. This was the home of W. P. Fowler, one of the charter members of the Oklahoma National Bank of Duncan. Fowler eventually went on to become the president of the Duncan Building and Loan Association, and owned the W. P. Fowler Music Company at 912 West Main Street. Another property dating to the early 1900s is the W. T. Foreman Residence at 814 West Oak Avenue. Foreman owned and operated the Foreman Drug Store at 807 West Main Street. The Foreman Residence was built circa 1907 in the Prairie School style.

As contributing resources to the Central Residential District these two properties are significant because they are the oldest extant properties. All of the other contributing resources in the Central Residential District were built in the 1920s and 1930s, making the Fowler and Foreman residences important exceptions to this pattern.

At least two other individuals who played a part in the establishment of the Oklahoma National Bank of Duncan also resided in this neighborhood. J. W. Whisenant, who was a local physician, built an impressive Tudor Revival style home at 1015 West Beech Avenue during the 1930s. Similarly, S. Conger Brown, who became

the Assistant Cashier and Director of the Oklahoma National Bank, was living in the brick Colonial Revival house at 806 West Hickory Avenue. His house was built circa 1940.

In the 1920s L. B. Simmons, President of the Rock Island Refining Company lived at 401 North Ninth Street. His house initially served as the office for the oil refining company. Just up the street from Simmons, at 411 North Ninth Street, lived the Brittain. Walter Brittain was a local merchant who operated a dry goods store from the Brittain-McCasland Building at 914-916 West Main Street. Both the Simmons and Brittain (or Brittain-Garvin) residences are National Register eligible.

Several other prominent businessmen lived in this area during the 1920s and 1930s. The following list provides a sample of them, their role in the community, and where they lived. Meyer Mehl was a partner in the M. Robinowitz and M. Mehl Clothing Store that operated at 803 West Main Street. In the 1920s he resided at 501 North Ninth Street. E. O. Sloan, owner of the Duncan Abstract Company lived at 511 North Ninth Street. Robert H. Brown, a locally prominent lawyer, lived at 613 North Ninth Street. After his house burned in 1930 he built the large Tudor Revival style house that now occupies the corner lot. Another lawyer, Leroy Winans, resided at 1015 West Chestnut Avenue. The physician Samuel H. W. Williamson lived at 816 West Beech Avenue in the 1920s, while B. H. Burnett, another doctor, lived at 713 West Chestnut Avenue. The homes of two oil men, Harry Hanburry and T. H. McCasland were built at 916 West Chestnut Avenue and 906 West Pine Avenue, respectively.

The Central Residential District also has an enduring connection with education. This district includes the site of Duncan's first high school. This site subsequently

housed the Duncan Senior High and Duncan Junior High. Both of these structures are National Register eligible. The Duncan Senior High was constructed as a result of a PWA initiative. Furthermore, the Central Residential District includes the new Duncan Public Library as well as the old Duncan Library (301 North Ninth), which is now listed in the National Register.

Description:

The boundaries of the Central Residential District are as follows. The eastern boundary includes the west side of North Eighth Street between Oak and Hickory Avenues as well as the lot on the northeastern corner of Chestnut at Eighth Street. The northern boundary includes the south side of Hickory between Eighth and Ninth Streets, the west side of Ninth Street between Hickory and Pine, the south side of Pine between Ninth and Tenth Streets, the east side of Tenth Street between Pine and Hickory, and the north side of Hickory to the middle of the block between Eleventh and Twelfth Streets. The western boundary includes the west side of Eleventh Street between Hickory and Beech. The southern boundary includes the south side of Beech between Eleventh and Ninth Streets, the east side of Ninth between Beech and Oak, the property on the southeast corner of Ninth and Oak, and the north side of Oak between Ninth and Eighth Streets.

Architecture:

The Central Residential District contains approximately 70 properties. About 70-80 percent of those have maintained their architectural integrity. The architectural styles

present in the district represent Eclectic Period (1880-1940). These styles include Tudor Revival, Spanish Eclectic, French Eclectic, Prairie School, and Bungalow/Craftsman. Although there are a variety of architectural styles in the district, the Bungalow/Craftsman style is rather prevalent. About 50 percent of the properties are designed in this style.

Noncontributing Properties:

No more than 30 percent of the properties in the Central Residential District constitute noncontributing properties. Most of the housing stock is in good condition. A notable intrusion, however, is the Vann's Quick Mart on the northwest corner of Tenth and Beech.

Recommendation:

The Central Residential District is potentially National Register eligible because of the historical connections between many of the properties within it. This district constitutes a part of Duncan that has long been an established neighborhood. More importantly, however, the properties in this district capture the essence of the dramatic forces that have shaped this city—from the early growth of the neighborhood in the early 1900s to the explosive growth and accumulation of wealth in the 1920s to the hard times of the Depression. Moreover, this district contains four properties that are National Register eligible and another, the Duncan Library, which has just gained a listing in the National Register.

The following section reviews the properties that have been identified as contributing resources to the Central Residential District:

- (1) **William Duncan Residence** (513 North Eighth Street). Built circa 1927.

Architecturally, this house exhibits a mixture of Queen Anne and Prairie School styles. It is a two story house with vinyl siding. The front and the north sides have two story cutaway bay windows. The façade is dominated by a one story full width porch supported by seven fluted classical columns that are not original. A second story porch with a spindlework balustrade extends above the front door. The roof ridges, including those above the second story porch, have decorative cresting. On this site there is also a one story sandstone playhouse and a detached two story garage.

- (2) **Meyer Mehl Residence** (501 North Ninth Street). Built circa 1922.

This is a one story brick clad house in the Bungalow/Craftsman style. It is an example of the front-gabled subtype. Decorative details include the use of stucco and triangular knee-brace brackets in the gable ends, exposed rafter tails, and bungalow windows. Porch supports consist of square pillars constructed of brick. A continuous stringcourse of rowlock bricks, sometimes forming a sill course, encircles the house. Behind the house stands a stucco garage with knee-brace brackets and brick quoining.

- (3) **E. O. Sloan Residence** (511 North Ninth Street). Built circa 1920.

This two story clapboard-clad Prairie School style house has a basement and provides an example of the Prairie Box or American Foursquare

subtype. The house has a hipped roof and symmetrical façade. Windows on the front are paired, have crown molding, and the same design that decorates the upper sashes of the windows is carried over to the glazing in the front door and the sidelights. A full width porch and porte-cochere are supported by four large brick pillars with concrete caps. The north side has an exterior, shouldered, through-the-roof chimney with small casement windows beside the chimney shoulders.

- (4) **Robert H. Brown Residence** (613 North Ninth Street). Built in 1930. This two and a half story Tudor Revival style house is primarily clad with brick but has some false half-timbering in some of the gable ends. A narrow, round-arched entry porch with stone arch leads to a recessed door. Adjacent to the entry is a porch, the roof of which forms a balcony for part of the second story. A large external chimney has an iron anchor with the letter "B" on it, has decorative stonework on the cap, and is crowned with two chimney pots. Most of the visible windows have soldier brick lintels.

- (5) **Frank E. Bradley Residence** (307 North Tenth Street). Built circa 1925. This one and a half story clapboard clad Bungalow/Craftsman house exhibits Tudor Revival influences. The front entrance is recessed and canted with a brick door surround and round-arch entry with corbelled cornice. The front-facing gable has a three-shouldered through-the-roof chimney with a decorative blind round arch. On the top of the chimney stack the bricks are laid so as to resemble two chimney pots. Most of the

windows are paired and have crown molding, and braces mark the eaves of the roof. A partial width porch supported with one brick post marks the entry by the garage.

(6) **311 North Eleventh Street.** Built circa 1925.

This is a one and a half story clapboard-clad Bungalow/Craftsman style house in the front-gabled subtype. The façade is symmetrical and consists of a full width porch with wood shingles in the gable end. The gable is also marked by false roof beams. Instead of battered piers, the porch supports on this house consist of clapboard pillars. Sidelights frame the front door, and crown molding decorates the windows and doors. On the north side a projecting triple window is distinguished by a gable roof, and the west side has a glass block window.

(7) **W. P. Fowler Residence** (801 West Beech Avenue). Built circa 1905.

This is a two and one half story Queen Anne style house. Clapboards with corner boards clad the walls. The gable ends are decorated with wood shingles that are either scalloped or square-cut. A band of scalloped shingles encircles the house just below the roof-wall junction on the second story. Two two-story cut-away bay windows dominate the south and east sides. The gables above these windows have small, paired Queen Anne windows. Both of the bay windows have ornamental wood brackets decorating the cut-away portion of the wall. There is also an integral porch with a wooden balustrade on the second story. The first floor has a wrap around porch supported by six brick porch supports

topped with wrought iron posts and balustrade. Neither the porch supports nor the balustrade is original. Also, some of the windows on the first story appear to have been replaced.

- (8) **Samuel H. W. Williamson Residence** (816 West Beech Avenue). Built circa 1925.

This is a two story clapboard clad Bungalow/Craftsman house in the front-gabled family. The west side has two cantilevered windows below which are decorative (false) brackets. Brackets in the same style appear under the eaves on the front. The porch has exposed rafter tails and is supported by four tall, battered piers with decorative narrow slits in them. Two smaller piers frame the steps up to the porch and one has been altered (raised) to provide extra support to the porch.

- (9) **Elihu Burkleo Residence** (915 West Beech Avenue). Built circa 1920.

This is an unusual example of a two and a half story house in the French Eclectic style. It has a raised basement in brick while the rest of the wall surfaces have vinyl siding. The front entrance is recessed, framed by sidelights, and is marked by a separate gable element. An integral wrap-around porch is supported by six columns with Ionic capitals. Three hipped through-the-cornice dormers dominate the second story façade. All of the eaves are flared. For some time during the 1940s this house was used as apartments.

- (10) **J. W. Whisenant Residence** (1015 West Beech Avenue). Built circa 1935.

This is a two story brick clad Tudor Revival style house. Gable ends are filled with attractive brickwork in various configurations including the herringbone and basketweave patterns. Most windows have soldier brick lintels, however the paired windows on the front have a segmental arch of soldier bricks. The upper sashes of the triple window on the front are lattice windows. The shed dormer on the west side has wood shingle cladding. The front door is slightly recessed within a modest entry porch.

- (11) **B. H. Burnett Residence** (713 West Chestnut Avenue). Built circa 1920.

This gable-front house is an Airplane Bungalow with one room on the second story, although the second story room is not original and was added sometime between 1923 and 1931. The walls are clad with clapboards and corner boards. The front has paired double hung windows while the second story has triple windows on the east and west sides. Decorative details include the crown molding above the windows, exposed rafter tails, decorative trellis-like woodwork in the porch gable, and lattice-like woodwork between the wooden porch supports. However, the porch may not be original and the molding around the front door has been altered. A wrought iron porch railing has also been added.

- (12) **Harry H. Hanburry Residence** (916 West Chestnut Avenue). Built circa 1927.

This two story cross-gabled Tudor Revival style house has brick cladding. The north facing gable is clipped, and the roof line from that gable extends into an arcaded wing wall. Wrought iron balustrades adorn the round arch windows in the north and west facing gable ends. A round arch entry leads to a recessed front door and opens onto a front patio partially enclosed by a metal rail with vertical rails resembling spears. Both chimneys have corbelled caps, and the exterior chimney has decorative brickwork and a stylized ornament on the west side. The shed dormer has two small windows each fitted with eight panes of glass in a 4/4 pattern.

- (13) **Leroy Winans Residence** (1015 West Chestnut Avenue). Built circa 1930.

This is a two story Prairie Box or American Foursquare style house with a hipped roof and brick cladding. It has a symmetrical plan enhanced with four sets of paired 12/1 double hung windows on the front. The porch on this house is unusual for the style in that it lacks supporting piers and posts. Rather, it has a slate roof, made to mirror the hipped roof on the house, and is supported with narrow wooden brackets. The front door is distinguished by small, half-size sidelights, and above the door on the second story there is a very narrow window in a 6/1 double hung style. A one story porch with asphalt roof extends from the east side of the house and has been screened. Part of the attraction of this house is the use of

different colors of brick. The lower portions of the walls are clad with darker bricks. This same style of bricks has also been used on the window sills in order to provide visual variety to the buff brick walls.

- (14) **Charles Broadbent Residence** (1102 West Chestnut Avenue). Built circa 1930.

This is two story clapboard clad Bungalow/Craftsman style house representing the side-gabled subtype. The east and west facing gables on the first story are clipped and all gables have triangular knee-brace brackets. True to Craftsman style, rows of windows span the second story. All visible windows appear to be double hung and have vertical muntins in the upper sashes. The porch has stucco in the gable end and is supported by two very short battered piers raised on concrete pillars.

- (15) **S. Conger Brown Residence** (806 West Hickory Avenue). Built circa 1939.

This is a very modest two story Colonial Revival house with basement. It has a hipped roof and an exterior, through-the-roof chimney. The front has a symmetrical façade characterized by large (12/20 and 12/12) multipane double hung windows. The entrance has a pedimented portico supported by two slender columns. The east side has an unusual two story wing with an enclosed porch on the first story.

- (16) **Richard W. King Residence** (916 West Hickory Avenue). Built circa 1925.

This is a two story vinyl sided Prairie School style house with a hipped roof, full width porch, and porte-cochere. The porch and porte-cochere are supported by small battered piers raised on brick pillars, and have open gables on the north and east sides. There is a bay window on the west side but the center window has been removed in order to accommodate a small stained glass window. There is also a one story through-the-roof chimney on the west side.

- (17) **Kenneth Price Residence** (1107 West Hickory Avenue). Built circa 1930.

This is a two and one half story Tudor Revival style house with a basement. The roof is cross-gabled and the cladding consists primarily of buff brick. However, red bricks have been attractively placed in the gable peaks and randomly scattered on the other wall surfaces. Red bricks are also used to symbolize the keystone in the segmental arches above the windows. The intervening space between the arch and the top of the windows has been filled with concrete marked in a lattice-like fashion. A gabled porch and round arch entry (outlined with red bricks) lead to a recessed front door. The large south and west facing gables have small round arch openings filled with round windows and louvered vents. The exterior chimney is through-the-cornice, has red bricks attractively placed

at the top of the stack, and has three chimney pots. A round arch on the lower portion of the chimneystack has decorative brick infill.

(18) **W. T. Foreman Residence** (814 West Oak Avenue). Built circa 1907.

This two story brick clad house with basement was built in the Prairie School style. The house has a hipped roof and an asymmetrical plan.

Porch supports are one and a half stories high with decorative cutouts and stylized ornaments resembling cartouches. Double hung windows may be single, paired, or in triples. There is one stained glass window on the east side of the house, and sidelights frame the front door. French doors outlined by brick corbelling also provide movement between the porch and the first story. A continuous sill course encircles the house. The sill course is made from double bands of stretcher bricks and made to have a dentilled appearance by the regular placement of header bricks below.

(19) **T. H. McCasland Residence** (906 West Pine Avenue). Built circa 1935.

This one and a half Tudor Revival style house has a prominent front-facing gable that has false half-timbering in the gable peak. The façade has a massive stone chimney with bricks decorating the top of the stack. The large casement windows on the front have attractive stone surrounds. There is one shed dormer, one window with carved woodwork in front of the sill in the front facing gable, and one lattice window. The east side of the house has a second story porch, and a prominent stone fence.

XIII. THUMBNAIL SKETCH OF AREAS NOT WARRANTING FURTHER STUDY

Northeast Residential Area

This area spans part of the original townsite and includes part of the Lang Addition, which was platted in 1921. Despite that early plat date, the Lang Addition really did not attract much residential development until after the Second World War. In fact, much of the rest of the Northeast Residential Area was platted in the immediate post-war period. Platted sections within this area include: Cotton #2 and #3 (1951), Shannon (1948), Clark (1948), Gentry (1948), Hopkins (1947), Rayburn (1951), Branch (1956), Homewood Park (1955), King (1955), Lang (1921), Lang #2 (1951), Lee Jones (1945), J&J (1950), and Buckholts (1968). While a number of the properties in this area are of sufficient age many have been altered to the extent that the historic fabric of this area has not been maintained.

Southeast Residential Area

The Head Addition, platted in 1907, is one of the earliest additions to the city of Duncan. This part of the city has long been the center of a black community known as "The Hill." The Southeast Residential Area encompasses the Head Addition as well as the Linwood (1949) and Interurban (1921) additions. A narrow sliver of the original townsite is also included in this area. Although several very good examples of Bungalow/Craftsman and National Folk properties exist, as a whole this area does not have the historic or architectural cohesion of a district.

Southeast Mixed Industrial/Residential Area

The boundaries of the Southeast Mixed Industrial/Residential Area coincide with those of the Viola Addition. This addition was platted in 1947 and it has a generally lower density of residential properties. The Southeast Mixed Industrial/Residential Area does not warrant further study because of contemporary commercial development on Second Street, the presence of numerous contemporary storage and warehouse facilities, and a junkyard on the north side of Mulberry Avenue.

North Central Residential Area

The North Central Residential Area includes the northwest portion of the original townsite and surrounds the Central Residential District. Although there are some very fine homes in the North Central Residential Area, including the Chrislip House (NR listed 8/6/93), as well as very good examples of Colonial Revival and Tudor Revival style homes, the area does not possess a desirable density of properties that have retained their architectural integrity. The historical association of the residences in this area is also weakly developed. Further, some contemporary commercial and professional development has started to intrude in the vicinity of Beech, Oak, and Ash Avenues.

Downtown Commercial Area

The Downtown Commercial Area stretches between Walnut and Willow Avenues from the railroad tracks west to Highway 81. The historic and commercial core of this area was the three-block section on Main Street between Seventh and Tenth Streets. Neither this core nor the larger commercial area of which it is part is recommended for

further study at this time. The primary reason for this is loss of historic fabric. The Downtown Commercial Area has not retained enough of its historic character. Very few of the early businesses have survived, and several that have are significantly altered. This description is not meant to disparage the efforts of the local Main Street coordinators. Indeed, their emphasis on restoring the downtown should be applauded.

Southwest Residential Area

The Southwest Residential Area includes the southwestern portion of the original townsite as well as the Kiser Addition (platted 1947), which occupies the far southwestern corner of this area. This is certainly one of the older residential sections in Duncan as revealed by the presence of the Irving School, which dates to 1908. At this time the Southwest Residential Area does not warrant further study because of the uneven nature of development, both residential and industrial. This is especially the case between Bois d'Arc and Cypress Avenues because that was where the Halliburton Oil Well Cementing Company was established. Although there are numerous examples of National Folk and Bungalow/Craftsman style houses many have had their integrity altered with changes to the porches and windows, as well as the addition of siding.

West Residential Area

The West Residential Area covers all or part of five different plats. These include: City Park (1920), Davis (1946-1948), Brown (1951), West Main Street (1921), and the eastern section of the Tom Rogers Tracts (1921). Despite the very early plat dates for some of these areas, the West Residential Area did not experience significant

development until after the Second World War. Because many of the residences in this area are quite small by today's standards, a common modification involves converting the garage into an additional room. The application of aluminum and vinyl siding is extensive across this area. For these reasons the West Residential Area is not recommended for further study.

Northwest Residential Crescent

The Northwest Crescent refers to that portion of the study area, which curves around the northwestern part of the original townsite and includes the westernmost reaches of the study area. All of the plats in this area date to the post-war period, with some platted as recently as 1971. Platted areas, from east to west, include: McCasland Park (1956 and 1972), Hillcrest (1946), Fairview (1946), Will Rodgers (1955), Rayburn #3 (1952), Rayburn #5 (1955), Sunflower (1971), Amherst (1967), Whisenant Park (1955 and 1963), Tompkins Highland Hills (1951), Whisenant (1953-1955), Western Heights (1965), Lester (1948-1954), Chisum (1948), Carver (1950), Meadow Park (1956), and Broadmore (1971). An issue here is that several of these platted areas are of insufficient age for the properties within them to warrant further study. Furthermore, the Northwest Crescent is beset by many of the same problems mentioned in connection with the West Residential Area: large numbers of residences here have been significantly altered by enclosing garages and the adding siding.

XIV. THUMBNAIL SKETCH OF INDIVIDUAL PROPERTIES NOT WARRANTING FURTHER STUDY

- (1) **Peter Sisler Residence** (219 South Ninth Street). Built circa 1920.

This two-story vinyl-sided house in the Neoclassical style has a full height entry porch and a partial height full width porch. Massive brick pillars support the porch. The façade lacks the symmetry common to this style because of a large triple window on the first story. The front door has sidelights, but all of the windows appear recently replaced. For many years this property was used as apartments, according to the Sanborn maps. Changes to this property have affected its integrity.

- (2) **Irving Elementary** (600 South Twelfth Street). Built 1922.

This single story elementary school building has brick cladding and displays no distinctive style. The central part of this building was built in the early 1920s, however, subsequent improvements and enlargements in the 1960s and 1970s have changed the integrity of this structure. For example, the windows have been replaced, wide bands of metal have been added along the top of the walls on the front, and the main entrance has been redesigned. The sidewalks leading to and from the building were placed by the WPA in 1936. The front door is a double door with sidelights. Some decorative details on the building include modest parapets on some of the walls, vertical bands of soldier brick on walls near the corners of the building, and eight columns of light colored brick that frame the main entrance.

- (3) **J. W. Aldridge Residence** (1416 North Twentieth Street). Built circa 1953.

This is a one-story clapboard clad Modern style house (Ranch subtype). The house has a hipped roof with fairly broad overhangs. The built-in garage gives the house the impression of being larger than it is. The porch is integral and has a hipped roof element above it, and one wrought iron support. A Chicago-style window also decorates the façade. This property does not warrant further study because of insufficient age.

- (4) **Pollock Construction Company** (701 West Beech Avenue). Built circa 1965.

This one-story stone clad structure displays no distinctive architectural style. It is an unusual building because the roof has four large projecting gables. The stone cladding is uncoursed. The front door is framed by sidelights and a triangular transom. Although interesting architecturally, this property lacks sufficient age to warrant further study at this time.

- (5) **Harrell Rayburn** (205 East Cedar Avenue). Built circa 1955.

This is a one-story National Folk style house. It is an example of the massed plan subtype. The house is clapboard clad with corner boards, is two rooms deep, and lacks decorative detail. The porch consists of a shed roof supported with wooden posts with a wood railing in between them. This property does not warrant further study because of insufficient age.

- (6) **H. L. Goodman** (2015 East Cedar Avenue). Built circa 1956.

This one-story stone clad house illustrates the Contemporary (flat-roofed) subtype of the Modern Movement. Decorative details are minimal, but this house has a centered and recessed porch supported with two wrought iron porch supports. A

large, multipane window dominates the porch and the front façade. One window on the east side has been boarded up. This property does not warrant further study because of insufficient age.

(7) **Hugh Shirley** (109 East Fir Avenue). Built circa 1950.

This is a one-story aluminum sided house that represents the Minimal Traditional subtype of the Modern Movement. The house has close eaves and a front gable. The porch has its separate gable and wrought iron supports. One of the front windows appears recently replaced, and the one car garage has been converted into an additional room. This property does not warrant further study because alterations have affected its integrity.

(8) **O'Neill-Pace Residence** (305 East Hickory Avenue). Built circa 1930.

This is a two story Neoclassical house with a full facade porch supported by six slender columns. The shed roof that covers the porch has three louvered eyebrow dormers. The entrance is marked by a Colonial Revival style door surround with a broken pediment and fanlight. Sidelights now have grooved wood infill. The first story windows have imitation round arches and shutters that extend from the window tops to the bottom of the wall. There is a bay window on the west side, and the east and west gable peaks have hexagonal-shaped louvered vents. An addition has been attached to the second story of the east side of the house. A shed roof has been added, and it has been designed to accommodate a one story integral porch supported by three simple classical columns. Extensive alterations have affected the integrity of this property.

- (9) **Pearl Cranfill Residence** (2003 West Willow Avenue). Built circa 1957.

This is a one-story National Folk style house in the hall & parlor plan. The porch consists of a small, gabled overdoor supported with decorative triangular knee-brace brackets. Wall cladding is clapboard with corner boards. This property does not warrant further study because of insufficient age.

- (10) **Cotton Construction Company Office** (12 Forest Hills Drive). Built circa 1960.

This is a one-story brick, wood, and stone clad Contemporary style house. The roof has a small brick parapet on the west facing side. False purlins have been placed beneath the eaves on the north and east sides. Short wing walls project from the north and south sides of the house. Some trellis-like woodwork occupies the space between the wing wall and the eave of the roof on the north side.

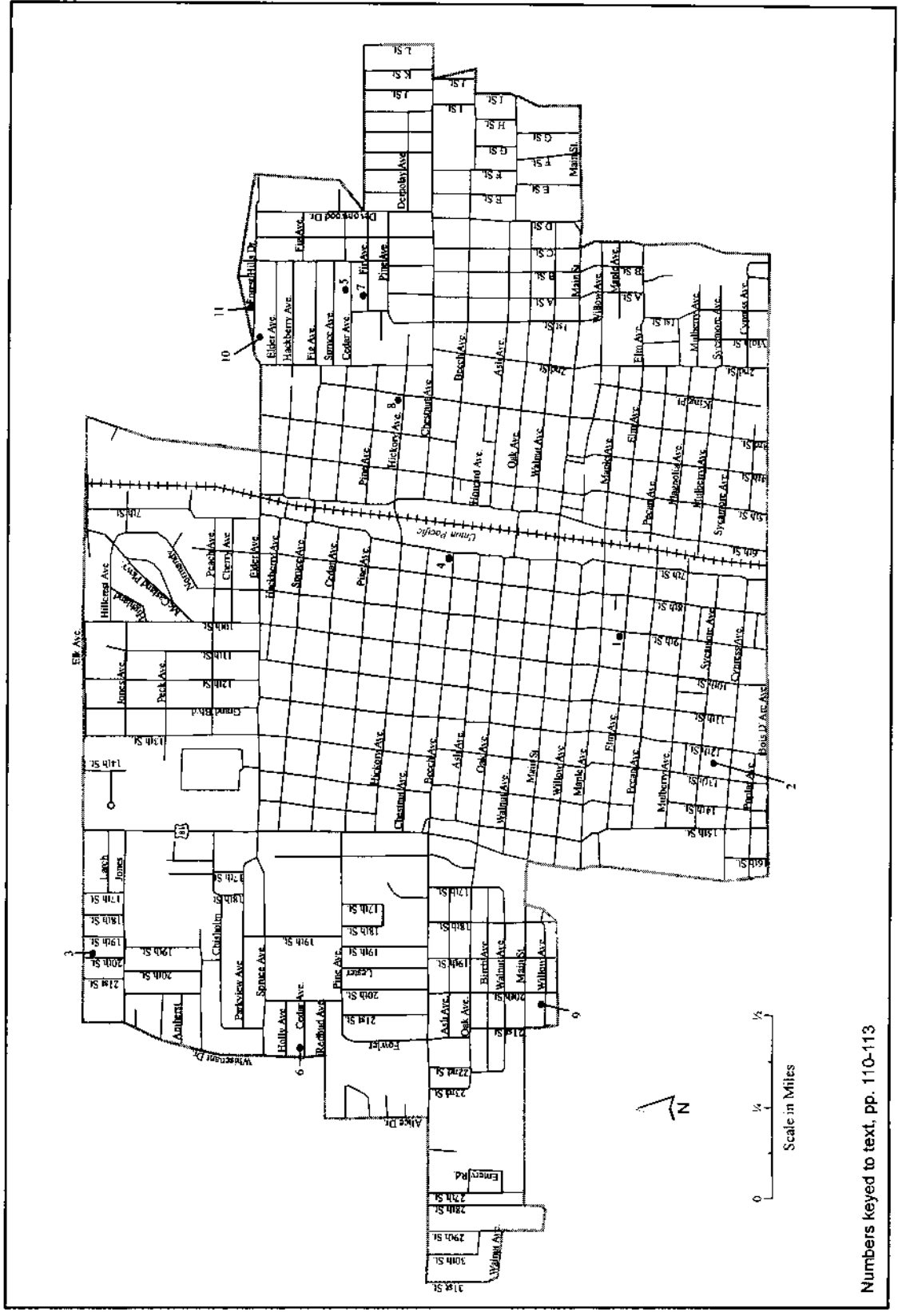
However, some of that woodwork is missing on one side. This property is historically associated with Neal Cotton, one of the men who helped developed Duncan's east side. It does not warrant further study because of insufficient age.

- (11) **H. L. Jennings Residence** (107 Forest Hills Drive). Built circa 1962.

This is a single story brick clad Contemporary house. It is an example of the flat roofed subtype, has an integral porch, and an attached one-car garage. It has few decorative details aside from three slender turned porch posts. The windows are tall and rectangular, with horizontal muntins setting the bottom third of the glazing apart from the rest. It also does not warrant further study at this time because of insufficient age.

Individual Properties That Do Not Warrant Further Study

Reconnaissance Level Survey of Duncan, 2000



Numbers keyed to text, pp. 110-113

XV. HISTORIC CONTEXT

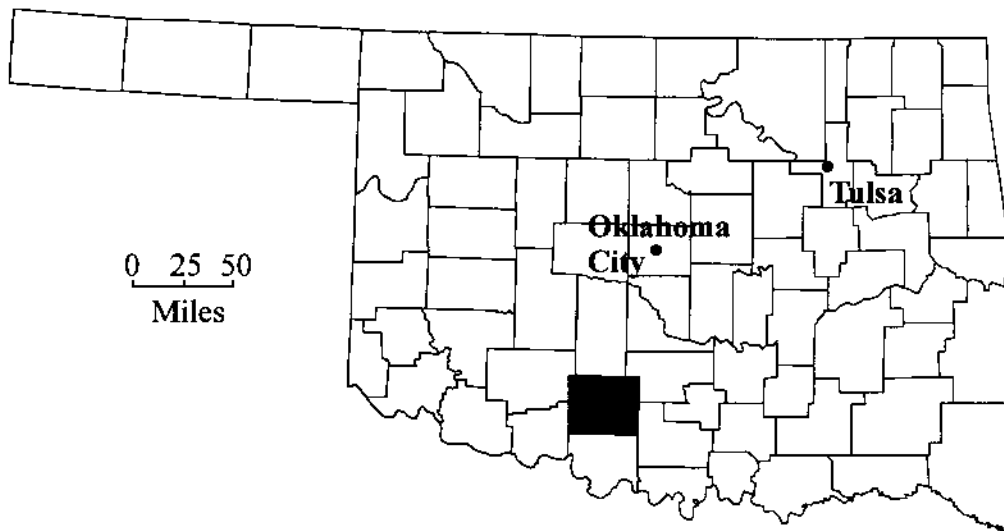
For planning and preservation purposes it is essential to know how a town came to be established, what forces, groups, and individuals have shaped its growth, and what significant architectural resources it possesses. The purpose of a historic context is to provide a scholarly presentation and analysis of the history of a particular place or area. The following discussion begins with an overview of Duncan's geographic location, and then presents a thematic survey of the city's development over time.

Location

The absolute geographic location of the city of Duncan is 34.29° north latitude and 97.56° west longitude. These coordinates situate Duncan in central Stephen's County in south central Oklahoma (Figure 1). Duncan serves as the county seat and in 1990 Duncan's population was 21,732. The city of Duncan occupies a modest ridge that is defined on the east and west sides by two minor creeks, Claridy and Willow, which flow south through the city. Duncan, associated vernacularly with the "Oil Patch" of Oklahoma, is about 80 miles (129 kilometers) southwest of Oklahoma City as the crow flies, and about 40 miles (64 kilometers) north of the Red River.

On average, Duncan receives about 30 inches of rainfall per year. Winters are generally short, giving the area a growing season that typically spans approximately 220 days. Both Duncan and Stephens County are squarely situated in a region of Oklahoma sometimes referred to as the Red Bed Plains, a reference to the color of the soils and the relatively level to rolling topography (Figure 2). Soils in the area are generally classified as mollisols or alfisols. Of the two soil types, mollisols contain higher amounts of

Stephens County, Oklahoma



Locations in Stephens County

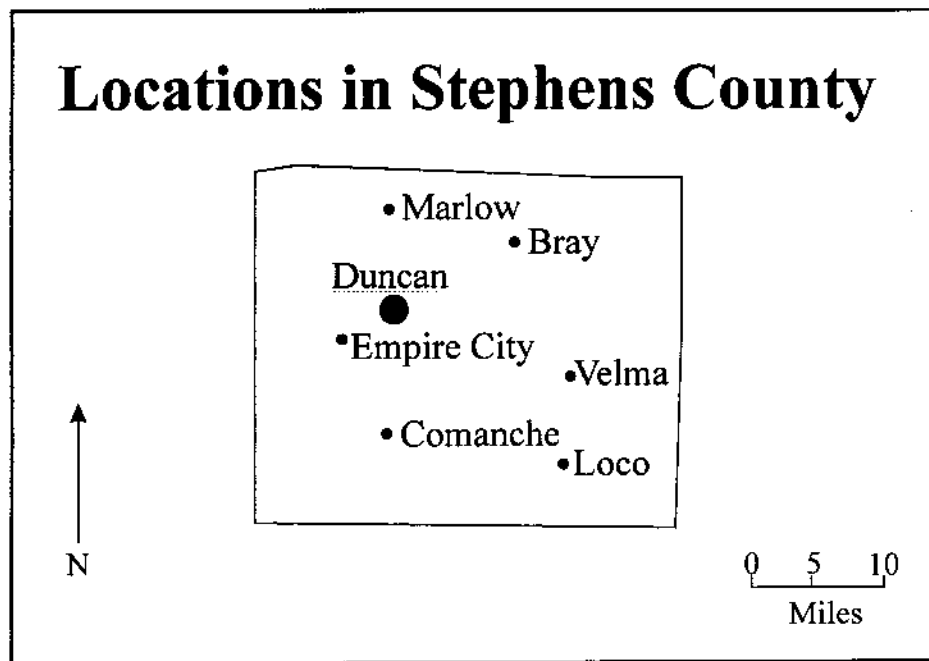


Figure 1

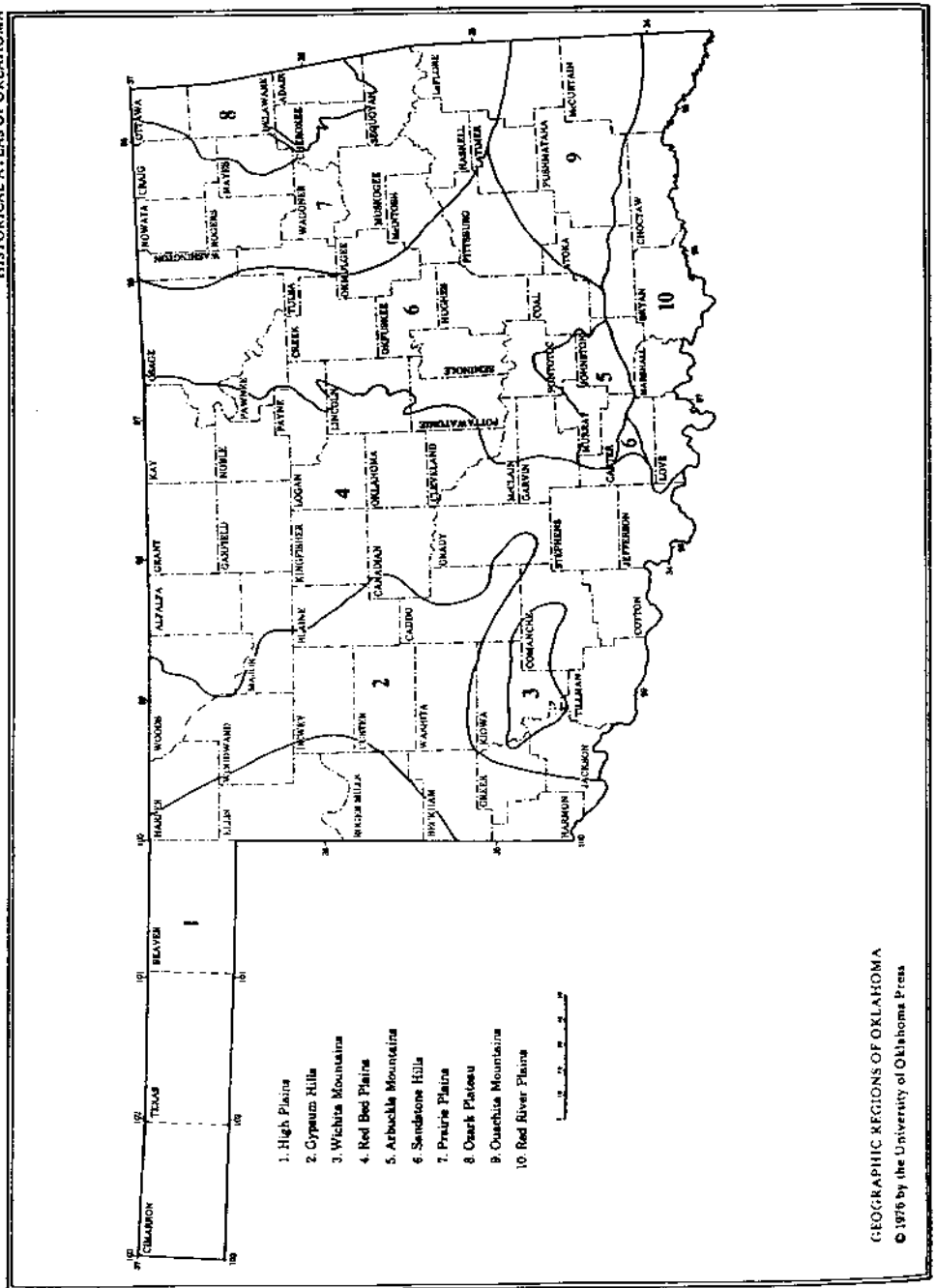


Figure 2

organic matter, constitute the dominant soil type found in the grassland regions of the state, and are recognized for their fertility. Alfisols, by contrast, are soils that develop under drier climatic conditions. As a result, they generally contain less organic matter and are not as productive.

Just as Oklahoma is generally said to occupy a transition zone between the eastern and western portions of the country, this transitional character is mirrored on a local scale in Stephens County. The natural vegetation patterns in the Duncan vicinity illustrate this. For example, the city of Duncan is located in a portion of the state near the southern and western boundary of the savanna/woodland vegetation region known as the Cross Timbers. The term “Cross Timbers” refers to a type of vegetation that is characterized by nearly impenetrable stands of post oak and blackjack oak trees. Stephens County in general and Duncan in particular are situated in the transition zone between the savanna/woodland vegetation region to the east and the grassland region that opens up to the west (Figure 3). This combination of soils and vegetation played a role in shaping the early agricultural development of Duncan including the production of cotton and livestock.

Native Americans

The signing of the Treaty of Doaksville in 1837 paved the way for the removal of the Chickasaws from their lands in northern Mississippi into Indian Territory, and established that the Chickasaws would purchase land in the westernmost portion of Choctaw territory. The section of the 98th meridian that stretches between the Red and

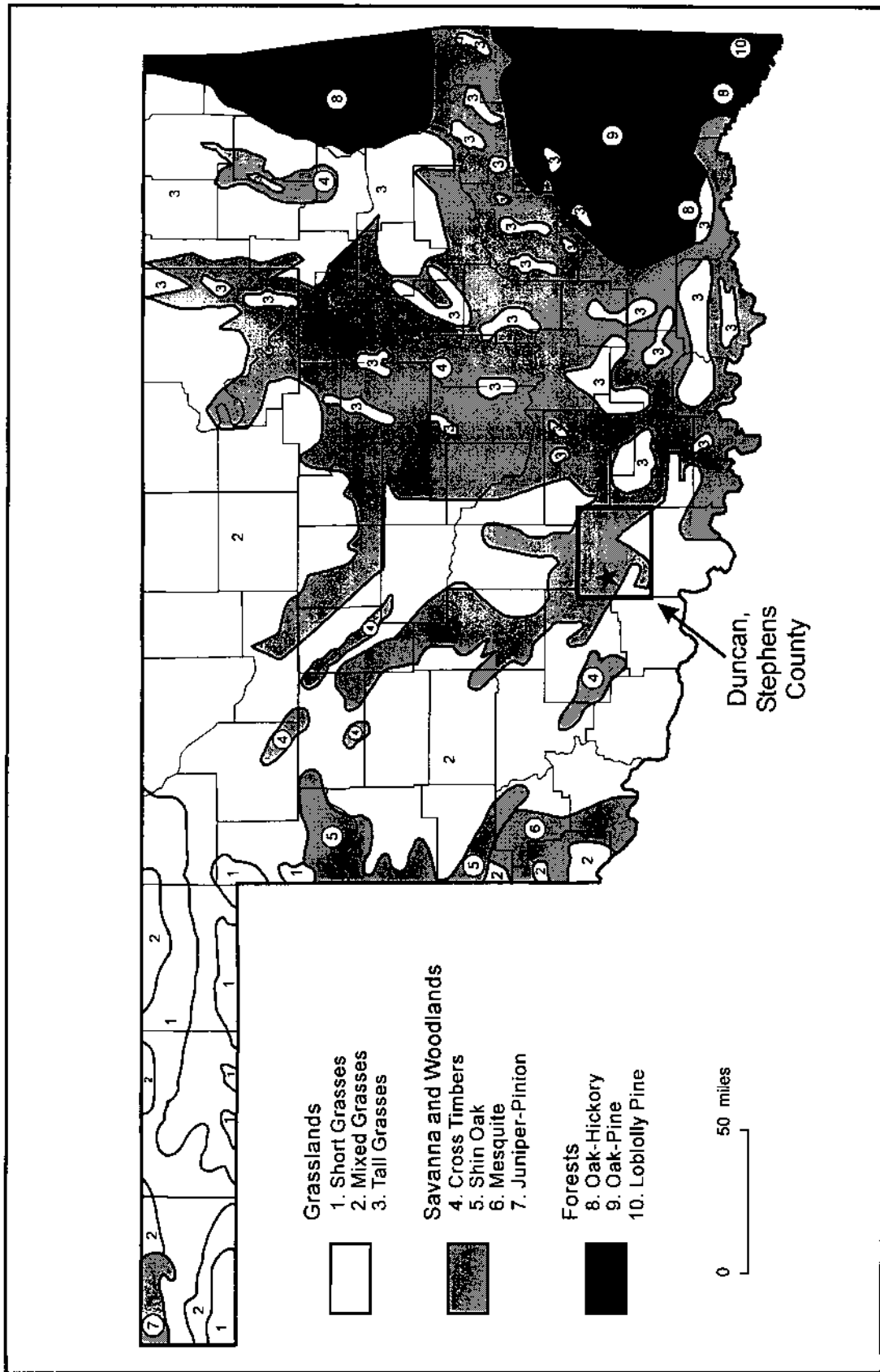


Figure 3

Canadian Rivers marked the western boundary of the Chickasaw Nation. The lands west of the Chickasaws, which technically belonged to the Choctaws, came to be known as the Leased District following 1855 (Figure 4). At that time the United States Government began leasing that land with the intention of using it to resettle other Indian tribes. Eventually the southeastern portion of the Leased District would be set-aside for the Comanche, Kiowa, and Apache Indians. While most of the land that now comprises Stephens County was originally part of Pickens County in the Chickasaw Nation, the section of the county that stretches west of the 98th meridian was carved out of Comanche County in Oklahoma Territory (Figure 5).

While the Civil War had devastated Indian lands, the territory owned by the Chickasaw Nation was spared some of that destruction. During the last four decades of the nineteenth century, however, three significant issues faced the Chickasaws. One involved the status of their freed black slaves. A second and related problem involved the arrival, in greater numbers, of whites. A third matter centered on the issue of allotment.

In contrast to the other members of the Five Civilized Tribes, the Chickasaws never adopted the freed slaves as tribal citizens. The Choctaws were also initially against this, but eventually reversed their position.¹ The Chickasaw resistance to this can, in part, be understood as their desire to adhere firmly to agreements established by the Treaty of 1866. That treaty gave the Chickasaws (and, at the time, the Choctaws) authority to request that the federal government relocate the freed slaves to the Leased District. The government, however, never followed through on this agreement.

¹Gibson, Arrell M. *The Chickasaws*. Norman: University of Oklahoma Press, 1971, pp. 259-263.

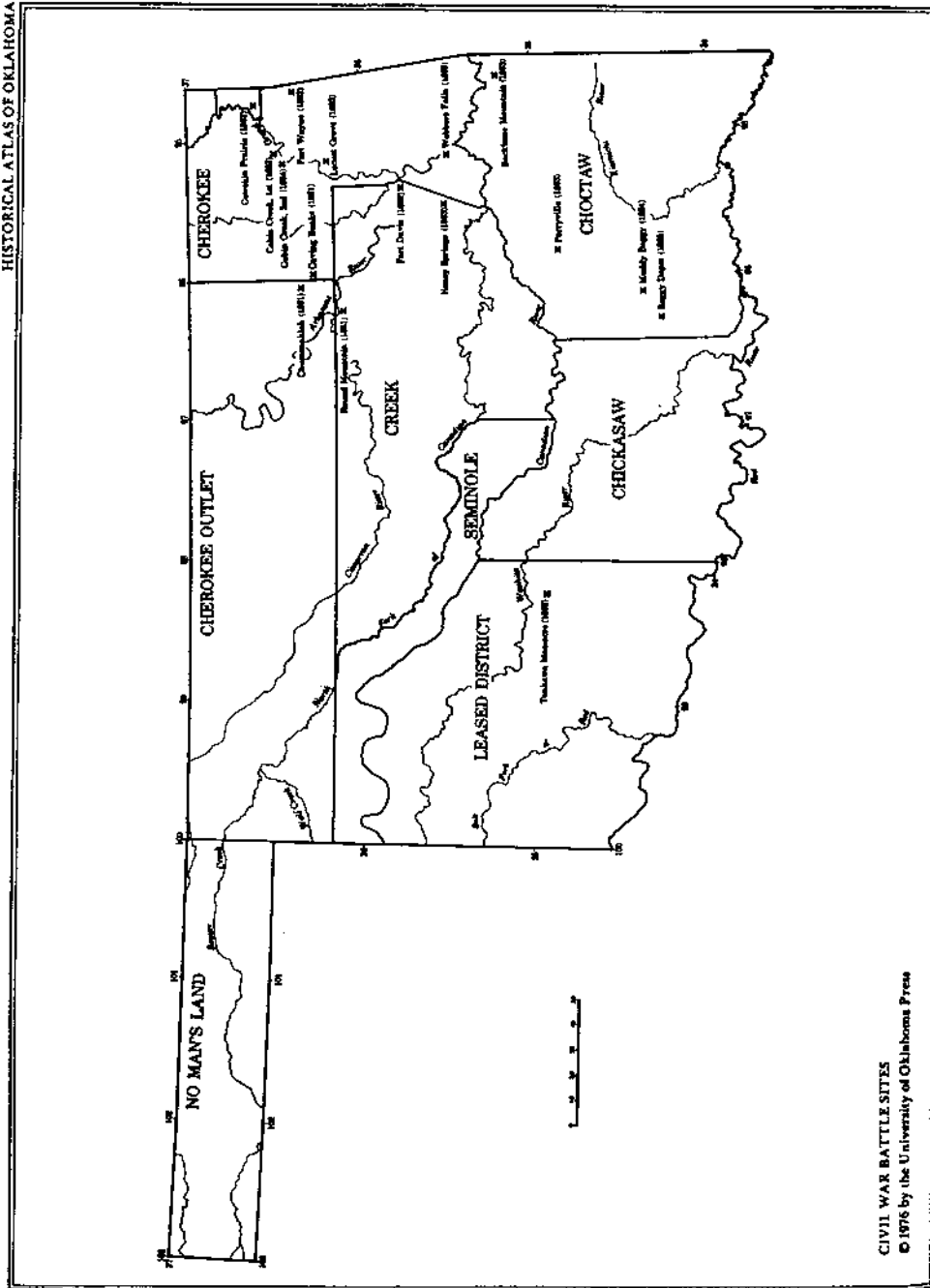


Figure 4

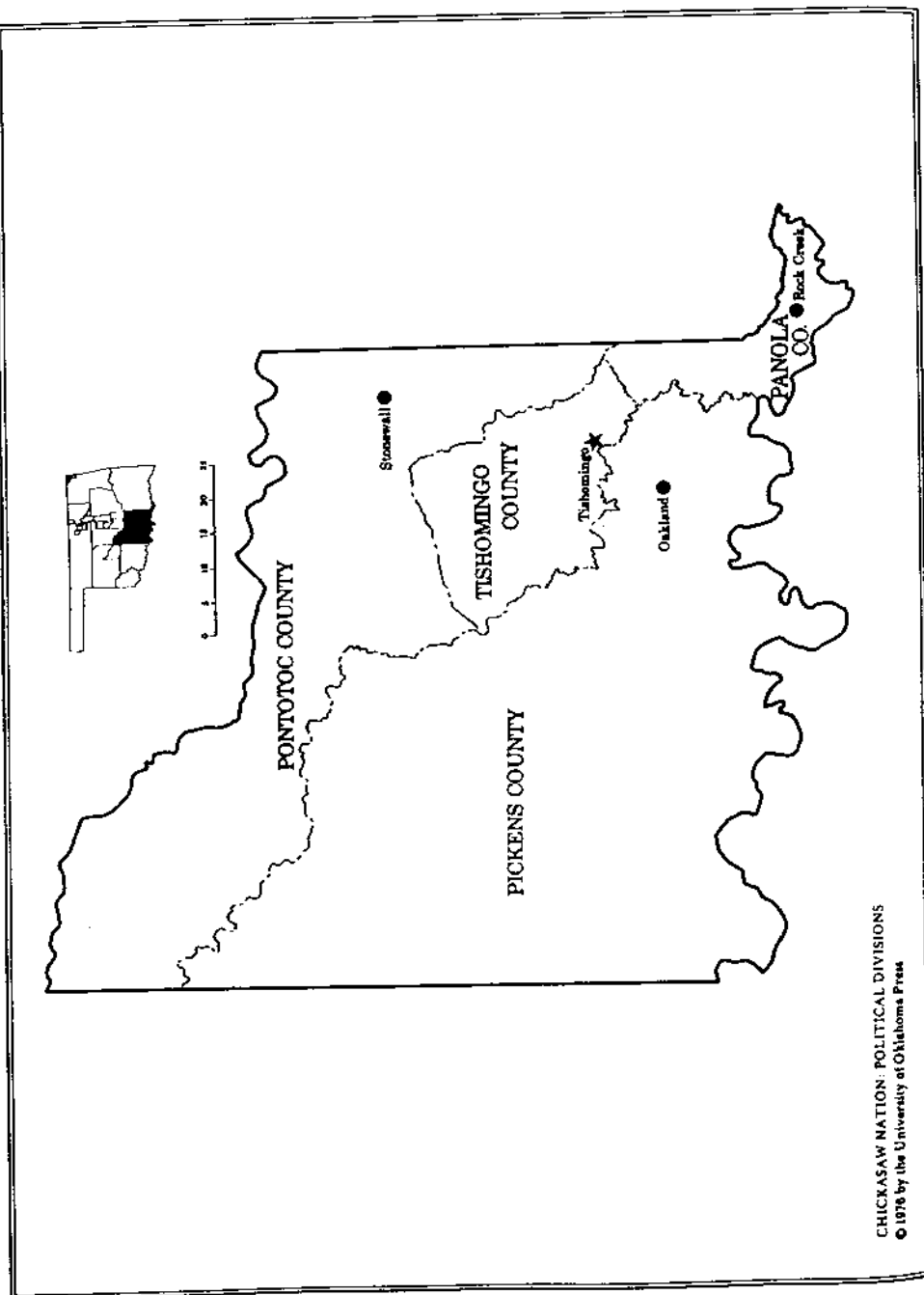


Figure 5

Following the Civil War the Chickasaws were distressed by the measurable increase in the numbers of immigrants, both black and white, into the Chickasaw Nation. Legally the Chickasaw Nation was closed to non-Indians and the federal government was charged with helping expel intruders. Owing to lapses in the implementation of this policy the Chickasaws instituted a permit system in the 1870s. These permits could be acquired for a fee and essentially legitimized the presence of non-Indians.

Stock raising on open ranges and agriculture, especially in river bottoms, formed two important pillars of the Chickasaw economy. Still, settlement in the study area would remain light until allotment and the arrival of the railroad. The town of Duncan traces its official establishment to 1892, when the first passenger train on the Chicago, Rock Island and Pacific Railroad arrived at the local depot. Actual townsite development had occurred several years before this, however, as commercial activity became concentrated in the area.

Natural Resources

Petroleum resources played a major part in the growth and development of Duncan beginning in the second decade of the twentieth century. In particular, Duncan boomed because of the services it provided to oil field developers. The establishment of the Halliburton Oil Well Cementing Company, for many years headquartered in Duncan, explains much of Duncan's prosperity as a service center. Before this, valued resources in the Duncan vicinity included the streams and grasses that provided needed water and forage for the herds of cattle being moved along the Chisholm Trail.

Agriculture

Agriculture has long formed one of the lynchpins of the economy of Stephens County and helped fuel the initial growth of Duncan as an agricultural and industrial service center. Stephens County is located in the historic cotton belt of the state, that is, the southern half of Oklahoma. Cotton was the crop of choice for farmers in the Duncan area and cotton cultivation dominated the local economy until the oil discoveries. For this reason, Duncan's early growth reflects its development as an important hub where cotton, grown on the surrounding farms, was processed and sold. To a lesser extent, corn, sorghum, and broomcorn were also cultivated on area farms.²

In the 1920s the Oklahoma economy was affected by significant price collapses that impacted both the agricultural and industrial sectors. During the 1930s the Great Depression significantly altered the agricultural landscape of Oklahoma and the southern portion of the Great Plains. High farm tenancy rates generally coincided with those places in the state where cotton was king.³ The Great Depression followed on the heels of the earlier price collapse and fueled the rural farm exodus from Oklahoma. In the words of one historian, "... as much as one-fifth of the farm population left their farms [in Stephens County] during the depression."⁴

²Ellsworth, J. O. and F. F. Elliott. "Types of Farming in Oklahoma." *Oklahoma Agricultural Experiment Station Bulletin*, no. 181 (June 1929): 59-60.

³Graves, Gregory R. 1982. "Exodus From Indian Territory." *Chronicles of Oklahoma* 60(2): 193.

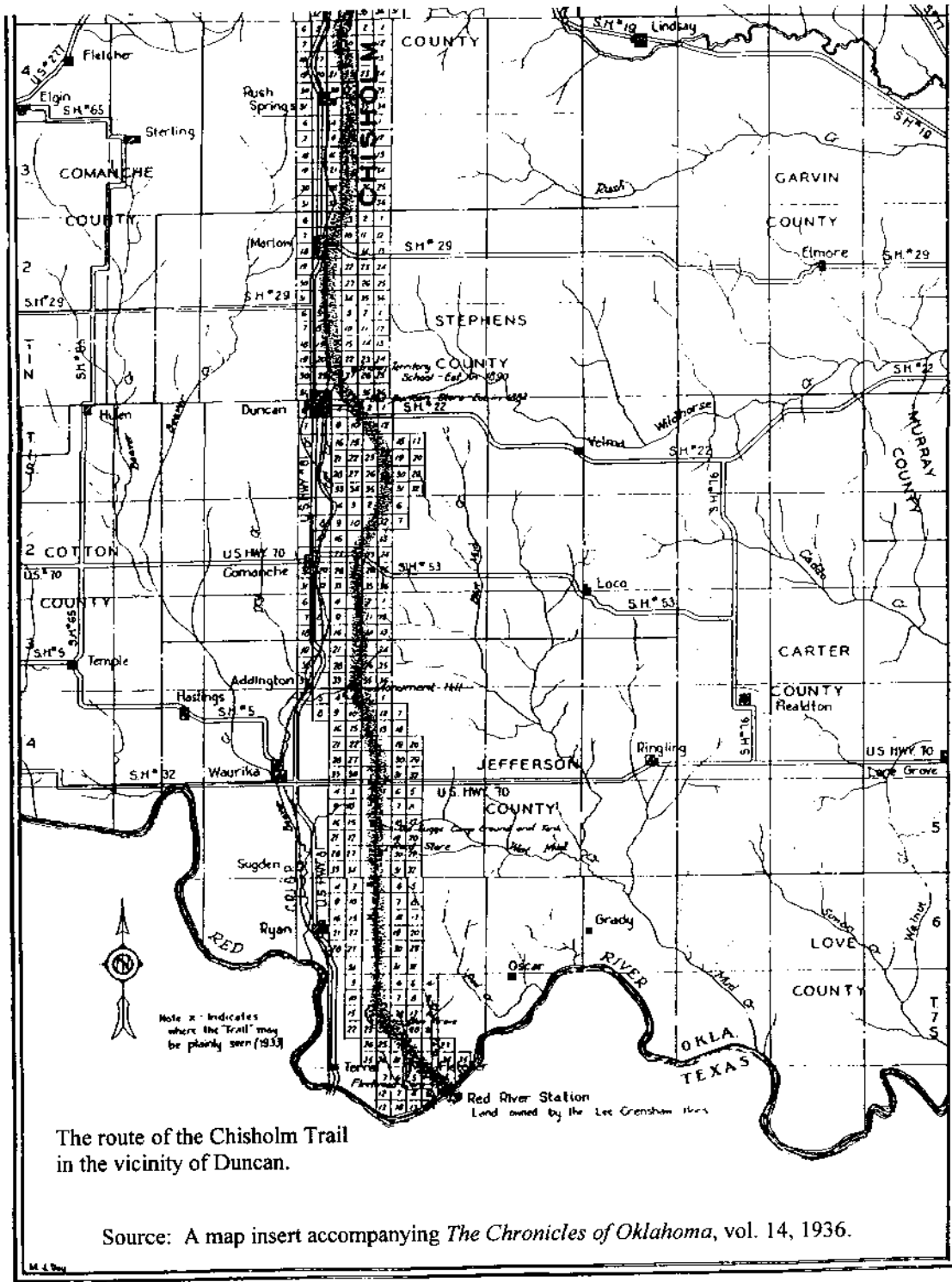
⁴Weisiger, Marsha L. 1992. "The Reception of *The Grapes of Wrath* in Oklahoma: A Reappraisal." *Chronicles of Oklahoma* 70(4): 400.

Transportation

Like many of Oklahoma's towns Duncan developed as a railroad town. Even prior to the arrival of the railroad, which marks the official establishment of Duncan, transportation affected the development of the area. The Chisholm Trail crossed Stephen's County from north to south about two to three miles east of the present city of Duncan. That location marks the site of the old Duncan store, which was established as a trading post in the late 1860s (Figure 6). That store was also situated near the military road that connected Fort Sill to Fort Arbuckle. Today Duncan sits astride Highway 81, itself an enduring testimony to the legacy of the Chisholm Trail, which was initially responsible for establishing the linear settlement pattern along its route.

Industrial

For the greater part of its history Duncan has developed as a sort of company town whose industrial and economic prosperity has been integrally linked with the Halliburton Oil Well Cementing Company, now known as Halliburton Services. Beginning in the 1920s, Erle P. Halliburton made numerous improvements to the process of cementing well casings and became a recognized leader in the oil industry. He is most closely associated with the successful application of oil well cementing technology to the wells in the Mid-Continent oil field. Halliburton established his company in Duncan in 1924, taking advantage of the city's location and its proximity to three different oil fields. Halliburton Energy Services remains a major oil field service company that also conducts significant research and development in other petroleum engineering projects.



The route of the Chisholm Trail in the vicinity of Duncan.

Source: A map insert accompanying *The Chronicles of Oklahoma*, vol. 14, 1936.

Figure 5

Few of the original structures associated with the Halliburton Oil Well Cementing Company remain. One of the early administration buildings is still intact, yet Duncan possesses surprisingly few oil-related structures. Indeed, for the historic preservationist the prosperity of the city of Duncan has been a bane. The city's affluence has meant that its residents could afford to improve and upgrade their homes and businesses, frequently altering the original character of the different buildings.

Population

Despite its connections with the oil industry the historic pattern of population growth in Duncan does not categorize the city as another oil boomtown. Rather, Duncan developed first as a trading post and agricultural processing center. Initially the city's population grew steadily but rather slowly until 1920, when the oil service industry became established. The development of the oil service industry in Duncan fueled the rapid population growth of the city and county. Between 1920 and 1930, for example, Duncan's population showed an increase of more than 141% (Figure 7). Although the population of Stephen's County declined during the Depression, Duncan did not suffer the same fate. In fact, this is the only decade in Duncan's history when the population trend for the city does not mirror that for the county (Figure 7). The results of the 1940 census indicate that while Duncan's population had increased by 10% from the previous decade, the population of Stephen's County had decreased by about 6%.

The next significant growth phase to affect both the city and the county developed over the two decades from 1940 to 1960 and was largely fueled by the economic expansion experienced in the aftermath of the Second World War. By 1960 Duncan's

Population Change Over Time: Comparing Duncan and Stephens County

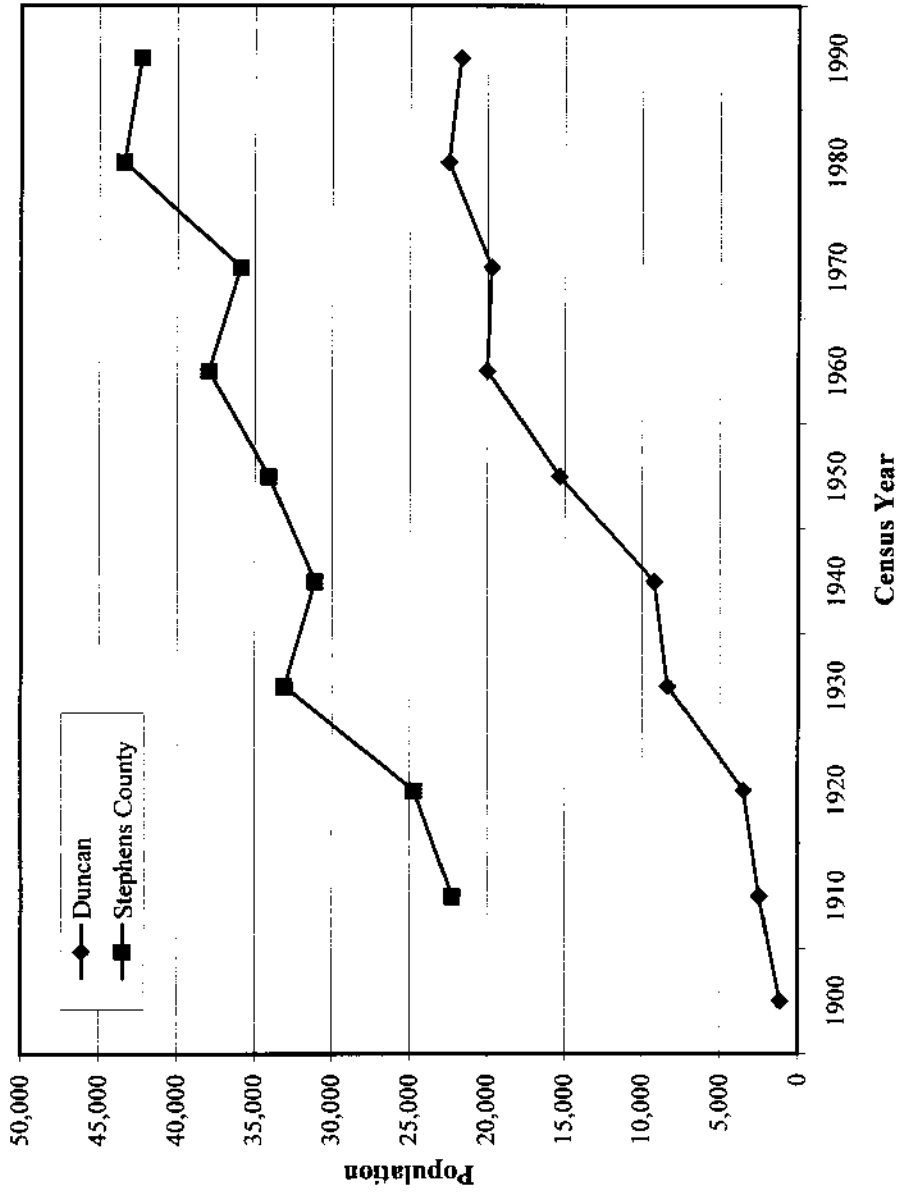


Figure 7

population stood at 20,009 and had increased by about 117%. As recorded by the decennial census, Duncan entered its first period of population decline sometime between 1960 and 1970. By 1980, however, the city's population had rebounded and reached its peak of 22,517 people. Since 1980 both the population of the county and city have shown modest decreases. Although the results of the 2000 census are not yet available, by 1990 Duncan's population was just under 22,000.

DUNCAN

Founding and Naming

Duncan takes its name from a Scot, William Duncan, who operated a store near the site where the Chisholm Trail crossed Cow Creek. This location was approximately two to three miles east of the present city. By 1884 Duncan's store was also functioning as a post office. Upon learning that the Rock Island Railroad planned to extend its line across the Chickasaw Nation, Duncan moved his store so that it would be adjacent to the railroad. His store stood at the corner of what is now 7th and Main Streets in Duncan. The first train stopped in Duncan on June 27, 1892, and the city of Duncan celebrates this as the "official" date of the town's establishment.

William Duncan and his wife, who was legally a citizen of the Chickasaw Nation and entitled to claim land, initiated townsite development in Duncan when, in anticipation of the construction of the railroad, they selected approximately 500 acres and began to lease town lots. These municipal beginnings predate the "official" survey of Indian Territory conducted by the federal government at the turn of the nineteenth century and in preparation for allotment. In fact, E. E. Colby, the government surveyor,

completed the surveying and platting of Duncan on June 10, 1901. That same year the townsite had nearly doubled in size in order to accommodate the influx of settlers who had been unsuccessful in obtaining lots in the land lottery associated with the opening of the Comanche and Kiowa Reservation to the west.⁵ The result of this territorial acquisition was that by the time the plat of Duncan was completed in 1901 the town covered an impressive area of 1,005.07 acres that were subdivided into 232 blocks. That same year the census of Indian Territory enumerated 1,164 residents of Duncan.⁶

Geographers describe the morphology of Duncan as orthogonal, meaning that the grid pattern of the streets has been designed so as to match the route of the railroad. As a glance at any map of Duncan shows, the grid pattern has been shifted slightly north of west such that north-south running streets parallel the railroad tracks while east-west streets are perpendicular to the tracks. For many railroad towns the dimensions of town blocks was customarily 300 feet square. In Duncan, the blocks vary in size. Many were 400 feet square while others were 340 feet square, 400 feet by 300 feet, or 540 feet by 300 feet. Thirty-seven of the town blocks were surveyed for business. That is, they were divided into 32 lots, each 25-feet wide. The business blocks occupied the area between Beech and Pecan Avenues east of Eleventh Street and west of the railroad tracks. A small portion of the business blocks continued east of the railroad tracks from Howard Street to Willow Avenue between Fifth and Sixth Streets (Figure 8).

In Duncan the depot stood not at the intersection of Main Street and the railroad tracks, but rather alongside the tracks between Ash and Oak Avenues. Residential blocks

⁵Writer's Program of the Work Projects Administration, comp. *The WPA Guide to 1930s Oklahoma*. Lawrence, KS: University Press of Kansas, 1986, p. 375.

⁶Morris, John W. "Regional Multi-Purpose Cities." In John W. Morris, ed. *Cities of Oklahoma*, Oklahoma City: Oklahoma Historical Society, 1979, p. 77.

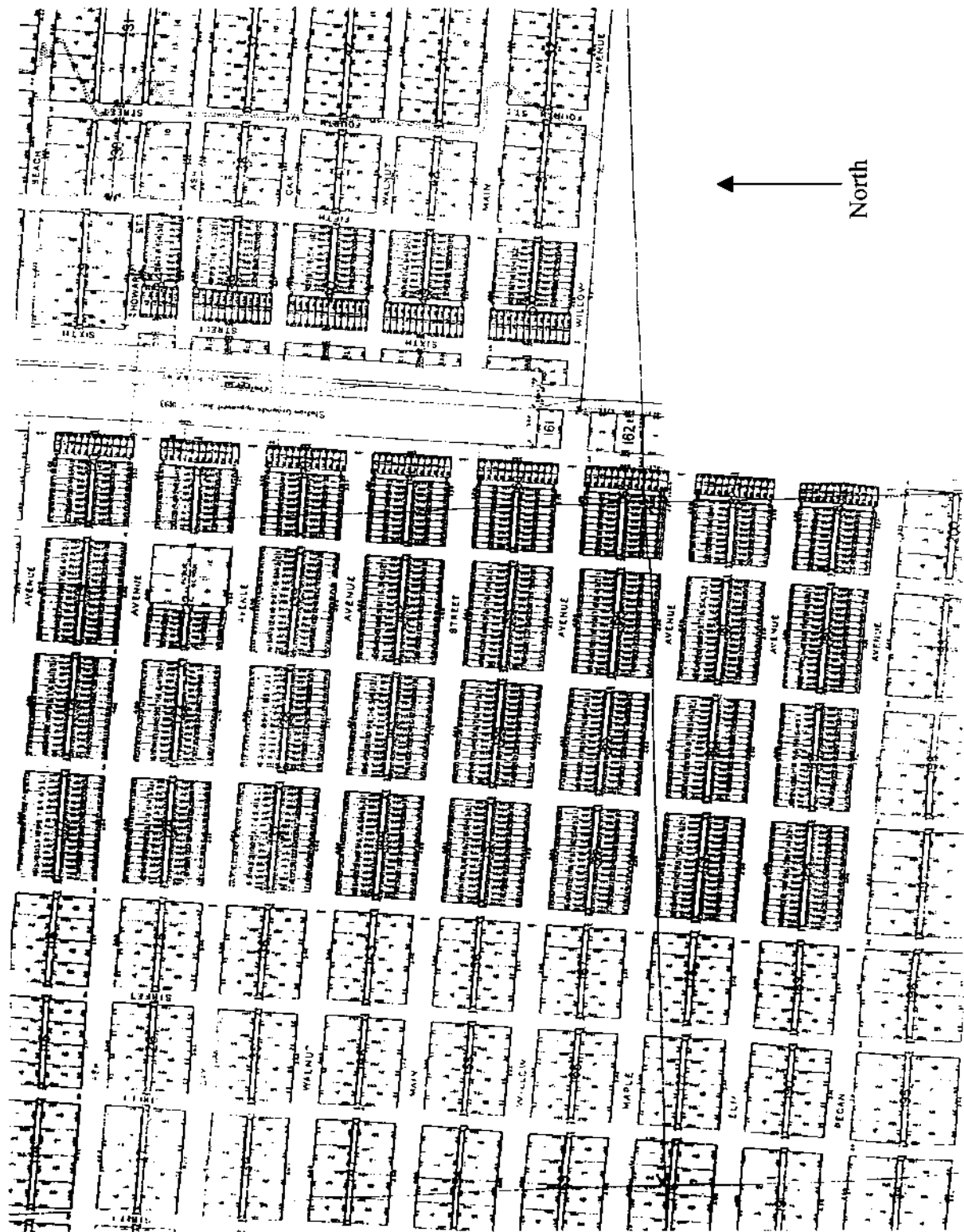


Figure 8

were generally subdivided into eight lots each 100 feet wide. A town cemetery, a 5-acre plot of land, was also surveyed beyond the town limits on the southwestern side of the city. In 1902 the Department of the Interior approved the town's survey and plat. In the process of completing this survey an important change occurred: the north-south running streets were renumbered. The Sanborn Fire Insurance Maps for Duncan record this change. After 1902, the system of naming changed and 1st Street was moved east. First Street became 5th Street, 2nd Street became 6th Street, and so on.

Natural Resources/Industry

In 1917 some geologists observed that "This county [Stephens] has not received the amount of investigation and prospecting during the past few years that would be expected ..."⁷ In 1918 oil was discovered to the southwest of Duncan in what would become the Empire Field. Subsequently, oil discoveries were made to the east and west of Duncan as the Santa Fe, Velma, Loco, and Oil City fields developed. Duncan benefited tremendously from the discovery of oil in Stephens County during the 1918-1920 period. Although Duncan itself is not situated on an oil field, its location between the different oil fields proved advantageous. As a result of these discoveries Duncan became a center for various oil companies, refineries, and oil well supply shops.

At roughly the same time that these oil discoveries were being made Erle P. Halliburton had demonstrated the utility of his oil well cementing business in the Mid-Continent oil field. In 1921 Halliburton decided to move his business to Duncan. His

⁷Shannon, C. W. and L. E. Trout. 1917. "Petroleum and Natural Gas in Oklahoma." *Oklahoma Geological Survey Bulletin* 19 (April): 489.

business first operated from his house, located in south Duncan at 10th and Bois d'Arc.⁸ The southern reaches of the city of Duncan became the focal point of the town's emergent industrial/service sector. The 1923 Sanborn map of the city records the industrial growth that Duncan had experienced. The Carter Oil Company, Magnolia Petroleum Company, Pauline Oil and Gas Company Refinery, Rock Island Refinery, and Western Oil Corporation Refinery constitute the major oil companies that had located in or on the outskirts of Duncan in response to developments in the petroleum industry. By this time the city had experienced considerable industrial growth.

As the service and supply center for the surrounding oil fields, Duncan's industrial landscape has been rather modest. Erle Halliburton's house, the site of his first office, was razed in 1971.⁹ Also, the original administration building, constructed in 1921, no longer exists. A second administration building, situated just west of the original one was built in 1935.¹⁰ This structure still stands. From 1942-1956 the building gained several successive additions and has been enlarged considerably to the west.¹¹ Furthermore, it does not appear that Halliburton ever built company housing for its employees. However, Erle Halliburton had the house at 1002 West Cypress Avenue built in the 1930s. It may have originally been used for office space, but was subsequently given to Halliburton's brother-in-law. Today it is owned by the A. J. Speegle family and the second floor is rented as apartment space.¹²

⁸Stephens County Historical Society. 1982. *History of Stephens County*. Duncan, OK: Stephens County Historical Society, p. 862.

⁹Ibid, p. 862.

¹⁰Ibid, p. 867.

¹¹Ibid, p. 867 and Sanborn Fire Insurance Map, 1946-49.

¹²Interview with Mike Armor, Architectural Draftsman, Halliburton Services, 6/29/00.

There is some anecdotal evidence that suggests that the Sunray Refinery built company housing for some of its employees in the area north of Elder Drive between 10th and 13th Streets. Although this area was platted before the Second World War, there are several small red brick houses—all in the same modest, massed plan layout with gable-on-hip roofs—that were perhaps originally built to house Sun Ray employees. We have not yet been able to confirm this.

One of the most unusual of our findings relating to the petroleum industry are the “tank houses” located on the southeast corner of 5th and Oak. These are old oil storage tanks that have been moved from the Harry Paramore property to this location and have been converted into temporary dwellings used by the Duncan Rescue Mission. These tank houses are significant from an engineering standpoint because oil storage tanks are no longer designed like these.

We sought other evidence of oil-related landscapes beyond the boundaries of the study area of this survey. In 1931 the Carter Oil Company operated an Oil Field Supply Camp south of Bois d’Arc between Stephens and Park Avenues from the railroad tracks west to 8th Street. Approximately 20 houses once lined the streets in this area, yet all but one of them appear to have been moved. We were able to find only one of these houses today, yet it has been significantly altered. Furthermore, the site of the Carter Oil Company is overgrown with grasses and weeds.

Agriculture

Agriculture dominated the local economy until the discovery of oil. Prior to settlement, ranching and subsistence agriculture prevailed. After settlement cotton

became the dominant cultivated crop. As a cash crop, cotton brought a rate of return per acre of land that greatly exceeded that of either wheat or corn, though modest acreages were still devoted to these crops.¹³ By 1896 Duncan had emerged as a regionally significant agricultural processing center that served the surrounding farms. The town not only possessed two cotton gins but also had a grain elevator and flourmill. In addition, cattle were brought to Duncan and shipped via the railroad to destinations in Texas and Kansas. By 1928 Duncan had five cotton gins, two of which also functioned as cotton oil mills. As if to presage the decline of cotton agriculture, the Chamber of Commerce, which provided the introduction in the City Directory of that same year, completely omitted any information related to cotton production and ginning.¹⁴ Instead, it predicted advances in the dairy industry, poultry raising, and horticulture—especially the cultivation of pecans, black walnuts, and grapes.¹⁵ Duncan also claimed to have one of the largest cattle feeding pens in the state.¹⁶ The Dust Bowl and related agricultural and economic crises of the 1930s resulted in a reduction in the prevalence of cotton cultivation. Livestock production, and in particular beef cattle, are still locally significant.

Duncan possesses very few properties that reflect the historic importance of agricultural activity here. Only the old Chickasha Cotton Oil Company Gin, formerly the Duncan Cotton Company Gin, still stands at 701 South 7th Street although it has been altered and is presently being used to provide space for other commercial use.

¹³Scarpino 1986, p. 11.

¹⁴Polk's Duncan City Directory 1928, pp. 10-14.

¹⁵Ibid, pp. 10-12.

¹⁶Ibid, p. 11.

Commercial/Professional Establishments

Anticipation of the arrival of the Rock Island Railroad in Duncan in 1892 helped to spur the town's commercial growth. In addition to the cotton gins and lumber yards, Duncan acquired numerous hotels which provided essential boarding facilities in the early period of municipal growth. By 1896, for example, Duncan boasted five different hotels: Clyde Hotel at Walnut and 4th Street (now 8th Street), Commercial Hotel adjacent to the railroad tracks at Walnut and 2nd Street (now 6th Street), Parmelee Hotel at Main and 3rd Street (now 7th Street), and Hotel Monroe and the City Hotel, both also on Main Street.

As Duncan grew with the advances in the petroleum industry, the city gained at least two other notable hotels. East of the tracks Fred Johnson built the Johnson Hotel and Boarding House at 314 West Mulberry Avenue (NR listed 5/14/86). This hotel, which is now used as a residence, provided room and board for the blacks who worked in the oil fields. Perhaps Duncan's most elegant hotel, however, was the Wade Hotel at 701 West Main Street. Originally a three-story structure, the hotel has since been so drastically altered that it has lost its historic integrity (Figure 9).

Logically, banks have long been lynchpins in Duncan's commercial development and historically they have been concentrated on Main Street. The city's first bank was the Duncan Bank, which opened in 1893 and no longer exists.¹⁷ In 1900 this bank was succeeded by the First National Bank, which was built at 802 West Main Street.

Constructed of pink sandstone in the Romanesque Revival style, this building has had its

¹⁷Stephens County Historical Society. 1982. *History of Stephens County*. Duncan, OK: Stephens County Historical Society, p. 848.



Wade Hotel as seen in 1919.



Wade Hotel is now known as the Heritage Building at 701 West Main. Also located in the building is H&R Block.

Photos and text courtesy Stephens County Historical Society and Museum.

Figure 9

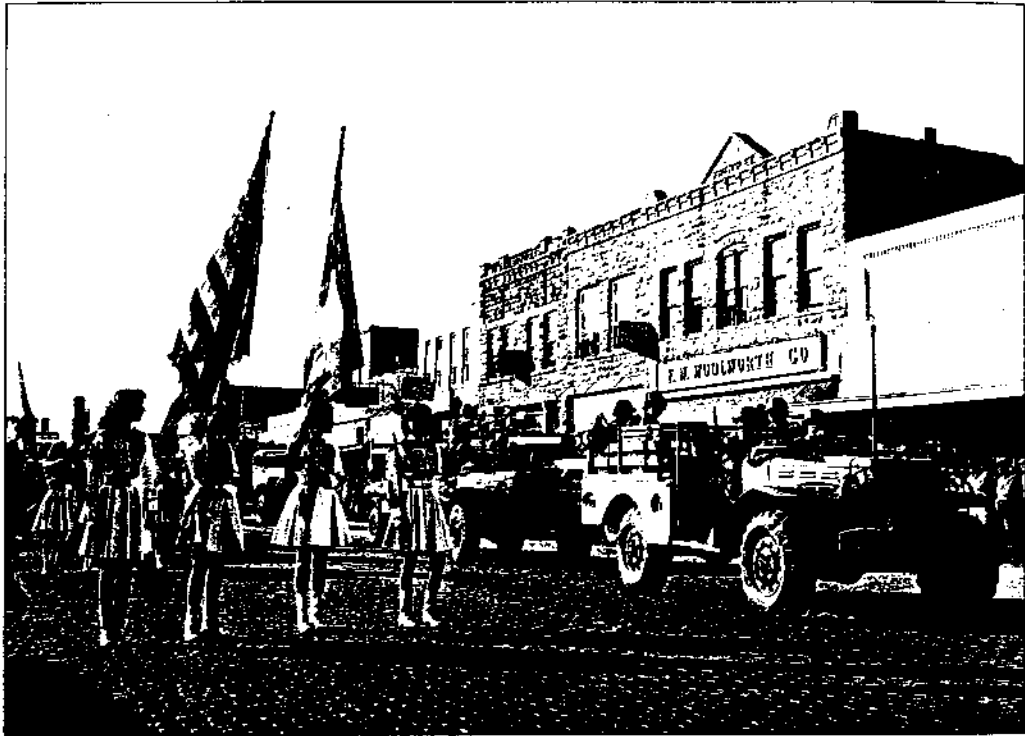
integrity maintained for a century now and is eligible for listing in the National Register. Across the street from the First National Bank stands another building that was originally a bank. The City National Bank was built circa 1908, and the design of this two-story brick structure reflects the influence of the Romanesque Revival style. For many years the back extension of this building housed offices of the telephone exchange.

In addition to banks and hotels, commercial development on Main Street included hardware stores, drug stores, general merchandise, and grocery stores. In 1899 the R. N. Frensley mercantile store operated out of a two-story and two-bay sandstone building at 823-825 West Main Street. Part of this building still stands although it has been significantly altered (Figure 10). Duncan has also lost another sandstone building that once housed a dry goods store. The O'Neill building was constructed circa 1902 and once stood at the corner of 8th and Main Street (Figure 11).

Attentive to the details of Duncan's commercial growth, in 1908 a writer for *Sturm's Oklahoma Magazine* declared that Duncan had “. . . sixty business houses, three national banks, two first-class hotels . . . four lumber yards, three livery stables, a 100 ton cotton oil mill, steam laundry, [and] a commodious opera house . . .”¹⁸ In 1912 the W. L. Buckholt's building was constructed at 827 West Main Street. Just down the block, at 807 West Main stands the structure that was long home to the Foreman Drug Store. Although it has been difficult to date, we suspect it was constructed circa 1915.

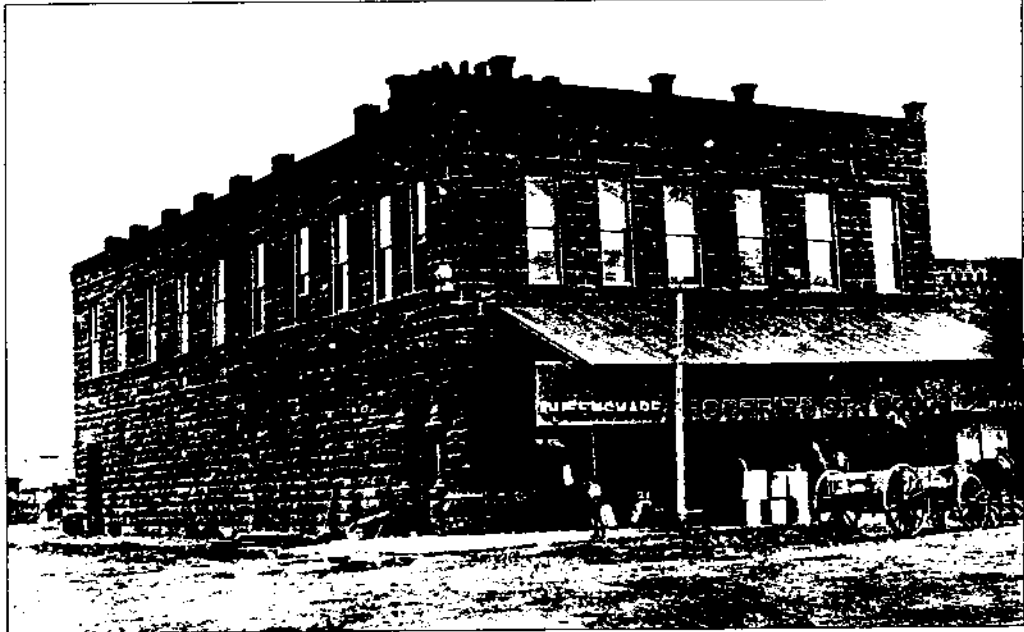
Additional commercial development in the late teens and twenties resulted in several notable additions to the 900 block of West Main Street. In 1919 the two-story

¹⁸James, Hunter. “Duncan, County Seat of Stephens County.” *Sturm's Oklahoma Magazine* 7(Oct. 1908), p. 81.



R. N. Frensley Building, 823-825 West Main Street. Photo courtesy Stephens County Historical Society and Museum.

Figure 10



The O'Neill Building. Photo courtesy Stephens County Historical Society and Museum.

Figure 11

Brittain-McCasland building was constructed at 914-916 West Main. In 1921 the Coleman-Whisenant building, which now houses the Palace Theater, was erected at 926 West Main. Finally, in 1925 the building at 920 West Main was constructed. These buildings are significant to Duncan's attempt to revitalize the downtown. The 1960s and 1970s dealt severe blows to the architectural integrity of many of the buildings on Main Street as the downtown suffered a decline. The following pictures of the Oklahoma National Bank building (Figures 12 and 13) demonstrate the magnitude of the changes that impacted Duncan's downtown. By 1986, however, Duncan had become a Main Street community and has since devoted considerable financial resources to restoring buildings. Some of Duncan's downtown buildings have had recent restoration work completed.

The medical profession has been well represented in Duncan for the duration of its settled history. As was common in the early part of the century many doctors operated out of their homes. One of the early doctors in Duncan's history was James Bartley, who established his practice on South Fifteenth Street and converted part of his house into a hospital.¹⁹ Other physicians who influenced the development of health care in Duncan include A. J. Weedn, James Patterson, and E. C. Lindley. Dr. Weedn established a clinic, and Dr. Patterson played a critical role in the establishment of the Patterson Hospital (NR listed 12/7/95). For a long time Patterson Hospital was of the largest medical facilities in Duncan. Dr. Lindley established the Lindley Hospital in north Duncan.

¹⁹Stephens County Historical Society. 1982. *History of Stephens County*. Duncan, OK: Stephens County Historical Society, p. 191, and 1923 and 1931 Sanborn Fire Insurance Maps.



Figures 12 (top) and 13 illustrate the old and new Oklahoma National Bank building. Photos courtesy Stephens County Historical Society and Museum.

Transportation

The first railroad depot in Duncan was constructed in 1892 in anticipation of the arrival of the first passenger train on the Rock Island Railroad (Figure 14). By the 1920s Duncan also had regular bus service, and for numerous years as many as 24 buses served the city on a daily basis.²⁰ In 1949 a new railroad depot was completed (Figure 15).²¹ However, bus and rail transportation were eclipsed by the rise of “car culture” during the post-war period. Passenger rail service to Duncan ended in 1962 and the depot was razed in 1990.²² The old bus station still exists although it has been converted into a diner.

Schools and Churches

Duncan traces the beginnings of its school system to 1892, and by 1906 prided itself for having an extraordinarily attractive three-story high school (Figure 16). In addition, two ward schools had been constructed in Duncan by 1908. Both of these were brick buildings. Lee School (2nd and Chestnut) was located on the east side of the town while Irving School (12th and Sycamore) was located on the south side. A third ward school, Emerson (12th and Hickory), was constructed in 1917 in order to accommodate the need for a school in the northwest quadrant of the city.

As Duncan grew, so did these schools. Over the years they were enlarged and renovated, in some cases multiple times. Although anecdotal evidence suggests that some portions of the original walls of the Irving School still stand, the school has been

²⁰National Directory Company. *Duncan City Directory, 1938-1939*. Cordell, OK: National Directory Company, 1939.

²¹Jeffries, Chris and “Pee Wee” Cary. *Images of America: Duncan and Stephens County, Oklahoma*. Charleston, SC: Arcadia Publishing, 1999, p. 111.

²²Ibid, p. 111.

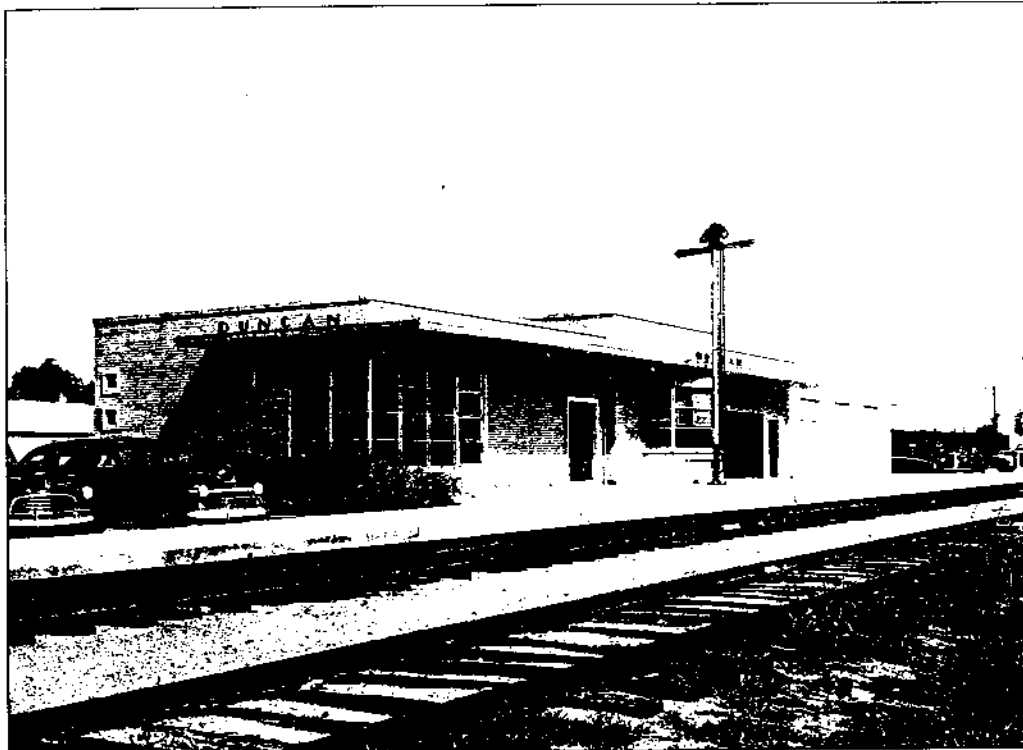


Figure 14 (top) shows the original train station and Figure 15 (bottom) shows the new station built in 1949. Both buildings have been torn down. Photos courtesy Stephens County Historical Society and Museum.



The old Duncan high school once stood near 8th and Oak Streets.
Photo courtesy Stephens County Historical Society and Museum.

Figure 16

renovated so much that it has lost its historic integrity (Figure 17). In 1936 a PWA project resulted in the construction of a new high school where the old one had been. Three years later Halliburton Stadium was built west of Highway 81. Then, in 1947 a new building, to serve as the junior high, was erected adjacent to the high school. Since that time a new high school has been built west of Highway 81 and closer to the stadium.

The Douglas School and Auditorium (King's Place and Sycamore), built to serve Duncan's black community, were constructed by the WPA during the 1930s. The school itself functioned as an elementary school, junior high, and high school. Both the school and the auditorium are still in use as a local community center. In 1949 Will Rogers School (13th and Jones) was built on the north side of Duncan. During the 1950s three more schools were built (Woodrow Wilson, Horace Mann, and Mark Twain).

"The town is essentially a moral one . . ." wrote one Duncan observer in 1908, who went on to note that all denominations were represented in the town.²³ The Sanborn Fire Insurance map for Duncan in 1908 records the religious structures in existence at that time, and Duncan was home to a Christian Church, First Baptist Church, Methodist Church, Presbyterian Church, and two tabernacles. Other denominations were likely present but had not yet acquired their own separate facilities. By 1928 Duncan claimed to have 13 churches.²⁴ Not until the post-war period would Duncan experience similar growth in both church formation and construction.

²³Ibid, p. 80.

²⁴Polk's Duncan City Directory 1928, p. 12.

Built 1908



Built 1922



Irving Elementary. Photo courtesy Stephens County Historical Society and Museum.

Figure 17

Cultural and Social

As early as 1902 Duncan boasted an opera house. It remained a fixture of the cultural life of the community until the first World War.²⁵ By 1919 the Coleman-Whisenant Building (926 West Main) had been constructed and it served as the local movie theater, as did another building at 818-820 West Main.²⁶ Naturally, Main Street constituted the prime venue for local parades. It was also the place where the circus set up its tent.

Park development in Duncan has a long history. The land that now constitutes Fuqua Park was purchased from the Choctaw and Chickasaw nations in 1906 for \$491.²⁷ The park was subsequently enlarged in 1915, and the WPA built a pool and recreation area there in the 1930s. In 1925 the city purchased the land that became Memorial Park.²⁸

Numerous social clubs and organizations have prospered in Duncan, although like the churches, many have built new structures and at this writing none has special architectural or historic significance. Indeed, while the Masons have been organized in Duncan since 1893, their lodge has suffered the misfortune of fires and tornadoes and has been rebuilt on several different occasions.²⁹

²⁵The opera house appears on the 1914 Sanborn Fire Insurance Map, but not on the 1923 Sanborn map.

²⁶Sanborn Fire Insurance Map, 1923.

²⁷Stephens County Historical Society. 1982. *History of Stephens County*. Duncan, OK: Stephens County Historical Society, p. 126.

²⁸Ibid, p. 126.

²⁹Ibid, p. 736.

Politics and Government

City government in Duncan was formed following incorporation in 1898.³⁰ Frank Fuqua served as Duncan's first mayor. The county courthouse was constructed in 1920. This was a four-story brick building with jail cells on the fourth floor. Because of feuding between the north and south parts of the city, the courthouse was given a "neutral" location: it was built in the middle of Main Street (Figures 18 and 19). The courthouse was demolished in 1968 and a new, larger courthouse was built on South 11th Street between Willow and Maple Avenues.

During the 1930s Duncan and Stephens County suffered the blows dealt by drought, crop failure, and declines in the oil industry. By September 1934 relief assistance programs implemented through the Federal Emergency Relief Administration (FERA) and the Public Works Administration (PWA) had provided assistance to more than 2,700 families in Stephens County alone. In 1935 the Works Progress Administration (WPA) was initiated and it would play a significant role in putting people back to work in Oklahoma. Duncan possesses a surprisingly rich collection of sites and structures related to the New Deal.

Play Day Park, which is located at 15th and Cypress, was the site of a Civilian Conservation Corps (CCC) camp in the latter part of the 1930s.³¹ The Duncan Armory (NR listed 1996), and the Duncan Public Library (NR listed 11/30/99) were both WPA projects. Construction of the Douglas School and auditorium also resulted from WPA work, as did Fuqua Pool and the seating area located just to the west of it. The building

³⁰Morris, John W. "Regional Multi-Purpose Cities." In John W. Morris, ed. *Cities of Oklahoma*, Oklahoma City: Oklahoma Historical Society, 1979, p. 77.

³¹Jeffries, Chris and "Pee Wee" Cary. *Images of America: Duncan and Stephens County, Oklahoma*. Charleston, SC: Arcadia Publishing, 1999, p. 94.

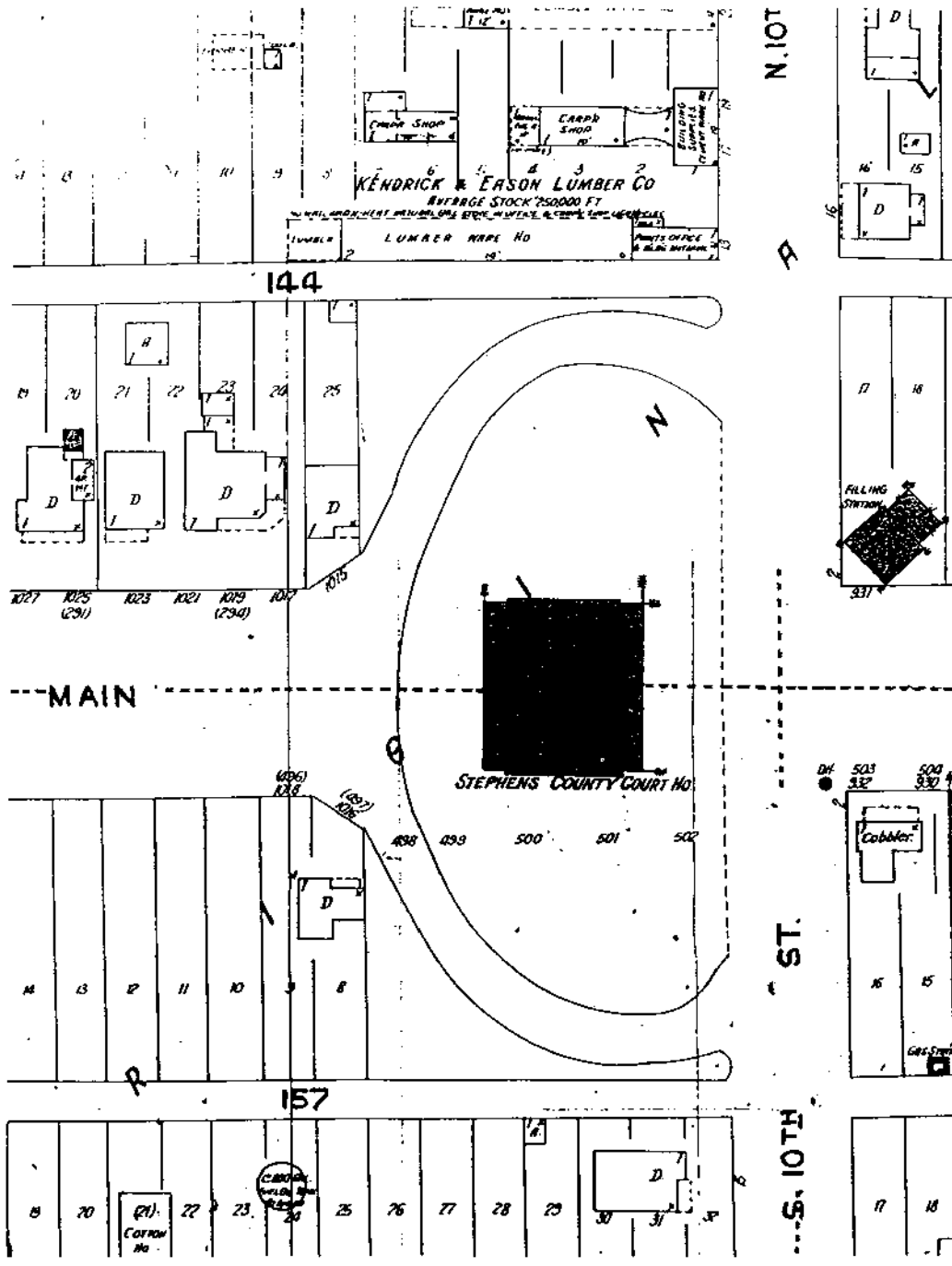


Figure 18

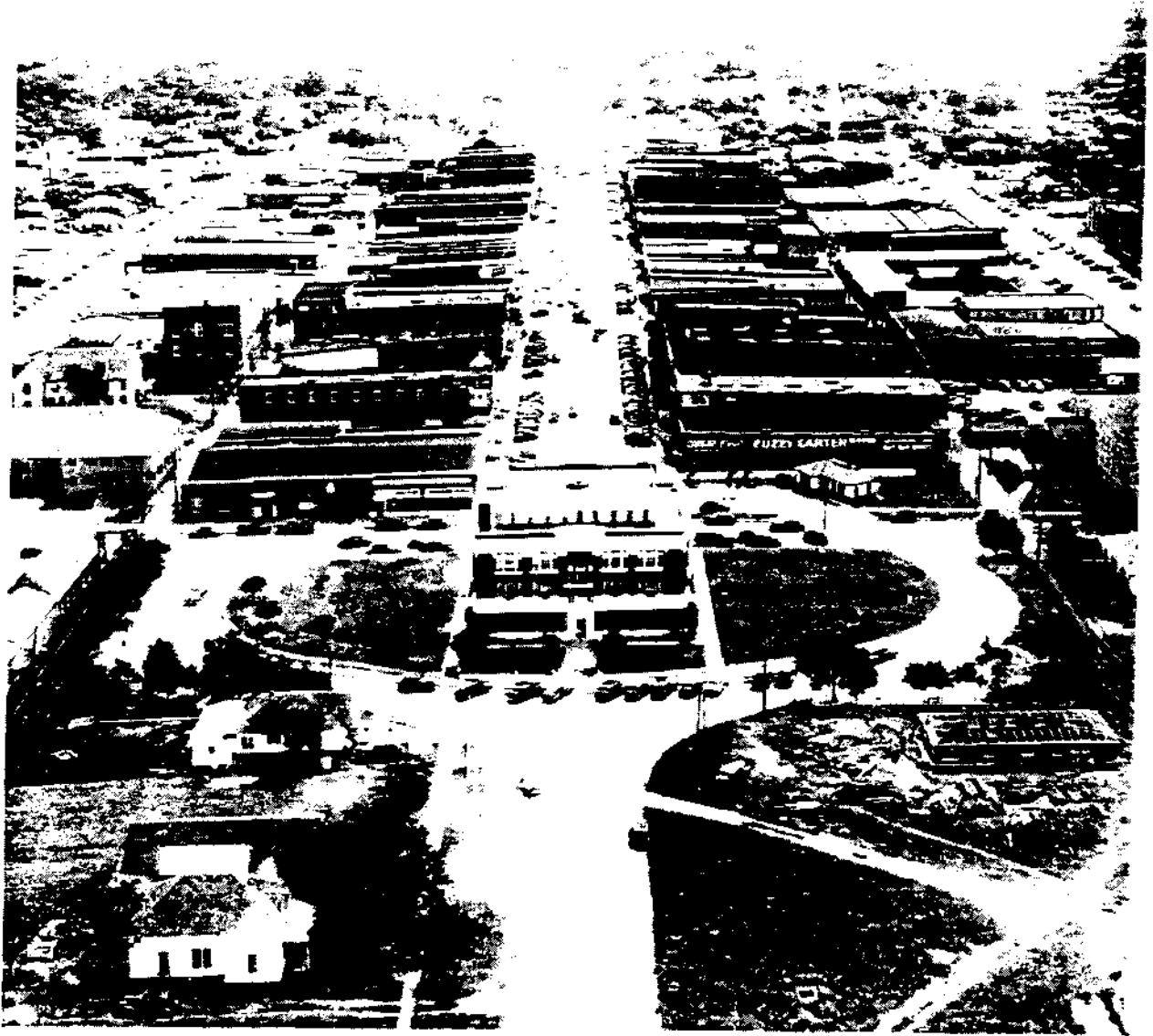


Figure 19

formerly known as the Duncan Senior High (224 North 9th) and which is now part of the Duncan Middle School was constructed as PWA Project #8453. Although this has not yet been confirmed we suspect that the WPA also built several of the bridges that cross Willow Creek on the east side of the city. Furthermore, it is likely that much of the work along one of the streams tributary to Claridy Creek was the result of WPA work. This work created the sandstone-lined channel that runs along the west side of the courthouse. Several bridges, also possibly WPA-built, cross this stream before it joins Claridy Creek (Figure 20). Finally, the Halliburton Stadium may have also been a WPA project. This is an unusual football complex in terms of its size and architectural integrity. The stadium bleachers consist of concrete. A sandstone ticket booth, which has since been white-washed, still stands, and the stadium complex is surrounded by a stone wall on three sides.

In conclusion, the growth and development of the city of Duncan needs to be considered in light of the relevant agricultural, economic, industrial, social, and political forces. Familiarity with the contextual development of the city over time plays an important part in helping identify potentially significant historic resources.

The Duncan Study Area:

WPA Bridge Work in Duncan

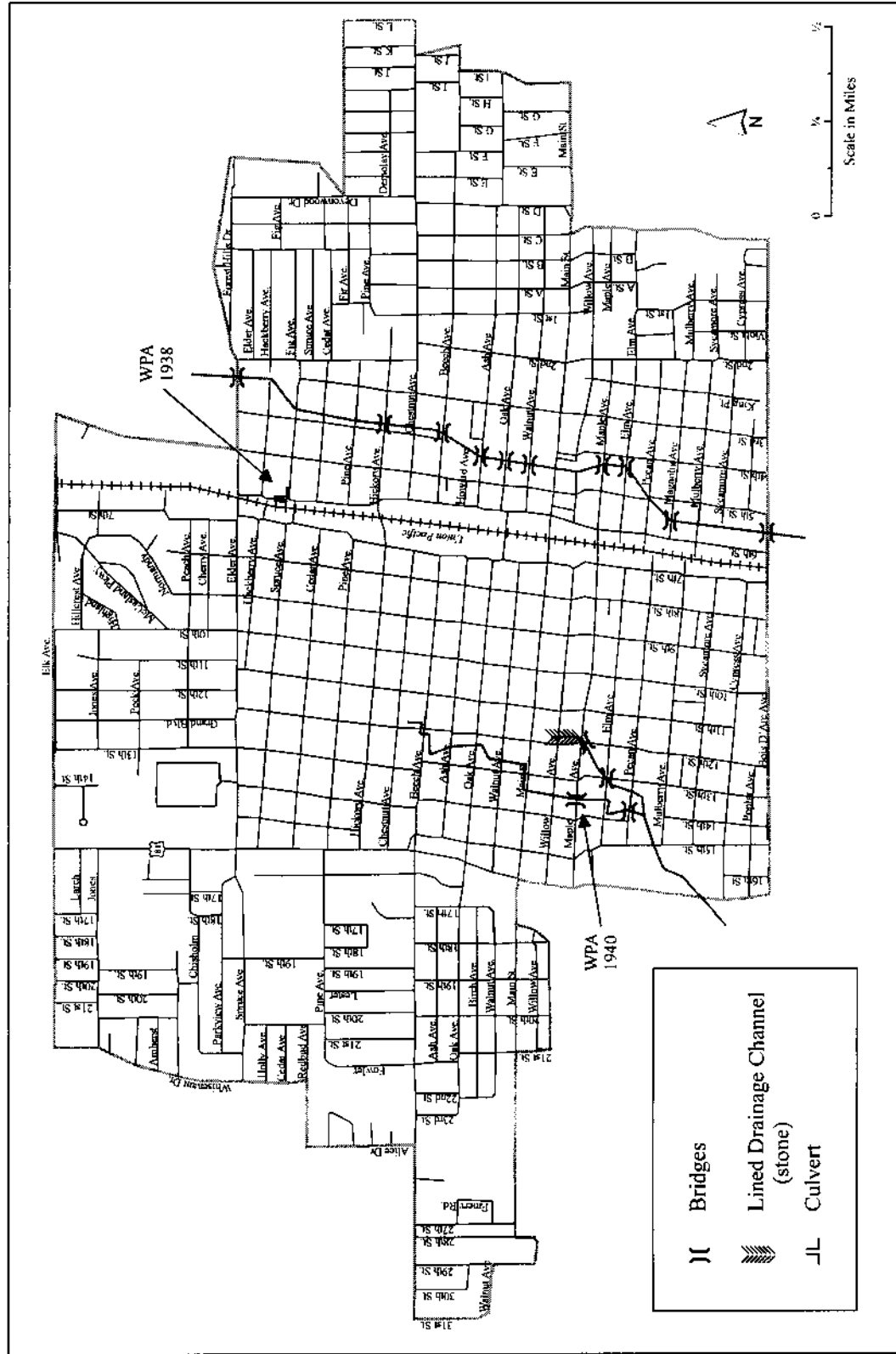


Figure 20

XVI. ANNOTATED BIBLIOGRAPHY

Maps

The Sanborn Fire Insurance Maps: Duncan, Oklahoma.

The Western History Collection at the University of Oklahoma has two folders of Sanborn maps for Duncan. These folders include the color-coded maps for the years 1894-1989 and 1902-1904 only. More complete coverage of Duncan is provided on microfilm and exists for the following years: 1894, 1896, 1898, 1902, 1904, 1908, 1914, 1923, 1931, 1946/49, and 1958. These microfilmed copies are available at the map library in the Edmon Low Library at Oklahoma State University and at Bizzell Library on the University of Oklahoma campus.

Plat Maps: Duncan, Oklahoma.

The Stephens County Courthouse maintains an excellent and easily accessible set of plat maps for the city of Duncan. Most of these maps are originals. They show the lot lines, the name of the surveyor, and contain the date and name of the plat.

City Directories

Wilson, R. P., comp. *Duncan City Directory*. April, 1907.

Polk, R. L. *Polk's Duncan (Oklahoma) City Directory*, 1928. Kansas City: R. L. Polk Company, 1928.

Duncan City Directory, 1936.

National Directory Company. *Duncan City Directory*, 1938-1939. Cordell, OK: National Directory Company, 1939.

Lloyd's National Directory Company. Duncan, Okla. City Directory, 1940-41. Oklahoma City: Lloyd's National Directory Company, 1941.

Lloyd's National Directory Company. Duncan, Okla. City Directory, 1946-47. Oklahoma City: Lloyd's National Directory Company, 1947.

Lloyd's National Directory Company. Duncan, Okla. City Directory, 1948-49. Oklahoma City: Lloyd's National Directory Company, 1949.

Lloyd's National Directory Company. Duncan, Okla. City Directory, 1952-53. Oklahoma City: Lloyd's National Directory Company, 1953.

Lloyd's National Directory Company. Duncan, Okla. City Directory, 1954-55. Oklahoma City: Lloyd's National Directory Company, 1955.

Lloyd's National Directory Company. Duncan, Okla. City Directory, 1956-57. Oklahoma City: Lloyd's National Directory Company, 1957.

These city directories, as well as more recent ones, are all available at the Genealogical Research Library in Duncan. The 1907 and 1936 city directories are copies of the originals.

Secondary Sources

Planning/Preservation Documents

Baxter, Scott. "Region 7: Transportation in Oklahoma to 1920." Oklahoma City: State Historic Preservation Office, 1986.

Brooks, Charles. "Region 7: Ranching in Southwestern Oklahoma." Oklahoma City: State Historic Preservation Office, 1984.

Scarpino, Philip V. "Region 7: Industrial Development in the 17 Counties of Southwestern Oklahoma to 1930." Oklahoma City: State Historic Preservation Office, 1986.

Smith, Michael W. "Region 7: Patterns of White Settlement in Oklahoma, 1889-1907." Oklahoma City: Resource Protection Planning Project, State Historic Preservation Office, 1986.

Each of the above reports is on file at the State Historic Preservation Office in Oklahoma City. The documents provide thematic studies about Management Region #7, to which Duncan and Stephens County belong.

Local Studies/County Histories

Bureau of Business Research. *Trade Area Survey of Duncan, Oklahoma*. Norman: University of Oklahoma, 1951.

Surveys like this were conducted in an attempt to promote the economic development of Oklahoma. As a result, they often provide useful statistics about the particular city or region and they capture economy of a place at a specific point in time. This survey of Duncan examines such things as manufacturing establishments, wholesale, retail, and service trade, as well as family income and cost of living.

Centennial Commemorative Book Committee. *Duncan, Oklahoma Centennial 1892-1992*. Duncan, OK: Centennial Duncan, Inc., 1992.

A brief overview of the history of Duncan with some useful photographs of the city. The Genealogical Research Library in Duncan keeps a copy of this book.

Clift, J. G. "Notes on the Early History of Stephens County." *The Chronicles of Oklahoma* 20 (1942): 51-54.

This is an address delivered by J. G. Clift at the meeting for the organization of the Stephens County Historical Society in November 1941. It describes the need for documenting and preserving the history of the county in preparation for the 50-year anniversary of the establishment of the towns of Comanche, Duncan and Marlow. This piece also provides some short sketches of early expeditions across the county and the arrival of the county's first settlers.

Dexter, John. "Duncan is Proud of Its Payrolls." "Duncan." Vertical File. Oklahoma Historical Society, Oklahoma City, Oklahoma.

Published in 1954, this article appeared as a Sunday insert in an unidentified newspaper. The article highlights the financial success of Duncan as indicated by the size of its industrial payroll, which then amounted about 14.5 million dollars. Dollar amounts for various types of construction projects, both residential and commercial, are also provided.

Duncan Centennial Celebration 1892-1992. Duncan, OK: n.p., 1992.

A small booklet that contains information on the history of Duncan and Stephens County, as well as information on the Main Street program. The Genealogical Research Library in Duncan keeps a copy of this booklet.

Duncan-Stephens County Metropolitan Area Planning Commission. *Parks and Open Space Plan, Duncan, Oklahoma*. Duncan, OK: Duncan-Stephens County Metropolitan Area Planning Commission, 1977.

This report classifies and describes the nine different parks within the city of Duncan in 1977. Using criteria such as the ratio of acres of park per 1,000 persons and the distance to various parks this report proposes the creation of 21 new park areas in Duncan. In addition, it proposes the construction of "gateways" or green spaces along U.S. Highway 81 and State Highway 7 in order to beautify the entrances to Duncan. This study also recommends that Duncan establish two large city-wide parks on the east and west sides of the city.

Haley, J. Evetts. *Erle P. Halliburton: Genius with Cement*. Duncan, OK: n.p. 1959.

This small pamphlet was published two years following Halliburton's death. It provides a short and glowing account of the story of Erle Halliburton's struggles and successes in the oil cementing and oil services industry. Contains a nice collection of photographs of early oil cementing equipment and operations.

James, Hunter. "Duncan, County Seat of Stephens County." *Sturm's Oklahoma Magazine*, 7 (Oct. 1908): 80-82.

This article provides a very brief economic survey of Duncan shortly after statehood. The types of businesses, values of bank deposits, and value of freight shipped are some of the economic measures provided as indicators of Duncan's success and potential for future success.

Jeffries, Chris and "Pee Wee" Cary. *Images of America: Duncan and Stephens County, Oklahoma*. Charleston, SC: Arcadia Publishing, 1999.

This small book manages to pack numerous excellent black and white photographs in its 128 pages. The photographs have been obtained from the Stephens County Historical Society and they are arranged chronologically in order to provide a pictorial history of the development of the town and county. The photographs of Duncan's downtown are especially useful in reconstructing architectural change over time. The book also contains some brief information on Lucian Haas and examples of his work. Haas was one of the skilled brickworkers who created very distinctive designs in a number of the Tudor Revival style homes in Duncan.

Smith, Dwight K. *The Halliburton Story*. Oklahoma City: Oklahoma Communities Foundation, Inc., n.d.

A glossy publication that showcases the success of the Halliburton Oil Well Cementing Company and highlights the different individuals who contributed to that success. The book contains good photographs of the Halliburton offices and manufacturing facilities.

Stephens County Historical Society. *History of Stephens County*. Duncan, OK: Stephens County Historical Society, 1982.

This massive digest should be an important starting point for anyone interested in the history of Stephens County. In addition to family histories, it includes numerous photographs, and chronicles the development of churches, schools, clubs, banks, businesses, and the oil industry.

Thompson, Sophia Lovette. "Duncan." Ms. prepared May 15, 1936. "Duncan." Vertical File. Oklahoma Historical Society, Oklahoma City, Oklahoma, 4pp.

"Duncan History." Ms. prepared May 5, 1936. "Duncan." Vertical File. Oklahoma Historical Society, Oklahoma City, Oklahoma, 8pp.

Both of these manuscripts describe the topographic setting of Duncan as well as its businesses, industries, schools, transportation facilities, and public works. Of the two, the Thompson manuscript is better organized.

Newspaper Articles

Biskupic, Joan M. "Oil's Not Going Too Well in Duncan." *The Daily Oklahoman*, 3 July 1988.

This brief newspaper article documents the downturn in the Duncan economy brought about by a decline in the oil industry in the late 1980s. Lay-offs at Halliburton, the closing of the Tosco Oil Refinery located just south of Duncan, and lack of a diversified industrial sector include some of the factors contributing to the city's economic problems.

Crooks, Tom J. "Duncan Always Has Been Business Center." *The Daily Oklahoman*, April 23, 1939.

A short historical overview of Duncan that emphasizes the city's longstanding association with business and business ventures. Halliburton and the Rock Island Refinery are identified as the two main economic linchpins of Duncan's business sector.

"Erle P. Halliburton Dies in California." *The Daily Oklahoman*, 14 October 1957, 1.

An obituary and brief biographical sketch of Erle P. Halliburton.

Gambill, Ray. "Halliburton Turns Idea Into Empire." *The Daily Oklahoman*, 14 October 1957, 21.

Brief biographical sketch of Halliburton and his successes in the oil well cementing business.

Garner, Frank. "Persistence Pays in Duncan." *The Daily Oklahoman*, 10 June 1962.

An informative news story about Neel Cotten, one of the developers who shaped the residential sections of northeastern Duncan. The Cotten additions bear his name, and the neighborhoods built in these areas reflect his architectural tastes

and engineering skills. This article traces the Cotten family involvement in Duncan's residential development, and identifies some of the home and neighborhood characteristics that reflect Cotten innovations, such as the installation of underground power lines.

"Halliburton Rites Tuesday in Los Angeles." *The Tulsa Tribune*, 14 October 1957, 18.

An obituary and brief biography of Erle P. Halliburton.

Hinds, C.W.B. and Charles Evans. "Duncan's Reconstruction Day Program." *Harlow's Weekly*, 16 (Mar. 1919): 12-16.

This article is primarily a discussion of the reorganization of the Duncan Chamber of Commerce and Duncan's attempts to adjust to economic changes brought about by the First World War. Future prospects in agriculture and petroleum are discussed, and significant individuals associated with business leadership positions in Duncan are identified.

Kinyon, Chris. "Despite Booms, Busts Duncan 90 Years Old." *Duncan Daily Banner*, 27 June 1982.

A reminder that as the city readies for its 90th birthday, Duncan's sagging economy reveals the cycle of boom and bust history that has affected the city's development.

Thetford, Francis. "Duncan Excited About 75th Birthday." *The Daily Oklahoman*, 3 July 1967, 5.

Although not highly informative, this article claims that Duncan has much to celebrate because of its success with petroleum and the emergence of an increasingly diversified economy.

Theses/Dissertations

Andrew, M. John. "The Decline of the Oil Industry and Some Effects on Halliburton Services Manufacturing Equipment and Facilities." Master's Thesis, University of Oklahoma, 1988.

Despite its title, this thesis deals only briefly with Duncan-based Halliburton Services Manufacturing. Specifically, the thesis addresses the oil bust and decline associated with the five-year period from 1982 to 1986. The author traces the fall in Halliburton's revenues during this time and includes a short discussion of the several cost-cutting measures the company adopted such as furloughs and wage hike freezes.

DeBerry, Drue LeMuel. "The Ethos of the Oklahoma Oil Boom Frontier." Master's Thesis, University of Oklahoma, 1970.

This thesis seeks analogies between oil boom towns and Turner's frontier thesis. It provides a general discussion of the characteristics of boom towns including lawlessness, and the difficulty of providing adequate municipal services. A brief discussion of company towns appears on pp. 35-38. Duncan is only mentioned once in the thesis, on page 74, and in reference to the mysterious death in Duncan of oil man Charles W. Saddler.

Forbes, Charles Gerald. "The Origin and Early Development of the Oil Industry in Oklahoma." Ph.D. diss., University of Oklahoma, 1939.

This study is set in the context of the legal aspects of petroleum development in Indian Territory, and subsequently, Oklahoma. The dissertation concentrates on the emergence of the oil industry in the northeastern part of the state, at Glenn Pool, Cushing, and Healdton, and in the Osage area from 1882 through 1915. Stephens County is mentioned in connection with the discovery of the Cruce and Loco gas fields.

Hopps, Mary Springer. "Social Factors Contributing to the Dependency of Children in Stephens County, Oklahoma." Master's Thesis, University of Oklahoma, 1941.

Chapters two and three of this thesis provide well-written summaries of the history of Stephens County, and its population composition.

McCoy, Ruth. "Halliburton Oil Well Cementing Company." Master's Thesis, Oklahoma State University, 1957.

Although somewhat dated now, this remains an excellent study of the Halliburton Oil Well Cementing Company (HOWCO). This work provides relevant information regarding the company's founder, Erle P. Halliburton, and documents the expansion of this company and the provision of its services around the world. Two chapters explain the oil well cementing processes that Halliburton patented for use on land and at sea.

Parker, Albert Raymond. "Life and Labor in the Mid-Continent Oil Fields, 1859-1945." Ph. D. diss., University of Oklahoma, 1951.

An extensive study of the growth and development of the Mid-Continent oil field with a special emphasis on the character of labor unions, working conditions, and the value of labor over time. This is a good history of labor with an informative discussion of company housing on pp. 163-173. Although this dissertation

contains little information on either Halliburton or the city of Duncan it does have an extensive bibliography.

General/Regional Studies

Baird, W. David. *The Chickasaw People*. Phoenix: Indian Tribal Series, 1974.

A concise chronological account of the trials and tribulations of the Chickasaw Indians. Useful as background reading for information about the spread of white settlement into Indian lands and the process of allotment, both of which paved the way for the creation of various Oklahoma counties, including Stephens County, from Chickasaw land.

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

This is a valuable resource for anyone interested in Oklahoma history. The book progresses chronologically through a discussion of the peopling of Oklahoma, and the interplay of politics and economics that has shaped the state. However, this book devotes little attention to the south central portion of Oklahoma, and mentions Duncan only once, on p. 481, as the site of the successful Halliburton Company.

Bignell, L. G. E. "Unique Company Has Been Important Factor in Bettering Drilling and Production Methods." *The Oil and Gas Journal*, 31, no. 12 (August 1932): 39-40.

A brief history of the inception and growth of the Halliburton Oil Well Cementing Company and its techniques.

Blackburn, Bob. *Images of Oklahoma: A Pictorial History*. Oklahoma City: Oklahoma Historical Society, 1990.

This book attempts to capture the diversity of Oklahoma's rural and urban cultural landscapes through the publication of numerous images from archives such as the Western History Collection and the Oklahoma Historical Society. Pictures of the First National Bank of Duncan (established 1893), and the A. M. March Hardware Store (established 1894) appear on page 104. A picture of the interior of an unidentified dry goods store in Duncan appears on page 106, and an undated picture of one of the offices at the Duncan Banner Newspaper appears on page 130.

Bollinger, Clyde John. *The Geography of Oklahoma*. NY: Rand McNally, 1930.

An early geography text for Oklahoma that is now very dated. Duncan is mentioned on pp. 37 and 50. Stephens County is mentioned on pp. 12 and 17.

Clift, J. G. "The First Dairy on the Chisholm Trail." *The Chronicles of Oklahoma* 34 (1956): 111-112.

This brief item appears in the Notes and Documents section and explains how Theodore Fitzpatrick established a sizable dairy with 150 cows near Duncan in the late 1860s.

Debo, Angie. *The Rise and Fall of the Choctaw Republic*. 2nd Ed. Norman: University of Oklahoma Press, 1961.

A classic study of Choctaw history and the first to concentrate on the Choctaws in the period following the Civil War. Because the histories of the Choctaws and Chickasaws are intertwined, Debo devotes considerable attention to the Chickasaws as well, examining such topics as the Chickasaw refusal to adopt freed slaves and allotment.

Ellsworth, J. O. and F. F. Elliott. "Types of Farming in Oklahoma." *Oklahoma Agricultural Experiment Station Bulletin*, no. 181 (June 1929): 1-84.

This monograph examines the agricultural patterns across the state during the early to mid 1920s. Crop production, size of holdings, and patterns of land tenure are some of the topics presented. Several useful maps depict the distribution of crops across the state. The presentation of regional agricultural patterns is helpful and it situates Stephens County in the cotton-corn belt of Oklahoma.

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

A standard chronological account of Oklahoma's history written by one of the state's leading historians. Although it contains little in the way of county-specific information it provides broad coverage of the events culminating in statehood.

Gard, Wayne. *The Chisholm Trail*. Norman: University of Oklahoma Press, 1954.

This is a comprehensive account of the development and decline of the Chisholm Trail.

Gibson, Arrell M. *The Chickasaws*. Norman: University of Oklahoma Press, 1971.

Written by a prominent Oklahoma historian, this book provides a valuable history of the Chickasaws. Of particular significance are the final two chapters, which detail the spread of the railroads into Chickasaw lands, and the subsequent urbanization. Allotment and the surveying and platting of townsites in the Chickasaw Nation are also discussed.

_____. *Oklahoma: A History of Five Centuries*. 2nd Ed. Norman: University of Oklahoma Press, 1981.

A concise and readable history of the state. One of the most valuable features of this book is its extensive, 16-page bibliographical essay.

Magnolia Petroleum Company. *The Lure of the Southwest: History, Legend, Romance*. Dallas: Magnolia Petroleum Company, 1934.

This is an old travel guide that is organized by highway routes. Pages 77-80 detail the sites that a traveler along Highway 81, between Enid and Comanche, would see. However, the city of Duncan is completely omitted.

Meserve, John Bartlett. "Governor William Leander Byrd." *The Chronicles of Oklahoma* 12 (1934): 432-443.

This is an article about Byrd who was governor of the Chickasaw Nation from 1888-1892. It also discusses the issue of full tribal membership that was granted to whites who married Indians. On pp. 437-438 the article specifically uses the example of William Duncan, the founder of the town of Duncan, who had Indian citizenship because he married a white woman who was the widow of a Chickasaw Indian.

Morris, John W., ed. *Geography of Oklahoma*. Volume 6: The Oklahoma Series. Oklahoma City: Oklahoma Historical Society, 1977.

This is the best general survey of Oklahoma geography, although many of the maps are reprints from the *Historical Atlas of Oklahoma*.

_____. *Cities of Oklahoma*. Oklahoma City: Oklahoma Historical Society, 1979.

A collection of essays written by diverse scholars. The essay titled "The Oil Centers" includes a discussion of Duncan and links the economic success of the city to the leadership and ingenuity of one man, Erle Halliburton. This essay claims that because Duncan developed a service center and not as a center of oil production it has been able to avoid the disorderly and haphazard development

often associated with boom towns. In addition, a table on p. 68 provides decennial population figures for Duncan from 1910 through 1970.

Morris, John W., Charles R. Goins, and Edwin C. McReynolds. *Historical Atlas of Oklahoma*. 3rd Ed. Norman: University of Oklahoma Press, 1986.

Many of the maps in this atlas are in need of updating with more recent census information. (This atlas uses data from the 1980 census.) However, this remains a highly valuable source of historical and geographical information about Oklahoma.

“Oil Pioneer Halliburton Dies.” *The Oil and Gas Journal* 55, no. 42 (Oct. 1957): 83.

An obituary for Erle P. Halliburton.

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

The entry for Duncan appears on p. 74 and provides the population by city wards. Other statistics include the tax rate, number of railroad cars filled with goods, and the number of school buildings. The statistics provided, while useful, do seem rather idiosyncratic. For example, two oil refineries are mentioned but the Halliburton industries are not.

Parsons, C. P. and T. H. Rakestraw. “Current Oil Well Cementing Practice.” *The Oil and Gas Journal*, 29, no. 37 (1931): 36, 202-204.

Discusses the oil well cementing techniques pioneered by Halliburton. Sections of the article are highly technical.

Ruth, Kent. *A Guide to the Sooner State*. Norman: University of Oklahoma Press, 1957.

A brief historical overview of Duncan is provided on pp. 446-447. On p. 52 the oil refineries and oil well cementing operations associated with Duncan are discussed in terms of their contribution to the manufacturing component of the state's economy.

_____. *Oklahoma Travel Handbook*. Norman: University of Oklahoma Press, 1977.

An alphabetical listing of places in Oklahoma with brief entries that cover their history, economy, and other items of special interest. Duncan is discussed on pp. 87-88.

Ruth, Kent and Jim Argo. *Window on the Past: Historic Places in Oklahoma*. Oklahoma City: Western Heritage Press, 1982.

This book provides a highly selective inventory of historic places in Oklahoma. It is organized alphabetically by county and covers sites ranging from cemeteries to dams, houses, and statues. This book does not include any historic places in Stephens County.

Shirk, George H. *Oklahoma Place Names*. Norman: University of Oklahoma Press, 1966.

Written by the former president of the Oklahoma Historical Society this is one of the best sources for information on Oklahoma's toponyms.

Skaggs, Jimmy M., ed. *Ranch and Range in Oklahoma*. Oklahoma City, OK: Oklahoma Historical Society, 1978.

Historians have composed the majority of essays in this collection, which covers the various aspects of livestock ranching and its development in Oklahoma. Four essays in the collection have some relevance to Duncan. Skaggs' essay "Cattle Trails in Oklahoma" discusses the events that led to the establishment and demise of several of the cattle trails, including the Chisholm Trail which passed near Duncan. Miner's essay, "The Dream of a Native Cattle Industry in Indian Territory," explores the factors that complicated the development of a cattle industry that was managed and controlled by Indians. Savage's essay, "Indian Ranchers" illustrates how some Indians became very successful at ranching and accumulated extensive herds. Savage also explains that of the Five Civilized Tribes the Chickasaws, who had land in what would become part of Stephens County, did not maintain as many cattle. Finally, Green's essay, "The Modern Cattle Industry in Oklahoma: Change and Continuity" notes that a Duncan citizen, J. A. Blaydes, played a role in the establishment of the Oklahoma Hereford Breeders Association in the 1920s.

Thornhill, McClintock, Burton, et al. "The Two Cattle Trails." *The Chronicles of Oklahoma* 14 (1936): 84-122.

A discussion of House Bill No. 149, which provided for the tracing and mapping of the old cattle trails across Oklahoma. It includes (page 99) a discussion of the Chisholm Trail, which passed through "old Duncan" located about 2 miles east of the present town. There is also an excellent map insert that shows the route of the Chisholm Trail across Oklahoma from Red River Station to Caldwell Kansas.

Tolman, Keith. "Business on the Wing: Corporate Sponsorship of Oklahoma Aviation." *The Chronicles of Oklahoma* 66 (Fall 1988): 268-281.

An interesting article that probes the relations between the petroleum industry and air transportation. Erle Halliburton's sponsorship of aviation is detailed, as is his establishment of the Southwest Air Fast Express (S.A.F.E. way Airlines), which was eventually sold to American Airlines.

Weisiger, Marsha L. "The Reception of 'The Grapes of Wrath' in Oklahoma: A Reappraisal." *The Chronicles of Oklahoma* 70 (Winter 1992-93): 391-415.

This essay explores the reception by Oklahomans of John Steinbeck's book, *The Grapes of Wrath*, and argues that the book received both praise and condemnation. It also points out some of the book's geographical errors. Duncan and Stephens County are mentioned on page 400 in the context of the rural exodus, and as places where the library maintained a waiting list for Steinbeck's book.

Writer's Program of the Work Projects Administration, comp. *The WPA Guide to 1930s Oklahoma*. Lawrence, KS: University Press of Kansas, 1986.

This paperback edition, based on a version first published in 1941, provides a new introduction and a restored essay on the history of Oklahoma by Angie Debo since her contribution was mysteriously omitted from the original. The first part of the book includes thematic coverage of topics such as agriculture, transportation, literature, and architecture. The second part discusses the major cities, and the third part includes 16 different tours that explore all regions of the state. The book is illustrated with several nice sets of black-and-white photos. The city of Duncan is discussed on p. 375.

Yarborough, James Martin. *The Transition of the Chickasaw Indians From an Organized Nation to a Part of a State*. Master's Thesis, Oklahoma State University, 1938.

This thesis provides a useful overview of the emergence of the Chickasaw Nation as a political entity. It discusses the removal of the Chickasaws to Indian Territory and their subsequent political separation from the Choctaws. Of particular relevance is the chapter that examines the many changes in land policy that resulted from the Treaty of 1866 between the Chickasaw Nation and the United States. Other chapters discuss the government, education, and social facets of the Chickasaw Nation. The appendix contains several interesting biographical sketches solicited by the author during the course of his research.

XVII. SUMMARY

This Reconnaissance Level Survey of a Portion of Duncan, Oklahoma identified and evaluated a total of 107 properties in the study area. All properties were surveyed with minimum-level documentation including completion of the OK/SHPO Historic Preservation Resource Inventory Form and submission of at least two 5x7 black and white prints.

- (1) Nine (9) individual properties were recommended for National Register consideration.
- (2) Sixty-seven (67) individual properties were identified as warranting further study. This total only represents individual properties that are outside districts. An additional 19 properties were surveyed as contributing resources to the one proposed district—the Central Residential District.
- (3) One (1) National Register listed property was surveyed and updated with forms and photographs. That property is the Johnson Hotel and Boarding House at 314 West Mulberry Avenue (NR listed 5/14/86).
- (4) A thumbnail sketch for one (1) proposed district—the Central Residential District—was written, and the district was assigned tentative boundaries. The thumbnail sketch provides a rationale for conducting an intensive level survey.
- (5) Eleven (11) individual properties were surveyed and identified as not warranting further study.

- (6) Thumbnail sketches were prepared for eight (8) areas that did not meet qualifications for intensive level surveys.
- (7) Eighty-seven (87), or approximately 81% of the individual properties surveyed, were residential (single or multiple) dwellings.
- (8) Eleven (11) of the individual properties surveyed in Duncan were commercial and this represents the second leading type of property.
- (9) One religious structure was surveyed, the Antioch Baptist Church at 315 West Sycamore Avenue.
- (10) Additional property types documented in this survey include governmental (1), recreational (3), educational (4), and industrial (3).
- (11) This survey also documented three (3) structures. These are the bridges at South Fifth Street and West Elm Avenue, South Fifth Street and West Pecan Avenue, and South Twelfth Street and West Maple Avenue.
- (12) Residential areas in Duncan include the following architectural styles: Queen Anne, Tudor Revival, Neoclassical, Colonial Revival, Prairie School, Pueblo Revival, Spanish Colonial Revival (Spanish Eclectic), French Eclectic, Bungalow/Craftsman, National Folk (I-House, Shotgun, Pyramidal, Massed Plan, Hall & Parlor subtypes), Folk Victorian, Moderne, and Modern Movement (Minimal Traditional, Contemporary, and Ranch subtypes). As this list reveals, the Eclectic Period (1880-1940) is the prevalent architectural period represented.
- (13) The commercial area in Duncan is largely composed of shops that are between one and two stories high. The commercial architecture in Duncan

is largely conservative in terms of the general absence of decorative detailing.

- (14) Duncan's downtown is dominated by buildings designed in the Commercial style; however two examples of the Romanesque Revival style still exist (First National Bank Building, 802 West Main Street and City National Bank Building, 801 West Main Street).

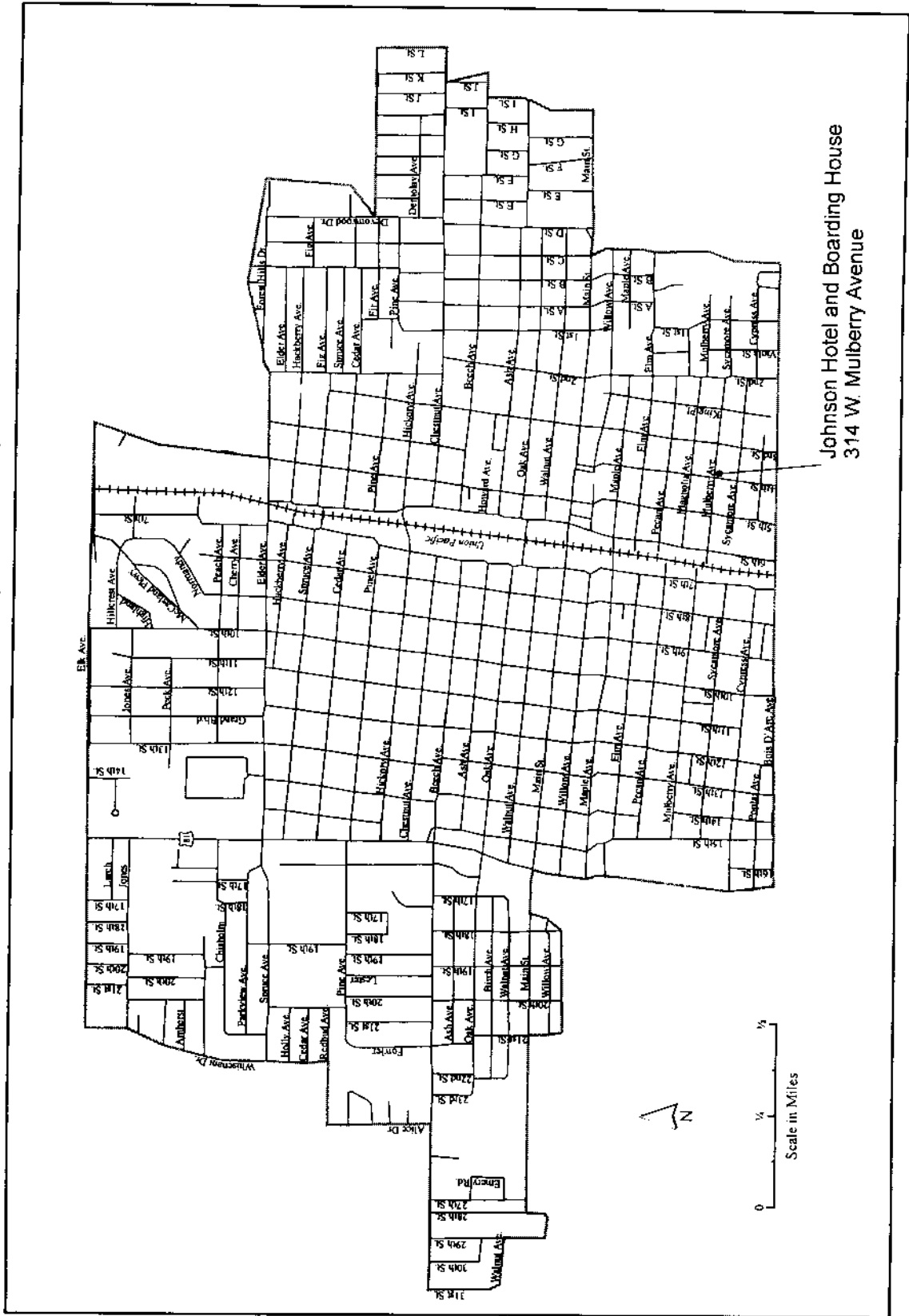
In closing, Duncan's built environment contains a variety of architectural styles that testify to the many cultural and historical forces that have influenced the city. Generally speaking, the most visually and architecturally striking components of Duncan's landscape are the single family dwellings built in the 1920s as the expansion of the petroleum industry ushered in a new wave of prosperity. Even so, the economic hardships that followed in the 1930s bequeathed to Duncan an equally fascinating collection of properties that resulted from the various initiatives connected with the New Deal.

There are numerous properties in Duncan that have retained a high degree of architectural integrity and meet the age eligibility requirements. Several of the properties identified in this survey deserve immediate attention and consideration for the National Register. The Central Residential District should be considered for an intensive level survey in the not too distant future. Duncan's Main Street Program is already playing an active role in restoring many of the businesses in the downtown. There are still more properties, sites, and structures that need attention. Encouraging citizens to form a preservation society or build alliances between local and county historical and

genealogical societies, municipal governments, and chambers of commerce can significantly improve the preservation effort, especially when supplemented with assistance from the Oklahoma State Historic Preservation Office and the Oklahoma Historical Society.

Update to the National Register

Reconnaissance Level Survey of Duncan, 2000



XVIII. ARCHITECTURAL REVIEW

It has been said, “We are what we build.”—that who and what we are, what we hold dear and meaningful, are directly manifested in what we build. The built environment invariably displays our values as a society. How we shelter our lives at work, play, worship, and home forms a record of not only how we spend our time and money but also, through our efforts to acknowledge and preserve certain structures, how much we value our past, present, and future. It is the purpose of this architectural review to not only recognize and identify significant architectural properties within the survey limits of Duncan, Oklahoma but to also draw certain conclusions as to the societal values of Duncan in the years of 1900 to 1950 as relayed through Duncan’s built environment.

It is of much interest that the town of Duncan owes its beginnings to the many cattle drives that journeyed north through Indian Territory from Texas following the Civil War. Situated along the famous Chisholm Trail, Old Duncan Store was established in the early 1880’s as a trading post for the area inhabitants.¹ This north-south route of the Chisholm Trail would later become the established transportation route for vehicular traffic (U.S. Highway 81) and the Union Pacific Railroad. The development of Duncan paralleled this transportation pattern with the resulting north/south street grid. This grid

¹Old Duncan store was located approximately 3 miles east of present downtown Duncan. Although the town ascribes its beginnings to the establishment of the post office in 1884 and the railroad in 1892, town development had begun prior to this date with growing commercial activity in the area. It was the Duncan store and trading post (no longer existing) that was the first built commercial structure in the area.

accommodates to varying degrees or totally disallows certain strategies for the siting of buildings in dealing with exposures to natural forces (wind, sun, etc.).²

As summarized in Part VII (Results) of this survey, the development of Duncan and its built environment can be divided into five time periods, or episodes. These time periods are: (1) Pre-statehood to the first oil discoveries, (1900-1919), (2) Growth and expansion of the oil industry (1920-1929), (3) the Depression/New Deal years (1930-1939), (4) World War II and post-war period (1940-1955), and (5) Downtown Revival (1956 to present). It was during these five time periods that all of the structures surveyed were built. Several Duncan structures from these periods have already been listed on the National Register and have been noted in this survey. Those buildings or structures that have not been previously documented are the focus of this study.

There are no buildings included in this report that can be definitely attributed as being built prior to 1900. Most structures built prior to 1900 were quick-build, wooden “boom town” type buildings that have vanished with time. Four separate fires in 1901 consumed many such structures in Duncan, however, one structure located on North 3rd St. between Walnut and Oak, might have been built prior to 1900 and appears to be representative of these types of structures. Unfortunately no documentation exists that can confirm the date of this building. Although this simple wood false-front commercial structure exhibits no profound architectural style it does speak directly to the history of

²Whereas those early pioneer structures situated in wide-open country were sited quite pragmatically to minimize the effects of weather extremes, views, etc., town development more often than not required its buildings to respond more to street frontage than environmental constraints.

the region and the use of wood frame structures for commercial enterprise in the early territorial days of Oklahoma.

There are three buildings from the survey, built during the pre-statehood period, that are significant in architectural character and detail. The First National Bank Building (1900) located at 8th Street and Main, is an excellent example of Romanesque Revival. This building's use of rusticated native sandstone for exterior wall surfaces and stone arcade displays careful craftsmanship and attention to detail. The reverse "N" on the east façade lends a quirky, humorous aspect to the beautifully constructed structure. It is important that this building continues to "anchor" the corner of Main Street and 8th Street thereby maintaining the downtown street profile and urban context.

The City National Bank Building (c.1901) on the corner of Main and 8th Street has many interesting characteristics that make it a structure of significance. Although the original structure has been altered at the street level the remaining portion of the structure remains intact. With "minimal" effort it appears that the original structure could be restored to its original condition. This brick masonry structure with overtones of Romanesque Revival presents a robust east façade of continuous arches and brick corbels to those arriving at the corner of 8th Street and Main or traveling along 8th Street. Due to the structure's location it also serves as an important corner anchor to the downtown commercial context and should be preserved (and returned to its original state). The bank building is very near the proposed residential Historic District.

The Foreman Residence (1907), 814 West Oak, is a particularly fine work of architecture and has many excellent features specific to the Prairie Style. Of particular interest is its date of design and construction which correlates directly with the time

period when the Prairie Style was being developed in Chicago, primarily in the work of architect, Frank Lloyd Wright. Most examples of Prairie Style in Oklahoma are dated to a time period after 1920.³ It is interesting that this structure (the style of which was somewhat *avant-garde* even in Chicago) finds its way to Duncan in the Oklahoma Territory. This property falls within the boundaries of the proposed Historic District.

There are two other buildings that come to the fore during this first time period as significant structures; the Buckholt's Building (1912) and the Brittain-Garvin Residence (1920). The Buckholt's Building at 827 W. Main displays excellent brick masonry and maintains 90% of its original Commercial style front thus remaining a fine representative of this early commercial front architecture. The Brittain-Garvin Residence at 411 N. 9th Street displays an interesting blend of Prairie and Craftsman styles primarily through its broad overhanging hip roofs, exposed roof structure, and its broad sweeping porch and porte-cochere. This house also appears to be in a very well preserved state and also exists within the proposed Historic District.

The second time period associated with Duncan is defined as happening between 1920-1929. Over one-third of the properties surveyed in this report were constructed during these years. The number of structures built in Duncan during this period points to a time of pronounced growth and an effort to establish Duncan as a town of permanence and vitality. Fueled by a rapidly expanding oil industry, many structures were related to the oil economy and two structures point to the importance of establishing a viable town

³The Prairie school "movement" corresponds roughly with the dates, 1900-1920 and is centered in the Chicago, northern Midwest US area. Wright had almost entirely ceased using this design vocabulary by 1915, however followers of Wright continued the idiom until the late teens to 1920.

infrastructure. The Powerhouse Building (1921) at 6th and Willow is a carefully constructed brick masonry structure that utilizes a uniform series of arcade bays and columns that penetrate through a horizontal concrete spandrel beam. The Powerhouse Building is an outstanding example of how a structure based in the pragmatics of power generation is designed and built with dignity and character as a symbol of community effort and care. The Duncan Waterworks Pumping Station (1921) located at 10th and Cherry, is another structure that bears witness to the community's effort to bestow its utilitarian buildings with a profound sense of quality. The pumping station is indeed simple in stature but remains a beautiful example of brick construction and visual proportion. The adaptive reuse of these structures would appear to be of great benefit in preserving the community's history and aspects of its early character.

The L. B. Simmons Residence (1925) at 401 N. 9th Street is a very nice example of Spanish Eclectic Style and interesting in how there is evidence to suggest that it was originally built as offices for the Rocket Oil Company. That an oil company would build an office building so residential in character offers possible insights into how the company might have wanted to present itself to the community and visiting clientele (or the community's attitude about the growing petroleum industry). The repetitive south facing fenestrations do suggest office functions within the structure, however certain residences of the time also utilized similar banded strips of window. The structure nonetheless exhibits lovely proportions and refined aspects of the style. The Simmons Residence is within the proposed Historic District.

The Newton Residence (1925), at 102 S. 2nd Street is an interesting Queen Anne Style of simple lines with an interesting asymmetrical arrangement of main entry door

and front porch windows. The horizontal wall banding below the roof edge serves as an attractive unifying “architrave” that circles the entire house. It is a simple yet elegant house.

The time period of 1931-1940 is predominated by the economic conditions brought on by the Great Depression. It is significant that many of the outstanding structures in Duncan that date from this period are related to the United States recovery programs of the New Deal, notably the WPA (Works Projects Administration⁴). Due to its status in the oil industry Duncan fared better during these trying times than many other Oklahoma towns yet government assistance through the WPA still played a significant role in the development of Duncan. During this period several significant large structures were built under the auspices of the WPA, two of which are the United States Post Office (1933) at 802 W. Willow, and the Duncan Senior High School⁵ (1936) located at 224 N. 9th Street. This modernistic architectural style is typical of many government buildings built during this time period and is seen throughout the United States and in many European locales (especially Italy). The style of these buildings have subtle characteristics of what is more commonly referred to as “Moderne” or “Art Deco” and signify Duncan’s progressive efforts to modernize its standing in the region. Both the Post Office and the High School speak of an acknowledgement that quality design, materials, and construction methods make good sense in maintaining value over a period of time. Such efforts to maintain a structure’s viability reflect positively upon the wisdom of the town and its leadership. Another WPA project of this period is the Fuqua

⁴Originally the “Works *Progress* Administration”.

⁵now the Duncan Junior High School

Pool of 1938 of which the stone and concrete seating circle is of particular architectural interest. This simple construction provided a unique *place* for public interaction, meeting locale, simple relaxation, etc.

The time period of 1940 to 1950 is marked by World War II and the post-war years ('45-'50) that introduce the "Baby Boom" era. Curiously there are few structures from this time bracket that are of strong architectural significance. One residence from this period does offer an interesting image that is unique to Duncan. This is the Lawrence Haas Residence (1948) located at 1502 W. Cedar Avenue. "Moderne" in style the house is distinctive with its curved brick façade, flat roof, and the use of glass masonry block.

In reviewing the town of Duncan's built environment it is significant to note the emphasis placed upon the stylistic qualities, construction materials and methods, and capital investments of its commercial, institutional, educational, and residential properties. It is interesting that there is an absence of significant religious structures in this survey with one sole exception (Antioch Baptist Church, 1955). This may be due in part to the use of wood frame for many of Duncan's early churches and their subsequent loss by fire, storm, etc. However one would still expect a church of significant character and construction quality to have existed from the early growth days when many of the previously mentioned commercial structures were being built. It may very well be that the pragmatics of an economy based upon a developing petroleum industry and an existing agricultural context simply placed the need for significant religious structures on a lower priority.

There are several significant structures, as noted in this architectural review and elsewhere in this document, that occur within the Central Residential District. These buildings have direct connections with the history of Duncan and its early inhabitants. The quality and number of these houses, along with the presence of the Duncan Junior and Senior High Buildings, relay a cohesiveness that is of historical importance to Duncan. This district should be maintained as a historical residential district.