HISTORIC CONTEXT FOR PONCA CITY

MANAGEMENT REGION 2

Prepared by the Ponca City Historic
Preservation Advisory Panel

To:
Oklahoma State Historic Preservation Office
Oklahoma Historical Society
Wiley Post Historical Building
Oklahoma City, Oklahoma 73105

HISTORICAL NARRATIVE

Kay County lies in almost the exact center of the northern tier of counties in Oklahoma, excluding the Panhandle. It is bounded on the north by the state of Kansas, on the south by Noble County, on the west by Grant County, and on the east by Osage County. The Arkansas river flows through the northeastern part of the county and forms the boundary of the southeastern part. Kay County also forms the northeastern corner of the Cherokee Outlet.

The Cherokee Treaty of 1828 provided for the Cherokees seven million acres of land in what was to become the northeastern part of Oklahoma. It also provided the guarantee of all the land adjoining it on the west as far as the sovereignty of the United State extended. Approximately, this included land from the 96th Meridian and extended to the 100th Meridian. The width extended from the 36th to the 37th Paralled. Later surveys adjusted the south border to slightly north of the 36th Parallel. The Osage Indians lived to the north of this parcel of land. The Cherokees and the Osages continually experienced trouble over their hunting grounds due to the aggressive and warlike nature of the Osage. In the 1825 treaty at St. Louis, the Osages ceded to the United States all of their lands in northern Oklahoma, as well other lands. President Van Buren executed a patent in 1838 which conveyed in fee simple

14,374,135.14 acres to the Cherokee Nation. This included the area of the Cherokee Outlet.

Although the Cherokee Nation as a whole never lived in the area now known as Kay County, they held title to most of the county from 1825 to 1893. Most of their ranches and farms were farther to the east. They used the land as an "outlet" to their hunting grounds in the west and to get to the Great Salt Plains for the salt.

During the Civil War the Cherokee Indian were badly divided. The Government was of the opinion the Cherokees had repudiated all their treaties with the United States. Therefore they were to be treated like any other conquered nation. Although there was much internal conflict among the Cherokees, a treaty was executed in Washington on July 19, 1866 by which the Government was authorized to settle friendly tribes in the Cherokee Outlet west of the 96th Meridian. The price was to be agreed upon between the Cherokees and the tribes which were to be settled. If they could not agree the President was to set the price. Between 1880 and 1884 several small tribes were moved to the Outlet under the provisions of the treaty. These include the Poncas, the Tonkawas, The Nez Perces, the Otoes, and the Missourias. At their own request, the Poncas were moved in 1880 to their new home in the vicinity of present day Ponca City. This was provided by an Act of Congress on May 27, 1878. However the lines of the Ponca Reservation were abolished on April 21, 1894 and part of the reservation was assigned to Kay County and the rest to Noble County.

Another important stipulation of the treaty of 1866 was it gave the right of way to build railroads across the Cherokee Outlet.

Texas had been somewhat isolated because of the Civil War and by the end of the war had an excess of cattle for which there was little local market. In contrast the northern and eastern states had almost depleted their cattle supply during the war. This was the beginning of the great cattle drives which would transport the long-horned Texas cattle to more lucrative markets. The first drives began in 1866 and are not noted for their success although over two hundred thousand cattle were taken to Kansas and Missouri. Things began to pick up in 1869 when the Kansas Pacific Railroad reached Abilene, Kansas.

The movement of so many herds across the prairie was bound to have an effect on the landscape and on the economy. Ranches began to emerge which take advantage of the lush, fertile country. As could be expected this would soon bring conflicts with the Indians which had been promised use of the Cherokee Outlet as hunting grounds.

The new Indian policy of the United States after the Civil War was to gather up all the scattered tribes and place them on reservations, with a good many of them being in Indian Territory. Not unexpectedly this met with a good deal of resistance. The tribes were used to being able to roam freely and as long as the buffalo were plentiful they did not have to worry about food, clothing and shelter. To

encourage the Indians to settle on the reservations, the Government began the issue of beef, and other staples, as well as blankets and clothing. They reasoned that if these things were supplied the Indians would have no need to leave the reservation on hunting parties.

The presence of these great herds of buffalo soon attracted large numbers of hunters who were able to make handsome profits from the buffalo hides. Sportsmen also came and slaughtered thousands of animals simply for the pleasure of the experience. But the final blow came with the arrival of the railroads. First came the Union Pacific in 1865, and then the Kansas Pacific in 1867, and the Santa Fe in 1872. The railroad not only provided easy access to the area, but also supplied excellent shipping facilities.

When the massive slaughter of buffalo was over, the Cherokees had little use for the Outlet. Because the Government retained the right to locate other Indians on the land, the Cherokees could not settle it themselves. Furthermore ranchers and stockmen for Kansas ran their cattle across the state line to take advantage of the rich grassland. The Cherokees tried to collect a grazing tax from the ranchers however the problem was so wide spread it was not overly successful. In 1879 the Cherokee Council met and began issuing leases and grazier's licenses. Over the next several years this was somewhat more successful. However some cattlemen which held grazier's licenses began fencing their ranges. A dispute arose with the Pennsylvania

Oil Company over the amount of acreage they fenced. They refused to arbitrate the matter and it was brought before the Department of the Interior. The Department ordered all the fences in the Cherokee Outlet removed. As a response, the Cherokee Strip Live Stock Association was formed in 1883. They leased the entire Outlet for $100,000 a year from the Cherokee Nation. The lease was to be for five years. But when it came time to renew many people, including white ranchers from across the border in Kansas, felt the Cherokees were not being paid full value for their land. The Association offered an annual rental of $200,000 a year. The Association divided the Outlet into a little over one hundred ranges and thereby established legal residence for hundreds of white ranchmen and cowboys.

There was a growing movement among potential settlers to pushed for white settlement of unoccupied lands in Oklahoma. Small groups of these "boomers" tried to establish homes in the Outlet but were driven out by cattlemen and soldiers. In March 1889, as a response to the pressure, Congress provided that the Cherokees be offered $1.25 per acre for their land in the Outlet and it would be opened up for white settlement. The Cherokees were not anxious to sell, particularity since their grazing land would bring high revenues. In 1890 President Harrison issued a proclamation forbidding all grazing on the Cherokee Outlet land and ordered that all cattle be removed from the area by the years end. Realizing their source of revenue

was done the Cherokees accepted the inevitable. They signed an agreement in late 1891 to sell their land for $8,595,736, which averaged a little over $1.40 an acre. In the final outcome the Cherokees ended up receiving only $8,300,000 for their land.

One of the largest ranches in the area affected by these events was the Miller Ranch, owned by George Miller of Winfield, Kansas. In the 1870s he began buying Texas cattle and driving them to the northern markets, making a handsome return on his investment. He would later shift the emphasis of his operation to more diversified farming and ranching enterprises when the northern consumers began to demand more tender meat than the tough Texas longhorns provided.

The Act of Congress which appropriated payment to the Cherokees also provided broad regulation regarding the opening of the land to settlement. The President issued a proclamation fixing the day of Saturday, September 16, 1893 as the day of the Cherokee Outlet run. The land was surveyed and was set off in three price categories. The area which includes Kay County was the richest land and the price was fixed at $2.50 per acre. The center of the Outlet was $1.50 and the western section was $1.00 per acre. The value was cheaper toward the west because productivity would be less. This money was to reimburse the Government for the amount they had paid the Cherokees.

The Outlet was divided into seven counties which were designated as K, L, M, N, O, P, and Q. The people of "K"

county voted to retain the name, simply adding "ay" to the original letter.

The Government tried to keep out the soomers by forcing everyone to register, however this was almost impossible because over 100,000 claim seekers appeared. The Government also patrolled the area to keep out claim jumpers. It was widely reported the land was burned off in an attempt to drive out the sooners.

Registration booths were set up five days before the run. The booths were located at Arkansas City, Hunnewell, Kiowa, and Caldwell, Kansas. In Oklahoma they were at Stillwater, Orlando, Hennessey, and in range 26 on the west end of the Outlet. In addition there were four land offices established before the land run. These were located at Perry, Alva, Woodward and Enid. After the run settlers were to take their registration ticket and the legal description of their claim the to land office to file.

The lines at the registration booths were excruciatingly long and it was not uncommon to wait three days to receive a permit to run. The demand was so great at several booths that the Secretary of the Interior was notified about the massive crowd. He wired back for the authorities to meet the demand at whatever cost. Addition booths were placed in these locations and they were kept open all night long.

Four days before the run orders were issued which permitted the trains to bring passengers into the Outlet,

however they could only proceed at 12 miles per hour. Therefore people on the train did not necessarily have an advantage over those traveling by horse. The Santa Fe scheduled ten trains with ten box cars out of Arkansas City. Other lines carried settlers in the rest of the Outlet. They were allowed to stand at the border but could not take on passengers until thirty minutes before the start of the race. In addition passengers were expected to show their permits to run.

The day of great race finally arrived and the temperature was in the 90s. Dust and soot was in the air. Tension ran high and supplies ran low. Over 100,000 people had gathered in the hopes of obtaining one of the 40,000 claims in the Outlet. Some of these settlers were looking for homesteads, but other sought business opportunities and headed for one of the town which had been previously plotted by the Government. Still others had dreams of forming their own city. Among these was a gentleman from Michigan named Burton Seymour Barnes.

Barnes had previously looked over the eastern section of the Outlet and was familiar with its geography. Furthermore he did not want to start a city where the Government had plotted the townsite and owned land. He found the ideal location close to a ford in the Arkansas River which was close to the Santa Fe railroad tracks. His site was one mile south of the Cross railroad stop. Upon further investigation he found the water on the western side

of Cross contained "gyp" and he reasoned this would inhibit the town's growth.

Barnes proceeded to organize the Ponca Townsite Company and 2300 certificates were sold at $2.00 each. Certificates only entitled the owner to have the first opportunity to buy the property when the owners of the property put them up for sale. In other words, the Townsite Company was gambling on the chance that the persons who received the 160 acre homesteads upon which the townsite of Ponca was to built would actually want to sell their claims. Such a scheme sounds risky today, especially when considering over 25,000 people were lined up on the Kansas-Oklahoma boarder directly north of the proposed townsite. The proceeds from the sell of the $2.00 certificates was to be used for surveying the lots and for the city marshall's salary.

Five days after the run a platform was erected on Grand Avenue, this would later become the main business street. The names of the people owning certificates were placed in one box and in a different box were placed the description of the lots. Residents were given two lots and businesses received one lot. Two small girls drew one card out of each box and this determined which lot(s) the certificate owner would be allowed to purchase.

That same evening B.S. Barnes was elected mayor of the new city.

The owners of three of the quarter sections which made up the townsite agreed to sell their land. However the

owner of the northeast quarter refused to sell. The case was tied up for years in court until an agreement was reached. Even through all this uncertainty merchants began building stores. The realization that it would take months and sometimes years to obtain legal right to a lot did not seem to deter the new settlers and merchants.

The rival townsite of Cross continued to be a thorn in the side of the new city. The major bone of contention was the fact that the Sante Fe train stopped at Cross, and they had a post office. This so rattled some of the early citizens of Ponca that they paid 10¢ a day for someone to pick up the mail for them. It was a hardship they only had to endure for four months until a post office was established locally. The establishment of a railroad stop was not so easily won. The Santa Fe did not feel there was sufficient business for two stops so close together. Only with the help of some territorial legislators did the Santa Fe agree. One year after the run, in September 1894, the whole town turned out to celebrate the new depot. Actually the depot was a boxcar set by the tracks, but no one complained. When the first train arrived, citizens greeted each passenger and presented the men with a cigar and a bouquet of wildflowers to the ladies. Attached was a card with the somewhat boastful statement, "The trains stop here just the same as at Chicago."

This seems to have been an event which turned the tide in Ponca City's favor. Town boosters realized that both the

towns of Cross and Ponca City could not survive. In 1895 B.S. Barnes made the Cross railroad agent a bargain he could not refuse. If the agent would transfer to the Ponca station he would be given two choice city lots and his house would be moved at no charge. The agent accepted and agreed to moved his house on a Saturday evening. The deed was done during the night on the weekend so the citizens of Cross could not obtain a court injunction. Reportedly the movers worked without lights because they did not want to attract the attention of neighbors. The next morning found the house being rolled toward Ponca. Shortly after, two of the major. hotels in Cross were also moved. This seemed to be the straw which broke the camel's back. Residents and business owners began relocating in Ponca. However not all people gave up on the town. It slowly expanded and so did Ponca. In 1927 the City Commission of Ponca City passed a resolution which annexed Cross into the city limits. To this day there is a Cross subdivision on the plat books.

POPULATION OF PONCA CITY

YEAR	TOTAL POPULATION	PERCENT CHANGE
1900	2,528	
1907	2,529	0.0%
1910	2,521	-0.3%
1920	7,051	179.7%
1930	16,136	128.8%
1940	16,794	4.1%
1950	20,180	20.2%
1960	24,441	21.1%
1970	25,940	6.1%
1980	26,238	1.1%

PROPERTY TYPE ANALYSIS

Historic context provides the organizational framework which groups information on related historic properties based on theme, geographical location, and period of time. This is necessary when dealing with a large selection of properties. The framework allows the prcperties to be systematically defined and analyzed. It is through the historic context that the broad pattern of historical development in a community can be shown by its historic resources. The context are also designed so they may be added to, modified, and refined as additional information is presented.

Although some historic context may be unique to a community, many times they are similar to other communities within the region. A thorough understanding of the region will help uncover those context which are indigenous to a particular locale.

The historic context document should also keep in mind that properties being defined and analyzed are evaluated by nationally recognized criteria. The National Register Criteria for Evaluation are as follows:

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

   a. that are associated with events that have made a significant contribution to the broad patterns of our history; or

b. that are associated with the lives of persons significant in the past; or

c. that embody the distinctive characteristics of a type period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d. that have yielded, or may be likely to yield, information important in pre-history of history.

2. Certain properties shall not ordinarily be considered for inclusion in the National Register. They include: cemeteries; birthplaces or graves of historical figures; properties owned by religious institutions or used for religious purposes;structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years. However, such properties will qualify if they are integral parts of districts that do meet the criteria, or if they fall within one of the following categories:

a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or

d. a cemetery which derives its primary significance from grave of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

e. a reconstructed building when accurately executed in a suitable environment and presented in a manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

g. a property achieving significance within the past 50 years if it is of exceptional importance.

The historic context document for Ponca City has been prepared by the members of the Certified Local Government panel, which is also known as the Ponca City Historic Preservation Advisory Panel. All are long time members of the community and have considerable interest in the history of the area. This document reflects that collective knowledge. Throughout the document specific properties are mentioned and these are used to illustrate the context. It is not the intention of the panel to list every property which could be associated with each context. However, the panel hopes that this document will be used by a variety of groups and that the examples will be useful.

COMMERCE PROPERTIES

In the hours following the Cherokee Outlet Run the commercial district of every township, and hope-to-be settlement within the Strip came alive. Business people from all walks of life and every economic level came to find new opportunities in the territory. The first business were established in tents and hastily assembled wooden shacks. After the first throng of claim seekers settled down and supply lines became established merchants sought to display their wares in business houses which reflected their belief in the future prosperity of the city. The temporary buildings were replaced with more durable buildings. Some shacks would be moved to the outskirts of the business district and were used as storage buildings or second hand stores. Wood frame buildings, many of them two story, dominated downtown. A surviving example of a one story wood clad building is at 113 North Pine. This business was constructed in 1921 for a planing mill and is the only example of this early style of architecture remaining in the commercial district. As the community developed these wood buildings were replaced by more permanent stone or brick businesses. The prosperity of the merchant often was reflected in the style, size, and location of the building.

Kay County has one of the largest deposits of limestone in the state and many commercial buildings made

use of the material. However the material was declared inferior as a building component after a fire in 1900 destroyed the high school which had been constructed of locally quarried limestone. Naturally the material fell into disfavor as a primary building material, although it remained popular for trim and porches. Surviving examples are Junior's Gun and Lock Shop at 100 East Grand and Castillo's Men's Wear at 300 East Grand. Both of these businesses were constructed in the late 1890s. Castillo's would not be eligible for the National Register because of the addition of a false facade and other alterations to the storefront.

The oil booms of the 1910s and 1920s significantly increased the population and consequently boosted commercial trade. Merchants had one and two story brick business constructed, mostly on 50 foot wide lots. The dominant architectural style was Early Commercial. These buildings exhibit minimal ornamentation, except for cartouches, belt courses, and some decorative brickwork around the windows and roofline. Several featured corner entrances. Examples of Early Commercial architecture are The Hub/Bridal Affaire/Hickman Hardware buildings located at 113-115-117 East Grand.

As some citizens became prosperous they had larger buildings constructed, usually two, three and four story brick on 100 foot wide lots. Examples of these second generation buildings are the two story Gift

Shoppe/Emporium at 301-303 East Grand and the three story Grand Gallery of Art at 101 West Grand.

For obvious reasons the oil boom created great wealth for some. Oilmen like E.W. Marland contributed significantly to the commercial district. The two story red brick Marland building at 320-322 East Grand was built in 1923. Although stylistically it is not of major interest, it is important because it helped to alleviate the severe lack of commercial space experienced during the boom. Marland had several buildings of architectural merit constructed, such as the Apple Tree Mall at 409 East Grand; the Royalty Building at the northeast corner of Grand and Fourth; and the Smith Home Furnishing building at 417 East Grand. These buildings were constructed between 1927 and 1929. They represent a more affluent era and a departure from the Early Commercial style. The Apple Tree Mall (former Paris Furniture store) is Spanish Eclectic in style and the Royalty Building is Mission styled. Smith Home Furnishing (former Montgomery Ward) was designed in the Art Deco style. The architect for all three of these buildings was John Duncan Forsyth.

A variety of other businesses also played an important part in the development of Ponca City. Banks were established and their architecture mirrored the affluence of their owners and clientele. As the city progressed from a purely agricultural based economy to

one which included oil, the buildings became larger and office space was leased to oilmen and professionals.

Recreational facilities such as taverns, theaters, and bowling alleys provided diversion and entertainment. On 9-10-39 the Ponca City News quoted former county commissioner A. M. Thomas, "We didn't build any roads during my administration - we didn't have anything to build them with. The twin bridges near the Pioneer Woman and a bridge across Bois d'Arc creek, were built with a collection made by Ponca City saloon keepers. The saloon keepers were the most public spirited and liberal citizens we had. Most of the important business of the country was transacted in the rear of a saloon building." Theaters provided a diversion from the daily routine of life and the newsreels keep citizens up on current events. In 1927 the Poncan Theater first opened its doors. It was the fifth and grandest theater in the city and its unique architecture and atmospheric interior would later help people temporarily forget the hard economic times of the depression.

TRANSPORTATION PROPERTIES

RAILROADS: Rialroads helped link communities with one another and provided an economical way to transport supplies in and out the city. They became even more important as industry developed products which needed to

reach outside markets. The Atchison, Topeka, and Santa Fe railway depot is located at 200 West Oklahoma. In 1927 the Chicago, Rock Island and Pacific railroad constructed a passenger depot and freight station at Third and Otoe.

TRANSPORTATION AND AUTOMOBILES: The presence of dusty, rut filled dirt streets or muddy, impassable ones were obstacles which every newly formed city had to surpass. It is not surprising that the first street to be bricked in Ponca City was Grand Avenue. In 1913 four blocks of the main business district were paved and soon other streets followed. Ponca City still has many miles of brick streets, however heavy traffic in some areas have necessitated their removal.

As automobiles became the main mode of travel, related businesses were established. These included automobile dealerships, garages, and service stations. Several early service stations were built in the "cottage style" and an example of this is the former Phillips petroleum station at 126 South Pine. Later stations were constructed with porte-cocheres which allowed some protection from the elements while the automobile was being serviced.

AIRPORT: Ponca City's involvement with aviation had its beginnings as far back as 1919 when the first airport was established in a field southwest of the city. Although the airport was not much more than a landing

strip, it served as the foundation for future aviation growth. By 1927 Ponca City enjoyed Air Mail service. Within two years Ponca City was one of 60 cities in the United States which was serviced by Air Express as well as other small airlines, such as Braniff. In July 1930 the Everett A. Taylor Airport was opened. The Ponca City School of Aeronautics was founded in 1939. The firm later changed the name to Smyer Aviation and continued in business until 1952. They were not only a flying school, but also rented charters, repaired planes, and were the statewide distributor for the Piper Cubs which were manufactured in Ponca City between 1946 to 1948. To protect herself during World War I, England needed a large number of pilots and the Darr School was established in Ponca City. It was designated the No. 6 British Flying Training School and between 1941 and 1944 a total of 1,113 British and 125 American flyers received training.

GOVERNMENT PROPERTIES

POST OFFICE AND COURT HOUSE: Establishment of the first post office meant a great deal to every new community, it was official recognition that the city or town existed. For the first four month of her existence citizens had to travel several miles to the rival townsite of Cross to obtain mail. When the first post

office opened it was a sign the city had received official Federal recognition. Early post offices were located in a variety of downtown locations, including a furniture store and funeral parlor. In 1934 the present post office and courthouse was opened.

FIRE STATIONS: Developing towns realized fire protection was important since a disastrous fire could so cripple a town that it might not recover. Early fire stations were many time constructed close to the central business district. Ponca City has two examples, located on opposite ends of the commercial area and within easy access to residential districts. Built in two stages, the Civic Center complex which includes an auditorium constructed in 1917 by Solomon Andrew Layton and S. Wemyss Smith. Wings were added in 1923 which housed city offices on one side and combination fire station, police station and jail in the other. Architects for the addition to the Spanish Colonial Revival styled building were Layton, Smith, and George Forsyth. As the city expanded to the west an additional fire station was needed on West Grand. A one story Spanish Revival fire station was constructed in 1927 at 601 West Grand. The architectural firm was Smith and Senter (Charles A. Smith and Leon Bishop Senter.)

RESIDENTIAL PROPERTIES:

Many cities experience pressure from commercial and industrial areas which threaten older established neighborhoods. In Ponca City the outskirt of the central business district, especially the south side of Central street, contained garages, warehouses, lumber yards, and light industry structures. Some of these were destroyed because of neglect while others were purposely town down to make way for new structures, especially banking facilities.

SINGLE DWELLINGS: There are several historic neighborhoods in close proximity to the central business district. The area of South Fourth street was one of the first residential districts of substantial homes. Construction of several residences began just months after the land run. An example of this is the two story Queen Anne at 319 South Fourth. The district contains several victorian houses which have survived with various degrees of integrity.

Another potential historic neighborhood is North Sixth street, which is located northeast of the business district and close to the former high school. It contains a variety of homes built between the 1910s and 1920s in Dutch Colonial, Craftsman, and Bungalow styles. The residence at 202 North Sixth is an excellent example of an early statehood home.

As the city continued to develop additional areas were plated for housing. In 1923 E. W. Marland developed

an area known as Acre Homes. The lot sizes were roughly one acre each and the brick streets were laid on a diagonal. The area especially appealed to business men and professionals working for Marland Oil.

DWELLINGS ASSOCIATED WITH PETROLEUM COMPANY EXECUTIVES:

The Hillcrest addition was also plated in 1923 and was designated as an area for the executives in the Marland Oil Company. The Historic Context for Energy Development in Management Region 3 has identified six dwellings of significance within this area. They are the John Alcorn home, John Cleary home, Frank Lucas home, George Shallenberger home, Seward Sheldon home, and the W.A.J.M. van Watershoot van der Gracht home. According to the document, the Cleary and Shallenberger houses have been significantly altered because of new siding materials and other major changes. The John Alcorn house at #8 Hillcrest was actually built for W.G. Lackey in 1924 by the architect John Duncan Forsyth. Mr. Lackey was first vice president and financial director of the Marland Oil Company, however he resigned in 1925 and moved to Tulsa. The John Cleary home at #13 Hillcrest was also designed by John Duncan Forsyth. It was built in 1926 for Mr. Cleary who was vice president in charge of the Land Department. The Frank Lucas home at #11 Hillcrest was built in 1924. Mr. Lucas was E.W.

Marland's personal treasurer. George Shallenberger was a director of the Marland Oil Company and vice president of Gas Processing. His home at #5 Hillcrest was built in 1923. The home at #9 Hillcrest was built in 1924 for Seward Sheldon, who was on the Board of Directors of Marland Oil. Dr. van der Gracht's home at #6 Hillcrest was constructed in 1923. Van der Gracht was a vice president of the Marland Oil Company and president of Marland Oil of Texas. Although he only stayed in Ponca City for a few years before going back to his native Holland he built two architecturally significant homes. The other is located at 159 Whitworth, in the Acre Homes addition.

FARMING AND RANCHING RELATED RESIDENCES:

Before the oil booms of the 1910s and 1920s farming and ranching enterprises played one of the most important roles in the economy of Ponca City. Although the Miller Brother's 101 Ranch was located 12 miles southwest of Ponca City, the revenues they created as well as the number of jobs they provided had a definite impact on the city. During the mid 1920s the 101 Ranch was one of the largest diversified ranches in the country. They owned or leased over 110,000 acres of land and employed thousands of workers, not only for their farming and ranching ventures, but also on their Wild West show. The

site of the 101 Ranch is a National Historic Landmark, however the buildings have been allowed to deteriorate and several have been destroyed. The site is also in a floodplain which has further deteriorated the property. Because of the condition of the site it is important to recognize other properties affiliated with the Ranch which have not lost their integrity. There are several properties within the city which are closely associated with the Miller family. Among these are residences owned by two of the three brothers. The George Miller home at 1300 South 8th is currently owned by John Gingerich. Joe Miller constructed the home at 85 Ranch Drive and was accidently asphyxiated in its garage. It is currently owned by Mrs. Geraldine Bates. The three Miller brothers also had a sister, Mrs. Alma Miller England. Although she is not as well remembered as her flamboyant brothers, she was involved in real estate and helped develop several subdivisions, in particular Sunset Hills Addition. The England home is located at 201 South 8th. It is owned by Phil Bandy.

URBAN:

There are many other aspects which contributed to the built environment of Ponca City. Schools, churches, meeting halls, lodges, and recreational facilities all contributed to the layers of social amenities which

helped the community thrive. Ponca City established its first school two months after the opening of the Cherokee Strip. A few years later a limestone school was constructed and the old frame building was used for overflow. In 1899, the two room frame school was cut in half and the front part was moved to the northwest section of town and the rear portion moved to south Sixth street to be used for the colored children.

Several churches were established within weeks of the landrun. Churches provided not only spiritual leadership but a place to socialize and serve as a nucleus for civic charities.

ANNOTATED LISTING OF PROPERTIES

The following is an annotated listing of known historic resources existing with Ponca City. It includes those which are listed on the Oklahoma Landmarks Inventory and those which are on the National Register. It does not include potential historic resources which have been identified in this document.

PROPERTIES ON THE OKLAHOMA LANDMARKS INVENTORY

RESIDENCES

Bldg Historic Name: John Alcorn home (W.G. Lackey)
Current Name: Dr. Trotter home
Location: #8 Hillcrest
Legal: tract 17
Plat: Hillcrest Addition
Date: 1924
Significance: Lackey and Alcorn were both vice presidents in the Marland Oil Company. This home is an excellent example of Colonial Revival architecture and was designed by architect John Duncan Forsyth.

Bldg Historic Name: John Cleary home
Current Name: Wallace H. Edwards home
Location: #13 Hillcrest
Legal: tract 4
Plat: Hillcrest Addition
Date: 1926
Significance: Cleary was vice president in charge of the Land Department for the Marland Oil Company. The home was designed by John Duncan Forsyth.

Bldg Historic Name: Frank and Blanche Lucas home
Current Name: Mrs. Harry Baughman home
Location: #11 Hillcrest
Legal: tract 6

Plat: Hillcrest Addition
Date: 1924
Significance: Frank Lucas served as E.W. Marland's personal treasurer. Mrs. Lucas helped Oklahoma women obtain the right to vote in 1918 and was a leader in the Democratic party. The house is Tudor styled.

Bldg Historic Name: George Shallenberger home
Current Name: Charles and Madeline Alworth home
Location: #5 Hillcrest
Legal: tract 3
Plat: Hillcrest Addition
Date: 1923
Significance: Shallenberger was vice president of Gas Processing of the Marland Oil Company. The home is Tudor styled. The gardens contain several of the original flower beds planted by Henry Hatashita, Marland's Japanese gardener.

Bldg Historic Name: Seward Sheldon home
Current Name: Dr. Thomas Carter home
Location: #9 Hillcrest
Legal: tract 5
Plat: Hillcrest Addition
Date: 1924
Significance: Sheldon was Treasurer and a member of the Board of Directors of Marland Oil. The home if of the Tudor style.

Bldg Historic Name: W.A.J. Van Watershoot Van der Gracht home
Current Name: Mike and Rebecca Koster home
Location: #6 Hillcrest
Legal: tract 18
Plat: Hillcrest Addition
Date: 1923
Significance: Dr. Van der Gracht was a Dutch geologist who was vice president of the Marland Oil Company and president of Marland Oil of Texas. The house is Spanish Colonial Revival in style.

Bldg Historic Name: Royalty Building
Current Name: Edwards Ladies Wear and others
Location: 401-407 East Grand
Legal: lots 13-16, block 41
Plat: Hartman Addition
Date: 1929
Significance: The Royalty Building was designed by architect John Duncan Forsyth, who is best remembered as the architect of the Marland Mansion. The building was financed by E.W. Marland and when he was forced to resign from his company, Marland set up offices here and intended to create a new oil empire. The building is Mission styled.

Bldg Historic Name: Paris Furniture Store
Current Name: Apple Tree Mall
Location: 409-415 East Grand
Legal: lots 17-20, block 41
Plat: Hartman Addition
Date: 1927
Significance: The Paris Furniture Store was the first of three stores on this block which were designed by John Duncan Forsyth. The Spanish Eclectic building was financed by E.W. Marland. Marland's inital was incorporated into the ornamentation over two windows.

OTHER O.L.I. RESOURCES

Bldg Historic Name: Lew Wentz Camp
Current Name: same
Location: Ponca City, Oklahoma
Legal: N ½, NE ¼, Section 18, Township 26 North, Range 3 East
Date: 1928-1935
Significance: Lew Wentz, a wealthy oil businessman, constructed the Lew Wentz Educational Camp at a cost of $400,000 and donated the property to Ponca City. The property includes 33.45 acres and consists of seventeen historic properties.

Bldg Historic Name: Marland Mansion Stables

Current Name: Charles and Betty Thompson Home
Location: 1720 Christmas Tree Lane
Date: 1927-1928, converted to residence in 1950s
Significance: The Stables are on the grounds of the Marland Estate and were designed by John Duncan Forsyth. Originally six stalls housed horses owned by Mr and Mrs Marland. The stall openings were retained when the house was converted into a residence.

PROPERTIES LISTED ON THE NATIONAL REGISTER

FARMING AND RANCHING RESOURCES

Historic Name: Big V Ranch House
Location: 4 miles west, 4¼ miles south of Ponca City
Date: 1903
Significance: The Big V Ranch was established by Bill Vanselous in 1894. Around 1903 the large two story white frame house was constructed. The house features two spacious porches and a bay window. The Ranch contained about 10,000 acrea and was known for its drought-resistant variety of white corn. Vanselous was also one of the most famous mule dealers in America. The Ranch is significant as the headquarters of an important early twentieth century Oklahoma ranch.

Historic Name: 101 Ranch
Location: 12 miles southwest of Ponca City
Date: 1893-1936
Significance: The 101 Ranch contained over 110,000 acres under ownership or lease during its heyday in the mid 1920s. It was actually a self-contained community, producing and manufacturing nearly everything it needed. It had its own stores, money system, newspaper, telephone and mail service, and schools. The Ranch was equally famous for its Wild West Show which toured the United States, Mexico and Europe. The 101 Ranch is one of 2 properties which is also a National Historic Landmark.

Bldg Historic Name: Daniel J. Donahoe House
Current Name: Glen and Verona Mair home
Location: 302 South Seventh
Legal: lots 1-3, block 14
Plat: Lynchville Addition
Date: 1910
Significance: The Donahoe house was designed by Soloman Andrew Layton, a well known and prolific architect based out of Oklahoma City. The home was designed in the Craftsman style. Donohoe made his fortune in real estate, ranching and grain mills. Donahoe's son was a writer and serveral actors and authors stayed in the home while visiting.

Bldg Historic Name: E.W. Marland Mansion
Current Name: Marland Mansion and Estate
Location: 901 Monument
Date: 1926-1928
Significance: The Marland Mansion is the second and most elaborate of the two mansions he built in Ponca City. E.W. Marland was a multi-millionaire oilman, philanthropist, and tenth governor of Oklahoma. The Mansion was designed by John Duncan Forsyth and cost 5.5 million. Artist and craftsmen of international reputations combined to create this National Historic Landmark.

Bldg Historic Name: Marland/Paris Home
Current Name: Ponca City Cultural Center
Location: 1000 East Grand
Date: 1914-1916
Significance: This is the first home of E.W. Marland and was his residence while building his oil empire. The 22 room structure has 4 levels and one of the first indoor swimming pools in Oklahoma. One of its main features is a hanging Y-shaped staircase.

Bldg Historic Name: Soldani Mansion
Current Name: Ponca City Art Center
Location: 819 East Central
Legal: South half of block 16
Plat: Brodboll Addition
Date: 1925

Significance: The Soldani mansion was constructed at a cost of $92,000. It was designed by well known local architect George J. Cannon. Godance Soldani was an Osage indian and had a large ranching enterprise. The Mediterranean influenced home has green glazed roof tiles.

OTHER RESOURCES

Bldg Historic Name: Blaine Stadium and Fieldhouse
Current Name: Sullins Stadium
Location: 5th and Brookfield
Plat: Cross Addition
Date: 1936-37
Significance: Blaine Stadium and Fieldhouse were constructed as a WPA project. Both structures were constructed of rusticated and coursed native stone. The grandstand has 15 tiers. The Fieldhouse has roof end gables sided with wood. On the east, end windows serve as concession stand counters.

Bldg Historic Name: Pioneer Woman Statue
Current Name: same
Location: 14th and Highland
Date: 1930
Significance: The Pioneer Woman Statue is a heroic sized bronze statue 17 feet tall. The sculptor was Bryant Baker. The monument was conceived, directed, and partially financed by E.W. Marland. It was chosen from a group of 12 different models in a nationwide contest in which 750,000 people voted. The statue stands as a monument to "the heroic character of the women who braved the dangers and endured the hardships incident to the daily like of the pioneer and homesteader in this country."

Bldg Historic Name: Poncan Theater
Current Name: same
Location: 102-106 East Grand
Legal: lots 9-11, block 49
Plat: Hartman Addition
Date: 1927
Significance: The architects for the Poncan Theater were the Boller Brothers of Kansas City. They were well known theater designers in the southwest. The

theater cost $280,000 and is Spanish Colonial Revival in style. The Poncan was the fifth and grandest theater in Ponca City. It helped to bring culture and entertainment to the oil town.

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