RESOURCE PROTECTION PLANNING PROJECT

INDUSTRIAL DEVELOPMENT IN THE ELEVEN COUNTIES OF SOUTHEASTERN OKLAHOMA TO 1930

REGION FOUR

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OKLAHOMA HISTORIC PRESERVATION SURVEY

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Industrialization In Oklahoma

Even though Oklahoma is not an industrial state, industrial production has had a significant and continuing impact on the quality of life and the economic well-being of Oklahomans. For purposes of this historic context, industry is defined as value-added manufacturing, thus encompassing a range of sites from small waterpowered gristmills to huge lead and zinc smelters. Excluded are most energy-related sites, which are the subject of a different historic context. This study covers the period from the early nineteenth century, when white settlement began in Oklahoma, to the late 1920s, when changing markets and the Great Depression significantly altered the state's industrial infrastructure.

Several generalizations have emerged from the research on industrialization in Oklahoma. First, industry has been overwhelmingly extractive and agricultural. Thus, most of the identified sites include gristmills, salt works, cotton gins and cottonseed oil plants, smelters, lumber mills, milk and cheese companies, and flour mills. Second, industrial development has often proceeded in cycles of boom and bust, as seen in coal, lumber, broomcorn, cotton, oil, and lead and zinc. Finally, the number of industrial properties identified during the research for this project is quite small, particularly when compared with the Oklahoma listings on the National Register of Historic Places and the Oklahoma Landmarks Inventory. The majority of these sites are located

in regions three (twenty-four) and seven (twenty-two), while work in 1984/85 identified sixteen industrial sites in region six. These figures reflect not only the relative historical distribution of industrial development in the state but also the lack of attention given to industry in previous surveys.

During most of the nineteenth century, when much of Oklahoma was Indian Territory, limited available energy, poor transportation, restricted markets, and sparse population circumscribed industrial development. As was the case in the rest of premodern America, nearly all manufacturing in Indian Territory was small-scale, existed primarily to serve local needs, and was usually subsistence-oriented. Most manufacturing took place at the family level, where individuals produced a wide variety of home manufacturers by hand, usually for family use or barter, and sometimes for cash sale. Examples include spinning, processing food, churning butter, making soap, and butchering.

Above the family level, artisans and craftsmen, small salt works, and local mills produced what people did not make at home. Artisans and craftsmen, such as carpenters, cabinetmakers, saddlers, and blacksmiths, usually made to order and oftentimes bartered their wares rather than sell them for cash. Only a few sites of this type have been identified, such as the partially excavated ruins of the Mathewson house and blacksmith shed operated from about 1869-74 in Comanche county (region 7). Salt, which was evaporat-

ed from the waters of saline springs, formed a crucial part of the diet of the residents of Indian Territory. The remains of several salt works tentatively identified in the state attest to the significance of salt. Local mills, powered by either water or horses, manufactured products such as flour, cornmeal, and lumber with less labor and of better quality than those made at home. Again, the number of surviving local mills, such as the Hildebrand Mill in Delaware county (region 3), indicate the importance of these establishments in Indian Territory.

The Civil War in Oklahoma contributed to the breakdown of tribal sovereignty and accelerated changes that in the long run stimulated industrial development. During the Civil War, the Choctaws and Chickasaws aligned themselves with the Confederacy, while the Cherokees, Creeks, and Seminoles divided their allegiance between the North and South. At war's end, the Union compelled the tribes to sign Reconstruction treaties. One key provision of these treaties required the tribes to grant railroad rights-of-way for chartered companies to construct north-south and east-west lines.

Beginning shortly after the Civil War and continuing into the early twentieth century, changes in transportation, population, and energy combined to transform industry in Oklahoma. By the early twentieth century, railroads criss-crossed Oklahoma. Railroads spurred economic growth and industrial development by increasing the speed, efficiency,

and reliability of transportation; by making it possible to move a significantly larger volume of goods; and by linking Oklahoma to a national market. With the expansion of the rail network, Oklahoma witnessed an upsurge in ranching, farming, mining, and lumbering. Concomitantly, railroads broke down the sheltered markets that most local industries had formerly enjoyed and placed them at a competitive disadvantage with products mass-produced outside of Oklahoma.

By improving transportation and contributing to economic growth, railroads attracted large numbers of white settlers to Oklahoma. Between 1890 and 1910, Oklahoma's population increased from 258,657 to over 1.6 million, a growth rate of 518 percent. Pressure from the railroads and the growing number of white inhabitants persuaded the federal government to open sections of Indian Territory to white settlement. In April 1889, Congress opened the Unassigned Lands in central Oklahoma, and shortly thereafter about fifty thousand homeseekers participated in a run for two million acres. Overnight, Guthrie, Edmond, Oklahoma City, and Norman appeared along the Santa Fe tracks. The next year, in May 1890, Congress passed the Oklahoma Organic Act, which created Oklahoma Territory from the Unassigned Lands and the Panhandle. Between 1892 and 1901, a series of openings of Indian land increased the size of Oklahoma Territory and attracted tens-of-thousands of settlers.

Cotton provides an illustration of the combined impact of railroads and population growth on manufacturing in Indian Territory. Prior to the Civil War, the Chickasaws, Choctaws, Creeks, and Cherokees engaged in cotton culture. Although some members of the tribes did raise cotton commercially, Indian farms were generally small, and most cotton was used for the domestic manufacture of cloth. The Civil War brought a hiatus to cotton production, but by the 1870s, the arrival of the railroads precipitated a cotton boom that with some reversals continued until the 1930s.

Along with the boom came significant changes in the Indians' cotton culture. Most Indians now bought ready-to-wear clothing shipped in by rail and sold their cotton to be transported out by the railroad. By 1900, 301 gins in Indian Territory processed over 288,000 bales of cotton, and 6 cottonseed processing plants produced oil, cake and meal, hulls, and linters (the short fibers that adhere to the seeds after ginning). But, by 1900, whites who were attracted to Oklahoma largely by the opportunities created by the railroads worked 80 percent of the farms producing cotton on Indian land.

Among the range of potential opportunities that drew white settlers to Oklahoma, the exploitation of coal and petroleum had a significant impact on industrial development. Commercial-scale mining of coal began in 1872, when J.J. McCalester opened a mine in Pittsburg county (region 3) near

a town that later bore his name. Thereafter, coal mining expanded rapidly; by statehood in 1907, fifty companies extracted about three million tons of coal from southeastern Oklahoma. Oilmen drilled Oklahoma's first commercial oil well in 1897 near Bartlesville. After a slow start, the oil industry experienced phenomenal growth. By 1915, Oklahoma's annual yield of 123 million barrels constituted one-third of the world's oil output. In the early years of the oil industry, much natural gas was wasted. During the 1910s, however, production began to climb until by 1925 Oklahoma wells accounted for just over one-fifth of the natural gas marketed in the United States.

Coal, and later petroleum, provided high quality energy for transportation and manufacturing in heretofore unprecedented amounts. One of the most important stimuli for J.J. McCalester's first coal mining venture was the arrival of the MKT railroad, which supplied both a market and transportation. Railroads continued to be major consumers and carriers of coal. Abundant, cheap coal and natural gas furnished the high heat necessary for manufacturing enterprises such as lead and zinc smelters in northeastern Oklahoma and brick kilns scattered all over the state. Like the railroads, energy development attracted people and money to the state, enlarging the pool of risk capital available for industrial expansion, increasing the demand for manufactured goods, and expanding the labor pool.

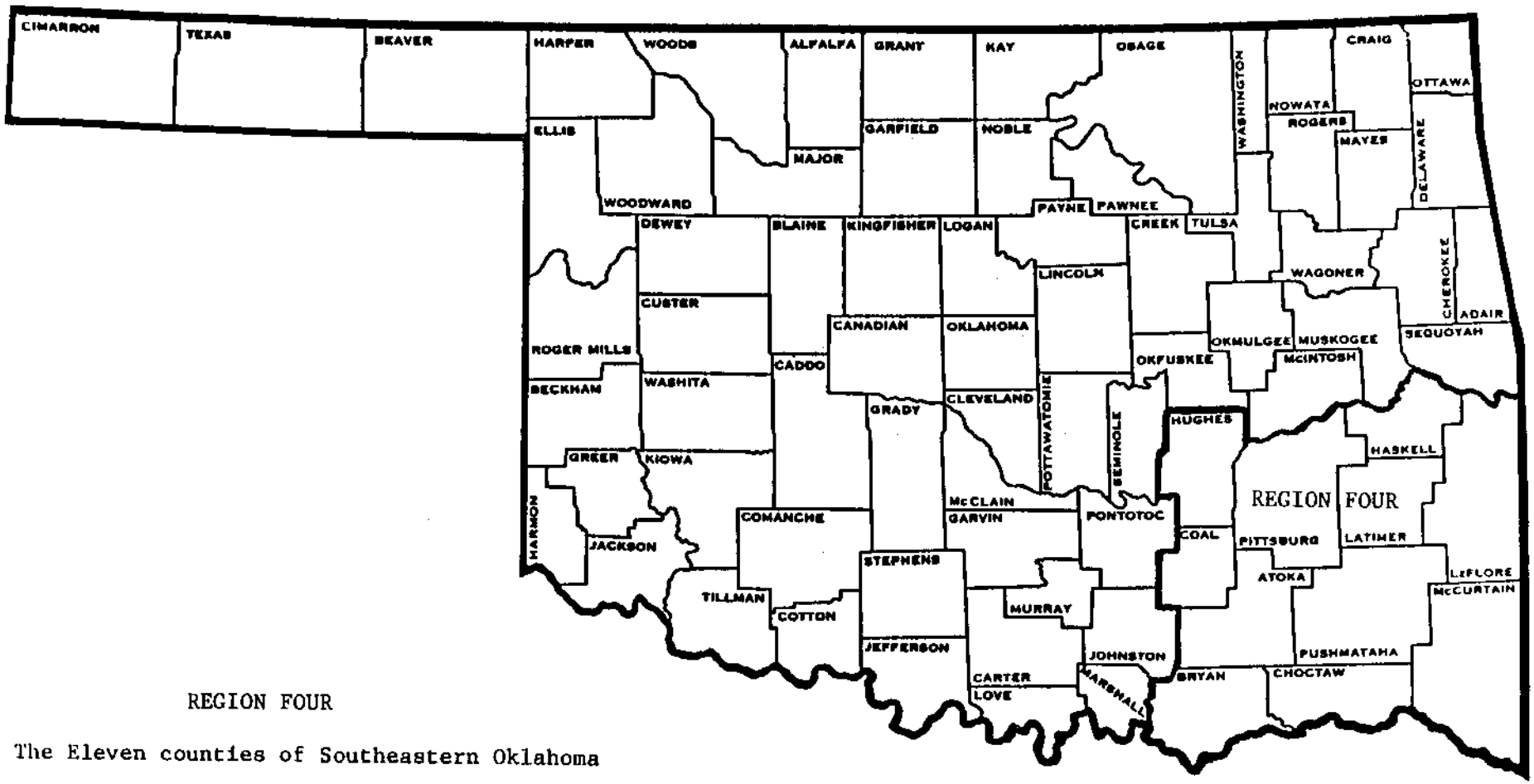
In Oklahoma, the railroad, fossil fuel, and population contributed to significant industrial growth, the patterns of which will interest individuals attempting to place industrial properties in historical context. Beginning in the 1890s, first the number and then the variety of manufacturing establishments expanded rapidly. Despite these increases in quantity and diversity, small-scale manufacturers gave way to larger producers. Between 1909 and 1919, the number of operations reporting a value of products of less than $5,000 plummeted from 1,182 to 710, while those reporting a value of products of $1 million or more increased from 4 to 72. In 1919, these $1 million firms made up only 3 percent of the state's total; yet, they accounted for 44 percent of the wage earners, 69 percent of the value of products, and 49 percent of the value added. Beginning in the 1910s, industry began to concentrate in cities with a population of 10,000 or more, while during the 1920s, manufacturing became more energy intensive and less labor intensive. Those local industries that survived did so by adapting to new market conditions.

Flour and grist milling offer a good example of Oklahoma's industrial cycle in the late nineteenth and early twentieth centuries. Milling operations increased from 66 in 1899 to 295 in 1909, when most flour mills manufactured their own brand name products and vigorously promoted them in their immediate area. By 1919, however, the number of milling establishments had fallen to 227. Significantly, the

greatest decline was in operations with output valued at less than $5000 (48), while the most dramatic increase was in facilities producing more than $1,000,000 worth of product (12). The decrease continued until 1929, when Oklahoma could claim only 71 flour and grist mills. Businesses such as the Okeene Mill in Blaine county (region 7) that remained in operation through this period usually did so by expanding their plant and boosting output. In 1976, the Okeene mill was placed on the National Register of Historic Places, largely because it represented a once important and nearly extinct industry in the state.

Region Four

Region four is composed of eleven counties in south-eastern Oklahoma. White settlement began early in the nineteenth century but thereafter followed a pattern that was atypical of other frontier territories. In May and June 1819, the English naturalist, Thomas Nuttall, accompanied Major William Bradford on an expedition from Ft. Smith, Arkansas, to the Red river, through what are now Le Flore, Pushmataha, and Choctaw counties. Bradford's mission was to expel whites who had settled on land that the federal government regarded as belonging to the Osage Indians. In the 1820s, under provisions of the Treaty of Doak's Stand and the Boundary Treaty of 1825, the federal government evicted white settlers and relocated the Choctaws in south-



REGION FOUR

The Eleven counties of Southeastern Oklahoma

eastern Oklahoma. Even though the legal and illegal white population rose steadily after the Civil War, the area remained a part of Indian Territory until statehood in 1907.

Before the Civil War, family-based manufacturing predominated in the Choctaw Nation. As was the case in the rest of preindustrial Indian territory, women spun and wove locally grown cotton into cloth and sewed most of the clothing worn by the family. Men manufactured spinning wheels and looms, and the families divided other household manufacturing tasks according to the age and sex of the members. Food processing formed an important part of the work accomplished at the family level. For producers with a surplus, the Arkansas and Red rivers provided access to the Mississippi.

Despite the importance of domestic manufacturing, artisans and craftsmen, salt works, and small mills supplemented what people made at home. In the antebellum period, the presence of saline springs, the importance of salt in the frontier diet, and the high cost of imported salt stimulated the construction of small, local salt works in region four. On June 15, 1819, Thomas Nuttall reported that about thirty miles from the mouth of the Kiamichi river "there exists a very copious salt spring." Folsom salt works, located about three and one-half miles North of Boswell in Choctaw county, is the only identified, surviving salt works in region four. Manufacture of salt in southeastern Oklahoma remained

profitable until the early 1870s, when the arrival of the railroad made it possible to sell a large volume of imported salt at prices that put the local operators out of business.

In the nineteenth century, southeastern Oklahoma's numerous streams provided the energy for many small mills. Two water mills survive in region four, one north of the Kiamichi river bridge on U.S. highway 70 near Sawyer and the other southwest of Valliant in McCurtain county. The Clear Creek mill was constructed as early as 1819 to serve the needs of as many as two hundred white families that had settled in the vicinity of Clear Creek in McCurtain and Choctaw counties. In 1825, the federal government evicted the white settlers. Choctaws, who began arriving in 1831, soon reoccupied the abandoned mill site. The mill continued to operate into the twentieth century, and despite having been moved and burned and rebuilt, it was nominated to the National Register in 1978.

Beginning in the 1890s, the construction of railroads, new markets, energy development, and population growth contributed to a proliferation in the number of manufactures. In 1890, when Indian Territory included all of Oklahoma except the Panhandle and the Unassigned Lands, the U.S. census reported only 20 establishments that manufactured products valued at more than $500. By 1900, after a series of land openings had greatly reduced the size of Indian Territory, the census reported 789 such manufacturers

organized into more than thirty industrial categories. In 1900, the Choctaw Nation reported 152 manufacturers with a product over $500.

The railroads played an important part in a series of economic booms in lumber and cotton. In the early 1870s, the arrival of railroads stimulated a timber boom in the Choctaw Nation. The Missouri, Kansas, and Texas and later the St. Louis-San Francisco and Choctaw Coal and Railway Company served as markets for ties, timbers for bridges, and lumber for depots. They also provided transportation for the dimension lumber and other products sawn from the oak-pine stands in Le Flore, Latimer, Pushmataha, and McCurtain counties, as well as southeastern Haskell and Pittsburg, eastern Atoka, and northeastern Choctaw counties. The Choctaw national treasury collected royalties from the harvest of the Indian timber. As the nineteenth century wore on, however, royalties proved ever harder to collect so that by the turn of the century payments to the Choctaws had practically ceased.

In the 1870s and 80s, proximity to timber and the railroad contributed to the growth of the lumber industry in several southeastern Oklahoma communities. Stringtown, in Atoka county, was the first important lumber center to develop along the MKT. Shortly after 1872, as many as twenty-two mills in Stringtown were sawing nearby pine into lumber. In Pushmataha county, Antlers, Moyers, Kosoma,

Eubanks, Stanley, Clayton, and Tuskahoma, all situated on the Kiamichi river and the St. Louis-San Francisco railway, became lumber towns. These communities were joined by Atoka and Farris in Atoka county, Eagletown and Glover in McCurtain county, and Fort Towson in Choctaw county.

The activities of the Choctaw Lumber Company, owned by Hans and Herman Dierks, boosted the development of lumber towns in the region. The Choctaw Lumber Company began operating in southeastern Oklahoma in 1888. Output increased slowly until 1910 when the company established Bismark (later Wright City) in McCurtain county. In addition to a large mill capable of producing 125,000 board feet of pine lumber per day, the company owned most of the workers' homes and commercial buildings in the community. The following year, in 1911, the Southern Land and Townsite Company, a subsidiary of the Choctaw Lumber Company, opened Broken Bow in McCurtain county. At Broken Bow, the Choctaw Lumber Company built a mill with a capacity of 60,000 board feet of hardwood lumber per day and constructed homes that it rented to the workers. In 1926, the company, which had been renamed the Dierks Lumber Company, built the town of Pine Valley in Le Flore county, complete with streets, businesses, about 380 homes for workers, and one of the largest sawmills in Oklahoma.

Previous research has identified few sites associated with this lumber boom. The ruins of two lumber towns, Pine Valley and America, were nominated to the National Register

in 1979. America, a McCurtain county lumber town, was founded by William Spencer and his three brothers in the early years of the twentieth century. The brothers built a sawmill, homes for themselves, a general store, and about 40 houses for workers. By 1911, the best local timber had been cut and the Spencers closed the mill. America lived on until the 1930s as a center of the brothers' cotton ginning business, but by 1939, only five families remained in the town. At its peak between 1928 and 1940, Pine Valley averaged 1,500 inhabitants. In 1942, the Dierks Lumber Company responded to timber depletion by closing the mill, and about a decade later, most of the wooden buildings had been dismantled. In 1969, the Dierks Lumber Company sold out to the Weyerhaeuser Company, which maintains extensive operations in the regrowth forests of region four.

The coming of the railroad also initiated a cotton boom in the Choctaw Nation. As was the case in the rest of Indian Territory, the Indians shifted their emphasis from domestic to commercial production. Strictly Indian harvest peaked in the mid-1870s, thereafter an influx of white settlers largely accounted for a rapid increase in cotton culture. By 1900, the Choctaw Nation produced about 61,757 bales of cotton, most of which was grown by whites.

The cotton boom in region four generated three related types of industrial activity. In 1931, nearly one hundred gins bought the cotton raised by the farmers of southeastern

Oklahoma. Buyers purchased the bales produced at the gins and shipped them to compressing plants like the ones located at Durant (Bryan county) and Hugo (Choctaw county). Gins sold the seeds that they separated from the fibers to cottonseed processing mills, which in 1931 were located in Durant, Hugo, and Holdenville (Hughes county). The cotton boom collapsed in the 1930s, when drought, depression, federal programs such as the Agricultural Adjustment Act, and soil exhaustion combined to reduce both acreage and output. Previous research has not identified any sites from this important period in the region's industrial history.

Alongside the boom and bust in lumber and cotton, other industries developed in region four. Rural southeastern Oklahoma had a number of mostly small-scale quarries that produced limestone, clay, shale, and asphalt. Quarries in Coal county yielded considerable limestone that was used for local building and in the manufacture of lime. Lime provided the raw material for mortar, plaster, and cement. In 1910, lime kilns operated in Atoka and Coal counties. The Coal county plant, which was located near Bromide, continued in business until at least 1916. Clay pits and shale quarries provided the main ingredients used in the making of bricks. In the 1920s, the principal brickworks in the region were in Holdenville, Hartshorne (Pittsburg county), and McAlester. Region four possessed significant deposits of asphalt. Depending on its chemical properties, asphalt from quarries

in Atoka, McCurtain, and Pushmataha counties was employed for paving or in the manufacture of varnish, paint, waterproofing, and insulation.

In the early twentieth century, the towns and cities of region four supported numerous small industries. According to the Third Annual Report of the Oklahoma Department of Labor for 1909-10, printing establishments far outnumbered other non-lumbering facilities, followed by bakeries, carriage and blacksmith shops, flour and feed mills, saddlery and harness operations, and tinning and bottling works. Other industries in region four produced manufactured ice, stone and cement products, boots and shoes, clothing, and bricks. Pittsburg county possessed the greatest industrial diversity, boasting both a mattress and a macaroni factory, in addition to nearly all of the categories already noted. Undoubtedly, most of this industrial activity was located in McAlester, the region's only city with a population of more than ten thousand.

Despite gains in the early twentieth century, the region's industrial base began to erode during the 1920s. The best source of raw data on industry in region four is the U.S. census. But, in order to avoid divulging proprietary information, the manufacturing census for 1929 did not report on Coal and McCurtain counties. Nonetheless, some very clear patterns emerge from a comparison of the remaining nine counties for 1919 and 1929. Following a regional high of 292

in 1919, the number of industrial establishments slumped in every reporting county for a net loss of 109 firms. Atoka, Choctaw, Haskell, and Latimer counties also experienced across-the-board declines in the number of wage earners, value of products, and value added.

While some counties suffered reversals, Bryan, Hughes, Le Flore, Pittsburg, and Pushmataha enjoyed gains in wage-earners, value of products, and value added, with the last three accounting for most of the increase. Yet, even these positive indicators do not reflect either broad-based or long-term industrial development. Rather, the increases appear to have been centered in McAlester in Pittsburg county and in a few large lumber mills in Le Flore and Pushmataha counties. Overall, during the 1920s, region four accelerated into a sustained industrial decline caused largely by changing market conditions, timber depletion, and soil exhaustion.

PROPERTY-TYPE ANALYSIS FOR INDUSTRIAL SITES IN REGION FOUR

Very few identified industrial sites exist in region four. This situation is partially explained by the fact that previous surveys have paid scant attention to industrial properties. But, the interests and prejudices of earlier surveyors does not completely account for the dearth of

sites. Many industrial properties from the pre-Civil War period, such as salt works, small water mills, and the shops of artisans and craftsmen, have been idle for over a century. Most have disappeared, and any that have survived and escaped discovery would probably possess only archeological value. Many structures associated with boom production, such as saw mills and cotton gins, were abandoned when the booms collapsed. Again, little but archeological remains are likely to exist. The decline of industry in region four during the 1920s and 30s also compounds the problems faced by surveyors. Archival research, supplemented with interviews, will be required to identify surviving properties that have industrial significance.

Despite the downturn of the industrial economy in southeastern Oklahoma, hundreds of industrial facilities operated in region four during the late nineteenth and early twentieth centuries. Many must still exist, especially in McAlester and smaller towns such as Durant, Holdenville, Hugo, Idabel, Krebs, and Poteau. More research and field work might locate the following types of industrial properties in region four: 1) factory buildings 2) company housing 3) warehouses 4) mill complexes 5) quarries and 6) salt works. Surveyors will need to assiduously apply the National Register criteria as a basis for evaluating all identified properties. The National Register criteria are as follows:

A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.

B: Properties that are associated with the lives of persons significant in our past.

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

D: Properties that have yielded, or that may be expected to yield, information important in prehistory or history.

1. Factory buildings: Hundreds of factories operated in region four during the late nineteenth and early twentieth centuries. Most produced on a relatively small scale and sold a range of products in local or regional markets. Included in this category would be bakeries, boot and shoe manufacturers, ice plants, printing offices, bottling works, blacksmith and carriage shops, mattress factories, and tinning and tailor shops. A smaller percentage of manufacturers produced on a larger scale and sold in a wider market, especially processors of cotton, broom corn, and lumber. The diversity of factories in terms of both product and size makes it very difficult to provide a generic description. Surveyors should look for rectangular, one- or two-story buildings constructed of brick, cement blocks, or interior wood frame covered with sheet metal. Beyond that, careful research, including the use of fire insurance maps, will be

required to identify surviving factories.

2. Company housing: No industry-related company houses have been identified in region four. The place to begin looking for remaining company houses would be in former lumber towns such as Wright City and Broken Bow. Not enough information exists to provide a single, useful description of a company house. Surveyors should look for simple, wood-frame, detached dwellings that are located together and that are similarly constructed. Research will be necessary to locate any extant company housing.

3. Warehouses: There are no identified, industrial warehouses in region four. Nonetheless, extrapolating from the available evidence indicates that there must be surviving warehouses in towns and cities in the region. Existing warehouses would be either one- or two-story buildings with a flat roof. The most likely materials of construction would include brick, cement blocks, or an interior wooden frame covered with sheet metal. Most of these buildings have probably been adapted for other uses so that research will be required to establish their industrial significance.

4. Mill complexes: In southeastern Oklahoma, mills processed grain, cotton seeds, timber, and peanuts. The only extant, identified properties are a peanut mill and the ruins of a few sawmills. Flour and grist mills, which should be the easiest to identify are usually tall, rectangular buildings of interior wooden frame construction covered with

sheet metal. They may still contain their milling machinery and be found in conjunction with elevators and loading facilities for either rail cars or trucks. Cotton seed mills are less readily identified but may consist of a two-story brick building that once housed a cake mill, oil presses, and linters, surrounded by metal-covered storage buildings. Sawmills and planing mills varied in size and configuration. Surveyors should look for wood-frame or sheet metal-covered structures that may still house some of the original machinery. There is not enough data to offer a reliable description of a peanut mill.

5. Quarries: In region four, quarries produced limestone, asphalt, clay, and shale. Most of these quarries have been abandoned for decades and it is likely that little remains but the often water-filled pits.

6. Salt works: Salt works were important in the region until the 1870s, when imported salt brought in by rail forced local producers out of business. If the remains of undiscovered salt works are extant, they would probably be archeological sites in the vicinity of salt springs.

INDUSTRIAL SITES IN OKLAHOMA

REGION TWO:

Ellis County:

1. Ingles Brothers Broomcorn Warehouse: 100 NW First Street, Shattuck, OK (OLI)

Kay County:

2. Brushyhead Quarry: NE 1/4, SW 1/4, SW 1/4, Sec. 19, T 29 N, R 4 E; Newkirk, OK

Woods County:

3. Alva (flour) Mills: NE 1/4, Sec. 23, T 27 N, R 14 W; North of Alva, OK (OLI)

Woodward County:

4. Phill's Ice Company: Santa Fe and Ninth Street, Woodward, OK (OLI)

5. Boyle Building: 1114-1122 Ninth Street, Woodward, OK

REGION THREE:

Adair County:

6. Golda's Mill: SW 1/4, Sec. 16, T 16 N, R 24 E; twelve miles NW of Stillwell, OK (N.R.)

Delaware County:

7. Grove Cheese Factory (American Legion Chapter 178): O'Daniel Parkway and Broadway, Grove, OK

8. Hildebrand's Mill (Becks Mill): SW 1/4, Sec. 24, T 20 N, R 24 E; ten miles west of Siloam Springs, Ark. (N.R.)

Mayes County:

9. Markam "Old Salt Lick" Site: Between Locus Grove and Pryor, OK

10. Col. A.P. Chouteau Residence: Near Salina, OK

McIntosh County:

11. Johnson Gin and Store: NW 1/4, Sec. 15, T 11 N, R 15 E; Pierce, OK (OLI)

12. Watson Gin: SW 1/4, SE 1/4, Sec. 36, T 9 N, R 13 E; Hanna, OK

13. Cochrane's Gin: Corner of Huts and Main, Hanna, OK (OLI)

14. Windston Gin: Sec. 36, T 9 N, R 13 E (OLI)

Muskogee County:

15. Southern Electric-Stout Roller Mill: 302 Commercial, Muskogee, OK (OLI)

16. Old Salt Springs: Dirty Creek, north and west of Ramsey

17. David Vann Salt Works: SW 1/4, Sec. 17, T 12 N, R 20 E

18. The Francis Vitrified Brick Company: Boynton, OK

Okmulgee County:

19. Russel Mill and Elevator: 201 South Third Street, Morris, OK

Pawnee County:

20. Corliss Steam Engine: Pawnee Fair Grounds, Pawnee, OK (N.R.)

21. Balmer Kiln: Archeological site in Pawnee county

Sequoyah County:

22. Mackey's Salt Works: Inundated in Sections 11 and 14, T 13 N, R 21 E; nine miles east of Gore, OK

23. Salt Springs (granted Sequoyah by treaty of 1828): About 1-1/2 miles west of the former town of Nicut, Sec. 19, T 13 N, R 26 E (about one hundred yards south of Salt Branch)

24. Bean's Salt Works: About five miles north of Gore on highway to Tenkiller lake (about one mile above where Salt Creek empties into the Illinois River); SE 1/4, Sec. 21, T 13 N, R 21 E

Tulsa County:

25. Tulsa Acme Brick Plant: 4103 Dawson Road, Tulsa, OK

26. Kerr Glass Company: South Main, Sand Springs, OK (OLI)

27. Brown's Mill/Plummer's Grain Elevator: Bixby, OK (OLI)

28. United States Zinc: 200 South Wilson, Sand Springs, OK (OLI)

29. Commander Mills: 726 Adams, Sand Springs, OK (OLI)

Washington County:

30. Carr-Bartles Mill Site: Bartlesville, OK (OLI)

REGION FOUR:

Bryan County:

31. Durant Milling Company: North of tracks and East of depot, Durant, OK

32. Commanche Chief Brands Peanut Co., Inc.: East of tracks, 1 block North of depot, Durant, OK

Choctaw County:

33. Folsom Salt Works: NW 1/4, Sec. 35, T 5 S, R 14 E; four miles northeast of Boswell, OK (OLI)

34. Water Mill: North of Kiamichi River Bridge, U.S. highway 70 (OLI)

LeFlore County:

35. Pine Valley Company Town and Lumber Mill: NE 1/4, NE 1/4, Sec. 10, T 2 N, R 24 E; approximately one mile south of Muse, OK

36. Howe Coke Ovens: SE 1/4, SW 1/4, SW 1/4, Sec. 35, T 6 N, R 25 E

37. Milton Socialist Colony: SE 1/4, Sec. 15, T 18 N, R 23 E; Block 32, lots 13-23, original town, Milton; southwest of Bokoshe, OK

McCurtain County:

38. America: NE 1/4, SE 1/4, Sec. 35, T 10 S, R 26 E; intersection Forest Service Road 211 and 9175, southeast of Bokhoma, OK

39. Clear Creek Water Mill: SE 1/4, SE 1/4, Sec. 31, T 7 S, R 21 E; southwest of Valliant, OK

Pittsburg County:

40. McAlester Oil Mill Company: South of Washington and East of Fourteenth Streets, McAlester, OK

41. Southern Ice and Cold Storage Company: Corner of Fifth and Choctaw, McAlester, OK (N.R.)

REGION FIVE:

Johnston County:

42. Oolithic Stone Quarry: Vicinity of Bromide, OK (OLI)

43. Nida Gin: Nida, OK

44. Sawmill site: Archeological site

Marshall County:

45. Kingston Cotton Gin: Northeast corner of the intersection of Willis and U.S. highway 70 (5th Street), Kingston, OK

Murray County:

46. Big Canyon (Rock) Crusher: Sec. 30, T 2 S, R 3 E; Route 110, Dougherty, OK (OLI)

Pontotoc County:

47. Byrd's Mill: Twelve miles southeast of Ada, OK (OLI)

REGION SEVEN:

Beckham County:

48. Whited Grist Mill: 306 East Seventh Street, Elk City, OK (N.R.)

Blaine County:

49. Ruins of Old Ferguson: SE 1/4, NW 1/4, Sec. 28, T 18 N, R 11 W (OLI)

50. Okeene Flour Mill: Off State highway 51, Okeene, OK (N.R.)

51. Old Plant Office Building: United States Gupsum Company, Southard, OK (N.R.)

52. Old Salt Works: SW 1/4, NE 1/4, SW 1/4, Sec. 23, T 18 N, R 12 W; two and three-quarter miles south and one and one-quarter miles east of Southard, OK (N.R.)

Caddo County:

53. Apache Milling Company: 161 Evans, Apache, OK

54. Ice Plant: Red brick, now a frame shop, Anadarko, OK

55. Peanut Mill: South side of state highway 9 coming in from Chickasha, just east of downtown, red roof, Anadarko, OK

Comanche County:

56. Hazel Rock Quarry: Near Meers, OK

57. Pearson Smelter: On Blue Creek, Ketch Ranch, Fort Sill, OK (OLI)

58. Albert Laux Blacksmith Shop: Main and B Street, Sterling, OK (OLI)

59. LaSill Milk Company: 201 Dearborn, Lawton, OK (OLI)

60. Bonanza Smelter: Fawn Creek Wildlife (OLI)

61. Mathewson House and Shed (blacksmith): Archeological site

Custer County:

62. Owl Blacksmith Shop: 208 West Rainey, Weatherford, OK (N.R.)

Dewey County:

63. Seiling Milling Company: Fourth and Orange, Seiling, OK (N.R.)

Harmon County:

64. Kiser Salt Works: SE 1/4, SE 1/4, Sec. 4, T 6 N, R 26 W; eighteen miles north of Hollis, OK (OLI)

65. Cottonseed Oil Plant: Hollis, OK

Jackson County:

66. Leger-Bunge Flour Mill: Block 5, lots 1-5, 10-12, Wrights Addition, Altus, OK (OLI)

Jefferson County:

67. Addington Brick Company: Addington, OK

Kiowa County:

68. Chickasaw Cotton Oil Company Building: 46th and Eastern, Hobart, OK (OLI)

Stephens County:

69. Halliburton Oil Cementing Company: 1015 Bois D'Arc, Duncan, OK

70. Washita Valley Gin: Highway 29, on Main Street, two miles from Brooks Road, Bray, OK

71. Peoples' Ice Company: 602 West Main Street, Duncan, OK

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