

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Downtown Claremore Historic District

Other names/site number: _____

Name of related multiple property listing: _____

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: West Will Rogers Boulevard bounded by Route 66, Muskogee Avenue, 4th Street and the alley between West Will Rogers Blvd and 2nd Street

City or town: Claremore State: Oklahoma County: Rogers

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B C D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	
<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>26</u>	<u>17</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>26</u>	<u>17</u>	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Commerce/Trade: Business,
Professional, Restaurant, Warehouse
Social: Meeting Hall
Recreation/Culture: Theater

Current Functions

(Enter categories from instructions.)

Commerce/Trade: Business,
Professional, Financial Institution
Restaurant

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combination of two or more of these materials. The degree of ornamentation ranges significantly and generally reflects the time and economic conditions present during construction.

Narrative Description

Below is a list of the properties within the district. The properties are listed numerically based on which side of the street they are located on. Contributing status is indicated by the address being in **bold**. Non-contributing properties are in normal type. An asterisk (*) after the address denotes a property previously listed on the National Register of Historic Places.

West Will Rogers Boulevard - North Side

300 W. Will Rogers Boulevard, Contributing, 1909 with 1916 alteration

The façade of the two-story brick building has two recessed central entries with display windows that were added in 1916. There is also a corner entry with a transom that provides access to the second floor. The first floor is sheltered by a flat metal awning that is suspended by five metal braces. Directly above the awning is thirteen pane clerestory window. The second floor has five one-over-one double hung windows with brick sills and curved brick lintels. The façade is capped with a decorative brick parapet. The southeast elevation faces North Muskogee Avenue. The first floor has a large display window with a brick sill and curved brick lintel at the corner, two square windows with stone lintels and four arched openings that have been enclosed at the opposite corner. The second floor has ten, one-over-one double hung windows with brick sills and curved brick lintels. Roughly at the front third of the building, on the second floor, is an arched door opening that has since been infilled with a four-pane window. The rear elevation has two metal doors on the first floor. The second floor has a one-over-one double hung window, a metal door and an enclosed arched opening.

302 W. Will Rogers Boulevard, Non-contributing, ca. 2000

The one-story façade is clad with brick, has a corner entry with two display windows. Located in the brick parapet are three ornamental masonry diamond details.

304 W. Will Rogers Boulevard, Non-contributing, ca. 1940

This one-story façade is clad in a blond brick, features a recessed central entry and has glass block display windows. An ornamental band of glass blocks frames the display window area. The entry area has been completely altered from its original appearance.

306 W. Will Rogers Boulevard, Non-contributing, ca. 1945

This is a very small, one-bay wide, one-story store front. Historically it was masonry clad with a double hung window and door. Today, the building is wood shingle clad and has a display window and door.

308 W. Will Rogers Boulevard, Contributing, ca. 1940

This is a one-and-one-half-story gable front building constructed of concrete block. The façade has a pane and panel entry and a large display window covered by a metal awning. The gable front is clad with vertical wood boards that end in a scalloped pattern. Located in the gable end is

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also a historic neon sign that reads “Dorothy’s Flowers.” The gable roof is clad with asphalt shingles.

310 W. Will Rogers Boulevard, Contributing, 1934

This two-story masonry building has a central entry with a display window on either side of the entry. A metal awning shelters the entry and display windows. Located on the second floor is a large wood frame window with a wood frame one-over-one hung window on either side. This window grouping has a metal awning. The southeast elevation has six one-over-one wood hung window and a centrally located pane and panel door on the second floor. The building historically was clad with stucco.

312-316 W. Will Rogers Boulevard, Contributing, ca. 1920

This is a three-part two-story masonry building. 312 has a central entry with display windows on either side. 314-316 share a recessed entry and have large display windows. The clerestory windows on each storefront are covered. The second floor has stepped brick details and a brick coping.

318-322 W. will Rogers Boulevard, Non-contributing, 1911-1916

This is a three-art, two story masonry building. Each storefront has its own entry with display windows. 318 has a corner entry with display windows and a large wood awning. The other details are concealed by stucco. 320 has a recessed central entry with modern display windows on either side of the entry. The second floor has two modern four pane windows. The other details are concealed by stucco. 322 has an off-center recessed entry and two display windows. Details are concealed by stucco and dentils have been added to the parapet wall. The northeast elevation has modern display windows and a recessed entry. Dentils have been added to the parapet wall on this elevation.

400 – 402 W. Will Rogers Boulevard, Non-contributing, 1988

The façade of the one-story brick building has two recessed entries; both have two display windows. The southeast elevation which faces Cherokee Avenue, has a single display window. Located at the roofline is a metal clad parapet.

404 – 406 W. Will Rogers Boulevard, Contributing, ca. 1909

This two story commercial style building has two distinct storefronts with an additional entry located in the center of the façade. This central entry leads to the second floor. The east storefront has an aluminum entry with three display windows. A wood shingle shed roof awning shades the first floor. The second floor has two one-over-one aluminum frame windows. The west storefront has a pane and panel door and two display windows. The remainder of the first floor is clad with stucco. The second floor has two sets of two, one-over-one double hung windows. Each pairing of windows has a brick drip cap. The parapet has brick corbelling details.

408-410 W. Will Rogers Boulevard, Contributing, ca. 1905

The two story brick building has two recessed aluminum frame entries and a single pedestrian door at the southwest corner. Aluminum frame display windows complete the first floor. The clerestory windows are covered by a modern sign. The eight evenly spaced windows on the

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second floor are covered with aluminum. The historic windows are located behind the cladding. Located in the center of the second floor is a long narrow brick decorative detail. The corbeled parapet conceals the flat roof.

412 W. Will Rogers Boulevard, Non-contributing, 1994

This one-story brick clad building has a recessed entry in the center with matching aluminum frame doors. The angled walls have a single fixed pane window. Located at each corner of the façade is a display window. Over the windows is a basket weave pattern in the brick with an arch and a keystone. A decorative solid band of bricks in a lighter color accents the roofline.

416-418W. Will Rogers Boulevard, Forest Building, Contributing, ca. 1905

The two-story brick building has a central entry on the first floor that leads to the second floor. The south side of the building has aluminum frame display windows and a recessed entry on the first floor. The second floor has five windows that are covered with panels. Each window has a stone sill and lintel. The parapet is ornate with herringbone patterns in brick, recessed brick panels and brick pilasters. The parapet is capped with stone.

The north side of the building is clad with stucco that indicates at ca. 1930s alteration after a fire in this section of the building. The first floor has a recessed entry with aluminum frame entry doors and display windows. The first floor is sheltered by a metal awning. Directly above the awning are two fixed-pane windows. Located on the second floor are two multi-pane metal frame casement windows and two bull's eye windows. The stepped curved parapet conceals a flat roof.

Eaton, 420-422 W. Will Rogers Boulevard, Contributing, 1902

The two story building has a canted entry at the southwest corner. The first floor entry has an aluminum frame door with glass block with glass block sidelights. The entry is sheltered by a metal awning. The remainder of the canted corner is designed for signage. The main façade has a two large aluminum frame display windows on the first floor that are sheltered by a metal awning. The second floor has ten-pane metal windows with a continuous stone band for sills and individual stone lintels. Located in the corbelled parapet is a sign which reads "Eaton."

The side west elevation has an aluminum door at the northwest corner. It has a stone surround with a flat metal awning. The transom window is glass block and has a stone lintel. Adjacent to the door is a window opening with glass block with a stone sill and lintel. The second floor has six sets of two multi-light windows. Each has a stone sill and lintel.

500 W. Will Rogers Boulevard, Contributing, ca. 1903

The two-story brick building has a recessed central entry with four aluminum frame doors. On either side of the doors are four display windows. The second floor has six louver windows. East elevation has no openings on the first floor and five sets of two louver windows on the second floor.

506 W. Will Rogers Boulevard, Contributing, 1903

The two-story brick building has a single storefront with an entry at the east corner. The display windows have been replaced with glass block. Five clerestory windows are extant. A rough faced

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stone band appears between the first and second floor and serves as the second floor window sills. The second floor has four one-over-one windows. Located in the parapet is a sign that reads A.F & A.M 53.

512 – 508 W. Will Rogers Boulevard, Contributing, ca. 1913

The one-story brick building has three storefronts. The east storefront is slightly larger. It has a recessed entry with two display windows on either side. The clerestory windows have metal frames. Four diamond- patterned stones are located in the parapet along with a stone band. The central storefront has a recessed center entry with one wood frame window display on either side. The clerestory windows are a multi-pane design. Three diamond pattern stones are located in the parapet along with the stone band. The west storefront has a corner entry with aluminum display windows. The clerestory windows are a multi-pane design. Three diamond pattern stones are located in the parapet along with the stone band.

514 W. Will Rogers Boulevard, Contributing, ca.1894-1896

The one-story brick building has a pane and panel wood door flanked by oriel windows. A wood shingle shed roof shelters the main door. Five brick niches are located in the parapet to give the illusion of a second floor. The roofline has brick dentils.

516-518 W. Will Rogers Boulevard, Contributing, ca. 1903-1907

The one-story, two bay building is clad with painted brick and stucco. The façade features two identical storefronts. Each has an aluminum frame display window and aluminum frame door. The clerestory windows are covered. The corbelled parapet conceals a flat roof.

Will Rogers Hotel*, 524 W. Will Rogers Boulevard, NRIS #94001508, 1930

Named after Oklahoma's Favorite Son, Will Rogers, the Will Rogers Hotel is predominately a rectangular building located on the east corner of Lynn Riggs Avenue and W. Will Rogers Boulevard. It is clad with red and buff brick and designed in Colonial Revival style. It features a decorative bell tower on the southwest corner. The southwest half of the building, six floors and a basement, accommodated the hotel with the primary entrance on Lynn Riggs Avenue. The northeast half of the building, varies from five stories and a basement in the front to three stories in the rear. Architectural details of the building include finial topped pilasters and terra cotta shield inset under each fourth floor windows.

West Will Rogers Boulevard - South Side

301 W. Will Rogers Boulevard, Non-Contributing, ca. 1935

This one-story brick building once served as a gas station that has since been converted into an office building. The building sits at an angle to Will Rogers Boulevard. The central bay has an eight-over-eight hung window and a metal pane and panel door. The two outside bays have openings that have been reduced in size and in-filled with two double hung windows each.

315 W. Will Rogers Boulevard, Non-Contributing, ca. 1985

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This is a primarily one-story brick building with two-story sections at each corner. The one-story central portion has fifteen large display windows separated into sections of five windows each. The southeast two-story corner section has a large display window on the first floor and a large four-pane round window on the second floor. The opposing corner has a pane and panel entry on the first floor and a large arched window on the second floor. Located above the arch is the "Daily Progress" title.

Twin Oaks Hotel, 317 W. Will Rogers Boulevard, Non-Contributing, 1907 & 1911

This is a three-story brick building with minimal details. The second and third floors of the façade are clad with stucco concealing all of the historic openings. The first floor has a pane and panel door and a large display window. The southeast elevation has no extant windows. The first floor has four arched window openings. The second floor has twelve arched window openings and two rectangular window openings. The third floor has twelve arched window openings. Each window has a brick sill and an arched brick lintel.

MW Grand Lodge, 321 W. Will Rogers Boulevard, Non-contributing, 1907-1911

This is a two-story, stucco clad building. The façade has a recessed central entry that is highlighted by a Gothic arch detail. Two either side of the entry is a large display window. The windows are currently much smaller than the original openings. The Cherokee Avenue elevation has a stepped parapet. The front half of the elevation has four Gothic arched openings, two of which have large display windows. The remaining two are infilled with stucco. Located in the center of the elevation is the glass door entry with side lights providing access to the Masonic Lodge. The rear half of this elevation has three large Gothic arched window openings with large display windows and two smaller Gothic arched openings with pane and panel doors.

401 W. Will Rogers Boulevard, Contributing, ca. 1909

The two-story brick corner building has two storefronts facing north on Will Rogers Boulevard with a central pedestrian door providing access to the second floor. The storefronts are identical: a central aluminum frame door with display windows on either side. The clerestory window is covered with wood paneling. The central entry has an arched transom window with four arched bands of header bricks. The second floor has four openings each with two one-over one aluminum frame windows. They have stone sills and decorative brick lentils. The central section of the second floor has two niches with stone sills and decorative brick lentils. The brick corbelled parapet conceals the flat roof. The east façade, facing Missouri Avenue has display windows at the southeast corner on the first floor. The remainder of the first floor has vents and display windows. The second floor has nine sets of one-over-one wood frame double hung windows. Many have been covered with wood panels. Each window has a stone sill while the six windows along the northeast end have light colored brick lintels. Brick columns define each bay on the second floor. The columns extend through the brick parapet.

405 W. Will Rogers Boulevard, Contributing, ca. 1905

The two-story building has a pedestrian door at either corner of the first floor with aluminum display windows between the doors. The clerestory windows are covered with wood. The second

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floor has one-over-one aluminum windows with stone sills and arched brick lentils. The corbelled brick parapet conceals a flat roof.

407 W. Will Rogers Boulevard, Contributing, ca. 1920

This two-story brick building, from east to west, has a display window, recessed entry with display windows, a display window and a pedestrian door. Located above the display area is a clerestory window. A continuous stone band creates the sills for the four second floor windows. The second floor windows are six-over-six vinyl windows. The parapet conceals a flat roof.

409 W. Will Rogers Boulevard, Non-contributing, 1907-1911

The two-story building is clad with stucco. The first floor has two recessed entries and aluminum frame display windows. The clerestory windows are covered with wood panels. A stepped band of bricks creates the sills for the five evenly spaced second floor windows. The windows are capped with an arched window hood with a keystone. The windows were replaced in 2008. They are fixed pane with 20-pane windows.

417 W. Will Rogers Boulevard, Contributing, 1916

The two story building has two distinct entrances on the first floor of the façade. The east has a recessed central entry with a wood and glass entry door. The display windows are aluminum frame. Located above the display windows is an 87-pane clerestory. The entire display area, including the clerestory, is surrounded by a single stone band. The west has a recessed entry to the left with aluminum frame display windows. A single aluminum frame pedestrian door is located at the west corner. Located above the display area is an 87-pane clerestory. The entire display area, including the clerestory, is surrounded by a single stone band. Located between the first and second floor is a frieze detail with dentils and ornamentation at the corners and center in stone. The stone band atop the frieze creates the stone sills for the second floor windows. The second floor has six evenly spaced windows. The windows are comprised of a single one-over-one double hung window flanked by a fixed pane wood window. Each window has a flat decorative window hood in stone and brick that conforms to the shape of the window. Located in the second floor frieze is dentils, and decorative stone banding. The parapet is stepped stone details.

419 W. Will Rogers Boulevard & 114 South Missouri, Non-Contributing, ca. 1905, ca. 1950 & 1998

This two-story brick building is address on two streets resulting in two main elevations. The south elevation has three evenly spaced entries. The central entry is an aluminum frame glass door, with an aluminum frame transom, that leads to the second floor. The southwest entry has a set of recessed aluminum frame doors with a small display window. The southeast entry is located at the corner, is recessed and has a modern metal door with sidelights and a transom window. Located between the central entry and the southeast entry are two fixed pane windows and three green marble panels. They are set in a stone surround. The second floor has a green marble band that extends vertically from the central entry to the parapet. Above the southeast corner entry is a large green marble panel that extends almost to the parapet. Located between the two marble panels are two one-over-one double hung windows set in a stone surround.

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The second façade (114 South Missouri) has a central entry with two aluminum frame glass doors. Located on either side of the door are three fixed pane windows and alternating green marble panes. They are set in a stone surround. Located at the southwest corner is drive through and an aluminum frame, glass door. The second floor has three one-over-one double hung windows above the central entry. North of that is a single one-over-one double hung window and three sets of two, one-over-one double hung windows. South of the three central windows are three sets of two, one-over-one double hung windows. All of the second floor windows are set in a stone surround.

511 W. Will Rogers Boulevard, Non-Contributing, 1979

The two-story brick building is located at the corner of the Will Rogers Boulevard and Route 66. The central entry on Will Rogers Boulevard has a mansard roof canopy covering the aluminum frame glass entry doors. Located on either side of the door are two large fixed pane windows. The second floor features six large fixed pane windows. The elevation facing Route 66 has five two story fixed pane windows. The southeast elevation features the drive-thru banking operations including a large awning with mechanical delivery system.

Muskogee

107 South Muskogee, Contributing, ca. 1920

This one-story brick building was constructed ca. 1920. The façade has two one-over-one hung windows with brick sills and soldier course lintels and a wood panel door. The parapet is soldier course brick and a header course coping. The side elevation is concrete block with a single one-over-one hung window.

111 & 121 South Muskogee, Non-Contributing, ca. 1920

This two-story brick building has a central entry with two pane and panel doors capped with a metal awning. The first floor also has wood siding that serves to reduce the window openings from the historic appearance. It now has three six-over-six hung windows. The second floor has four six-over-six hung windows with wood in-fill to reduce the window opening size. A continuous masonry band serves as the sills and lintels. The parapet has brick dentils and a masonry coping. The alley elevation has two modern oriel window and an eight-over-eight hung window on the first floor. The second floor has four six-over-six hung windows.

117 North Muskogee, Non-Contributing, ca. 1990

This is a rectangular metal, one-story building. Three elevations have a metal awning with shelters the entrance, a large display window and double hung windows on the side elevations.

Cherokee

106 North Cherokee, Contributing, ca. 1955

This is a one-story stucco clad building with a central wood frame wood. On either side of the entry is a large display window. The alley elevation also has a large display window. The parapet is unornamented.

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106 ½ North Cherokee, Non-Contributing, ca. 1945

This is a side gable metal pole barn. The gable roof is clad with standing seam metal. The walls are clad with standing seam metal. The side elevation has a metal door and two multi-pane windows.

112 North Cherokee, Contributing, 1945

This is a one-story gable front stucco clad building. The gable roof is clad with asphalt shingles. It has a central entry with smaller display windows on either side. Located in the gable peak is an arched louvered vent.

114 North Cherokee, Contributing, ca. 1894

This two-and-one-half-story house was constructed as a boarding house. The Queen Anne style house has a corner entry with a partial wide stone porch. Above the entry is a corner tower with one-over-one hung windows on the second floor. The first floor of the façade has an oriel window with two a Queen Anne upper sash windows. The second floor has one-over-one hung windows. The house also has typical Queen Anne details including bay windows, wood shingles for ornamentation, and window hoods.

120 North Cherokee, Non-Contributing, ca. 1945

This is a one-story false front building. The façade has a metal door and three small display windows. The parapet is void of ornamentation. The gable roof is clad with asphalt shingles. The 4th Street elevation has a small display window and a metal door.

115 North Cherokee, Non-Contributing, ca. 1945

This is a one-story brick building with dentils in the parapet. The façade has been altered so that there are two sets of four narrow windows sheltered by wood awnings. The 4th Street elevation has been converted into the façade. A bay window has been added to this elevation along with a one-story projecting entry with multiple windows and an entry door. The alley elevation has a one-story addition that extends the full length of the building and has a single entry door.

Missouri

110 North Missouri, Contributing, ca. 1905

This two-story building is located directly behind the Eaton Building on West Will Rogers Boulevard. The façade has a central entry that has been enclosed by a window. The metal awning over the entry is extant and the brick arch over the transom, which is currently covered, is extant as well. On either side of the central entry is a window opening with glass block with a stone sill and lintel. The second floor has two multi-light windows. Each has a stone sill and lintel. The northwest elevation is clad in stone. There are multi-light windows with stone sills and lintels on the first floor and single pane windows with stone sills and windows on the second floor.

116 North Missouri, Contributing, ca. 1920

This is a one-story brick building. The façade has a central entry with display windows on either side. The parapet has brick detailing that creates two rectangles in the parapet. The alley

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elevation has no openings. The 4th Street elevation has a stepped parapet and a single entry in the middle of the elevation.

115 North Missouri, Contributing, ca. 1920

This is a one-story brick building with a central entry with a transom window. Located on either side of the entry is a large display window, each with a transom. Located in the parapet is a ghost sign which reads "Servell Grocery & Market." The alley elevation has one window opening which has been covered with a wood board.

117 North Missouri, Contributing, ca. 1915

This is a one-story masonry building. The façade is clad with brick and has a recessed central entry with a transom. Located on either side of the entry is a large display window with a clerestory window. The brick parapet has three recessed brick panels. The 4th Street elevation is constructed of rough faced stone and was never intended to be seen as it was a party wall.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Commerce

Period of Significance

1890-1955

Significant Dates

1903, 1926

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hawk & Parr

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Downtown Claremore Historic district is eligible for listing in the National Register of Historic Places under Criterion A at the local level for its association with historic commercial activities in Claremore. The District is composed primarily of one and two-story commercial style buildings that date from the late 1890s through the 1930s. Overall, the buildings in the district are modest in size, style, materials, and ornamentation. The iconic six-story Will Rogers Hotel anchors the west end of the District. As the core of the central business district, this area has been the center of commercial development in Claremore from shortly after its founding in the 1880s to the present. The vast majority of the buildings were completed by the 1930s, with most commercial construction activity after this time being in the form of renovations. The buildings in the Downtown Claremore Historic District reflect the commercial growth of this community, growth spurred by transportation routes, transportation related activities and the bath house industry.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Claremore is located in Northeast Oklahoma, 27 miles northeast of Tulsa and is the County seat for Rogers County. Incorporated as Claremore, Indian Territory under Cherokee law in 1883, the community sprang up between the newly laid lines for the Frisco Railroad on the west border and the Southern Missouri on the east. Claremore is bisected by Historic Route 66 and State Highways 20 and 88. Agriculture, farming and ranching was the primary industry for the area and the first businesses catered predominately to those endeavors providing necessary goods and services such as with hardware, dry goods and livery. Passenger and freight depots were essential for the early businesses.

Several factors occurred in the early 1900s that would enhance the economic base of the community. George Eaton's ill-fated oil drilling venture in 1903 led to the discovery of a large artesian well. Marketing the foul smelling black liquid as a "cure-all for all that ailed you," the bath/mineral water house industry flourished through the 1950s. Catering to the burgeoning bath house visitors, the complementary businesses, including opera houses, movie theaters, restaurants, and hotels, filled the downtown buildings. Public roads also played a major factor in downtown's success. "The Mother Road", historic Route 66, ensured Claremore's continued economic success as countless travelers took advantage of the popular east/west travel corridor. Numerous automotive related businesses, from sales rooms to repair shops, took the place of livery/stock related ventures.

Railroad Driven Economic Development

In the years following the founding of city in 1883, Claremore grew from a small settlement where two railroads intersected to a robust commercial center. Much of the rapid growth can be attributed to the railroads, which enabled and encouraged the development of the local economy. Many new businesses were created and permanent structures of brick and stone were constructed to replace those made of wood and tin.

By 1894, there were 44 structures in what is currently known as the downtown district bordered by 4th Street, Muskogee Avenue, Patti Page Boulevard, and Lynn Riggs Boulevard. Many of the early businesses supplied goods and services for the agricultural sector. Many of the businesses reflected the rural agricultural nature of the community, including numerous livery stables, a blacksmith, hardware and implement store, and harness store. In addition, there was a general store, dress maker, shoe shop, print

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shop, a photo business, and a hotel. Other nearby businesses included a drug store, restaurant, and more general stores and hotels. Primarily because of the railroad service, the number of structures in the downtown district increased from 44 to 74 structures between 1894 to 1903; an increase of 68 percent in less than 10 years.

Growth and diversification of the economy spurred by the railway traffic continued. By 1907 when Oklahoma became a state, there was also a new feature in Claremore: bath houses. These bath houses were widely known to have natural "radium water" which provided medical cures for many diseases. Bath houses would become the most important factor for rapid economic development in Claremore for several decades.

In subsequent years, the railroad continued to provide vital services to the community. Feed mills and elevators were constructed to receive and ship grains. Lumber yards and fuel oils were transported to the local depot. However, with the invention and mass production of automobiles, transportation over road began to become an important means of transporting people and goods. Eventually passenger service to Claremore was terminated by both railroads and freight was generally limited to lumber and grain.

Bath Houses Driven Economic Development

George Washington Eaton was one of the founding fathers of Claremore. Eaton was a successful businessman who constructed many residences and commercial buildings, including one historical structure containing the name "Eaton" in stone at the top of the building. The building served as hardware store for decades, but the upper floor contained the early court rooms. In 1903, Eaton drilled for oil approximately one mile from the downtown district and discovered foul-smelling water instead. While most people might have deemed the effort a total loss, Eaton was quite an entrepreneur and thought this mineral water might have healing properties.

Reportedly the water was analyzed and although no radium was found, he called this foul-smelling water "radium water" in a clever marketing strategy that appealed to popular notions of healing properties attributed to radium. The artesian well water smelled like rotten eggs and contained sulfur and hydrogen sulfide. Some physicians during the first few decades of the 20th century considered radium water medicinal. While apparently there was no scientific evidence to support the claims, anecdotal evidence was widespread. Patients claimed that it cured stomach problems, rheumatism, eczema, and almost every other illness. By 1904, Eaton had constructed the first bathhouse in Claremore, the Radium Wells Company Bathhouse; other bathhouses soon followed.

The Mendenhall Radium Water Bathhouse (NRIS #83002127) and the Sanitarium Bath House opened in 1905 followed by the Bungalow Bathhouse in 1906. The Mendenhall Radium Bathhouse changed ownership over the years with the name reflecting the change in ownership. John and Harold Bennett purchased it, remodeled, and added living quarters. Bennett operated bathhouses for 44 years giving some 9,000 to 12,000 baths per year. The area around the original well developed into its own community known as Radium Town and contained a pharmacy, grocery store, cafe, hotel, and other bathhouses.

The Sequoyah Hotel and Bathhouse was built between 1907 and 1911 and was owned by Haddeds. The Sequoyah Hotel and Bathhouse continued to operate until at least 1951. The Cobb Bath House and two others were available to the "colored people." Very little is known about these bathhouses. In 1924, the first community sponsored bathhouse was constructed in Claremore and named the Radium Bath House. Constructed at over \$1 million in today's currency, it proclaimed to be Claremore's finest bathhouse and continue to operate for three more decades.

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The six-story Will Rogers Hotel and Radium Water Bathhouse opened on February 7, 1930. The bathhouse was on the top floor of the hotel. Some 75-80 people per day used the bath facilities. The Will Rogers Hotel attracted patients nationally and even some internationally. Prominent people frequently visited the hotel and bathhouse. Even Will Rogers stayed at the hotel when he visited Claremore. At the time, Will Rogers was the number one movie star, a writer for a nationally-syndicated column, top radio host, and vaudeville entertainer. He often touted his hometown of Claremore and its healing mineral waters. In 1923, Will proclaimed, "Claremore, Oklahoma, greatest one-night stand health resort in the world." It is no wonder that such strong endorsements from Will contributed greatly to the influx of visitors and significant boost the Claremore's biggest industry. In 1931, bathhouses drew 60,000 visitors to Claremore and took in nearly one million dollars.

While the bathhouses were the primary attraction during the first two decades of the 20th century, there were many businesses that catered to the thriving tourism population coming for the healing radium baths. The City Hall, built in 1911, featured not only offices for the City government, but a wading pool, a small park, amphitheater and a sizeable exhibit of caged monkeys. Two opera houses also offered a variety of vaudeville type shows. By 1919, downtown was home to 5 movie houses: The Lyric, Past Time, Yale, Claremore and The Electric Theater, which advertised "Moving Pictures Only". A bowling alley and several billiard rooms were also in business. By 1945, the Yale Theater, along with the Palace and Cadet Theaters were still in operation.

Mineral water bathhouses remained popular through the 1930s but began to decline due to antibiotics, drugs, and other health therapies. The community sponsored bathhouse, the Radium Bath House closed in 1956. While the bathhouses grew less popular during the '40s and '50s, several continued to exist until 1990 when the Will Rogers and Lacy Bathhouse closed. Undoubtedly, the radium bathhouses were a primary economic driver for the local economy for five decades.

Automobile and Route 66 Driven Economic Development

While the earliest economic development in Claremore was a result of the intersection of two major railroads, development in the first half of the 20th century was encouraged by the construction of mineral water bath houses; the invention, mass production, and wide spread adoption of the automobile; and the construction of U.S. Route 66.

Claremore's population and commerce developed rather quickly after the community was incorporated under Cherokee law and lots were auctioned off in 1883. By 1893, there were 14 businesses in Claremore (Oklahoma Historical Society Encyclopedia). Claremore was incorporated a second time on May 2, 1903. From 1900 to 1950, the population of Claremore grew more than five-fold as indicated below.

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Date	Population
1900	855
1910	2,866
1920	3,435
1930	3,720
1940	4,134
1950	5,494

Claremore grew rapidly from 1900 to 1920 because of the large influx of tourists seeking health care at the bath houses. Claremore continued to grow even in the 1930s and 1940s when the state of Oklahoma was losing population due to the migration associated with the Depression, the Dust Bowl and World War II. Oklahoma was only one of six states to lose population in the 1930s and only one of four to lose population in the 1940s. Oklahoma lost the most population in any one decade than any other state; Oklahoma lost 103,083 people during the 1940s (Hobbs and Stoops, U.S. Census Bureau). While many communities in Oklahoma lost population, Claremore continued to grow.

The mass production of the automobile made them affordable to most American families. In Oklahoma, there were only 3,000 passenger cars and motor trucks registered in 1913 (Statistical Abstract of the United States, 1910). By 1915, the number had grown to 25,032, and by 1920, the number had exploded to 212,880. The extremely rapid growth continued in 1930 to 550,000, but the depression and Dust Bowl took a toll on purchase of vehicles. In 1935, the number of vehicles dropped to 502,000, increasing moderately to 575,000 in 1940, but quickly fell to 505,000 in 1945 due to WWII. The postwar years up to 1950 were marked again by rapid growth with some 819,000 vehicles registered in Oklahoma (Statistical Abstracts of the United States, 1920, 1920, 1930, 1950, and 1952).

The growth in motor vehicles created a demand for more and improved roads. In 1904, there were only 43,554 miles of public roads in Oklahoma and very few were improved. By 1919, there were 107,916 miles of public roads yet only 0.7 percent (700 miles) of them were improved. The total miles of public roads in 1950 was reduced to 91,871 due to better surveys, reclassification, and elimination of section lines where public roads were never constructed. By 1950, only 26.6 percent of the public roads were improved all-weather roads. Thus the number of miles of public road almost doubled from 1904 to 1950, yet, only about one-fourth of them were improved.

The growth of the number of motor vehicles and the expansion of public roads had a profound effect on Oklahoma communities and their local economies. The growth of motor vehicles created many new employment opportunities. Some were employed in the manufacture of motor vehicles while many others were engaged in sales and financing of the vehicles. Still larger numbers were engaged in service and maintenance of the vehicles. Many were employed in the construction and maintenance of public roads. With the growth of motor vehicles, the demand for all-weather roads that were straighter, safer and faster increased rapidly. The transition from horse drawn wagons and carriages to motor cars and trucks displaced many workers who had been employed in equine businesses or facilities. While some workers were displaced, other workers found new opportunities if they could learn new electrical, mechanical, or construction skills.

The economic development of Claremore was greatly influenced by the transition from horse-drawn wagons and buggies to motor cars and trucks. Sanborn maps show there was only two motor car-related businesses in downtown Claremore in 1916. One was an auto garage and repair business and the other

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was a 16-car capacity garage. However, there were still numerous livery downtown although some had already been razed by 1916. The transition from horse drawn to motor driven had just started. According to the 1915 Atlas published by the American Geographic Institute which contains a map of the "Principal Automobile Highways" in the United States, Claremore was located on the intersection of two major highways. One of the highways into Claremore from the northeast was later designated as Route 66, which became a major source of revenue for Claremore businesses.

Claremore thrived in the 1920s because of the important transportation nodes and the attraction of the mineral waters that brought many tourists and people seeking treatment for a wide variety of illnesses. The two railroads initially brought many of those seeking the mineral waters to Claremore. Both rail systems offered passenger and freight service to Claremore. As motor cars became more plentiful, more people arrived by motor car since Claremore was served by two principal highways. A series of events primarily in the 1920s and 1930s created Route 66 that later brought more economic development to Claremore.

The series of events actually began in with the Passage of the Federal Aid Road Act of 1916, which made funds for highway construction available to states. The funding system encouraged cooperation between state and local entities, which led to better determination of routes and their improvement. Congress later passed the Federal Highway Act of 1921, establishing the federal highway system by authorizing a new interstate system (Michael Wallis, Route 66).

Cyrus Avery, an Oklahoman and resident of Tulsa, became the most influential person in determining national policy regarding the interstate highway system. He gained valuable experience and expertise while serving in many capacities, including State Highway Commission of Oklahoma in 1923, the first chair of the State Highway Commission of Oklahoma, President of the Associated Highways Association of America, which included 42 member organizations, and the leader of the American Association of State Highway Officials (Wallis). In 1924, Avery was chosen as a consultant by the Secretary of Agriculture to confer with the 48 state highway departments in determining the most important highways in the United States. He ultimately convinced the group to support a route going through Tulsa. The national plan proposed by Avery was adopted by the federal government in 1926. This route, which also went through Claremore, was designated Route 66. Route 66 would play a major role in the economic progress of Claremore for the next four decades. In 1926, only 800 miles of the 2,400 miles of Route 66 from Chicago to Santa Monica were paved. By the early 1930s, 85 percent of Route 66 in Oklahoma was concreted.

According to Michael Wallis, "Highway towns in Oklahoma thrived on the revenue" (p91). Claremore was no exception. Claremore benefitted from the large number of people and vehicles that traveled down Route 66. Travelers needed service for their vehicles, food, and lodging. Additional service stations offering gas and other services located on Route 66 in Claremore. There was also a significant need for repair shops for the vehicles of that era. Some shops offered tire service, others offered mechanical or electrical or battery service, and still others repaired radiators that were overheating. Motor lodges were added although Claremore already had many hotels within three blocks of Route 66. Restaurants and cafes were added also to meet the needs of the travelers. Buses became commonplace, and a bus station was added to the downtown area.

Gone were the livery stables, the buggy houses, feed stores, the blacksmiths, and the harness shops. They were replaced by gas stations, auto sales and service businesses, battery shops, tire and vulcanizing shops, auto repair shops, welding shops, and auto storage garages.

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Route 66 became the preferred route to the west coast because of the more favorable weather conditions, fewer mountains, and improved roads. By 1938, the entire length Route 66 was paved. The road was heavily traveled not only by tourists but by trucks transporting finished goods from the manufacturers or agricultural products to market. People seeking treatment in the mineral waters of Claremore continued to travel to Claremore. However, with the completion of Route 66, travelers arrived by car and bus as well as train. The bathhouses that were dependent upon travelers continued to flourish into the 1950s.

During the Depression and Dust Bowl era, many individuals and families migrated to California in search of jobs. An estimated 210,000 people migrated to California and most of them traveled on Route 66 (Wallis). However, only about 8 percent of the migrants remained in California while the others returned to their place of origin. Thus the travel was bidirectional and was a source of revenue for the towns along 66, including Claremore.

The buildings located within the Downtown Claremore Historic District are symbolic of the city's founding, commercial growth, and change in this important Oklahoma community. With a few notable exceptions, the majority of the buildings in downtown Claremore are vernacular in design, built for local business people, reflecting the time in which they were constructed in terms of style and materials. The district retains a high degree of historic integrity in terms of design, location, setting, materials, workmanship, feeling, and association. The Downtown Claremore Historic District is eligible for listing in the National Register of Historic Places because of its commercial significance at the local level.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)
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Sanborn Maps, 1894, 1896, 1898, 1901, 1907, 1903, 1911, 1916, 1925, 1933, 1940, 1951

Michael Wallis, *Route 66, The Mother Road*, New York: St. Martin's Griffin, 2001

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreege of Property 10 acres MOL

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 36.313489 | Longitude: -95.615442 |
| 2. Latitude: 36.312187 | Longitude: -95.612458 |
| 3. Latitude: 36.311533 | Longitude: -95.612399 |
| 4. Latitude: 36.310728 | Longitude: -95.612940 |
| 5. Latitude: 36.312133 | Longitude: -95.616261 |

Verbal Boundary Description (Describe the boundaries of the property.)

Starting at the intersection of South Lynn Riggs Boulevard (Route 66) and 4th Street; extending southeast to the intersection of 4th Street and North Muskogee Avenue; extend southeast to the intersection of South Muskogee Avenue and alley; extend northwest along alley to the intersection of the alley and North Lynn Riggs Boulevard (Route 66); extend northwest to the point of origin.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries selected include the historic downtown Claremore and encompass the commercial properties that retain the highest degree of integrity. Development to the northeast and northwest of the district is highway commercial supporting the transportation routes and to the southeast of the district is residential.

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11. Form Prepared By

name/title: Claremore Main Street/Ray Brown/Lynda Ozan
organization: _____
street & number: 419 W. Will Rogers Boulevard/800 Nazzih Zuhdi Drive
city or town: Claremore/Oklahoma City state: Oklahoma zip code: 74017/73105
e-mail lozan@okhistory.org
telephone: 405/522-4478
date: February 25, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: Downtown Claremore Historic District

City or Vicinity: Claremore

County: Rogers

State: Oklahoma

Photographer: Lynda S. Ozan

Date Photographed: 21 August 2015 & 12 January 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

Number	Subject	Direction
0001	300-304 W. Will Rogers Boulevard	Northwest
0002	312-322 W. Will Rogers Boulevard	Northeast
0003	400-418 W. Will Rogers Boulevard	Northeast
0004	407-419 W. Will Rogers Boulevard	Southwest
0005	417 W. Will Rogers Boulevard	Southwest
0006	514-524 W. Will Rogers Boulevard	Northwest
0007	115-117 North Missouri	Northwest
0008	317-321 W. Will Rogers Boulevard	West
0009	106-112 North Cherokee	East
0010	107-121 South Muskogee	South

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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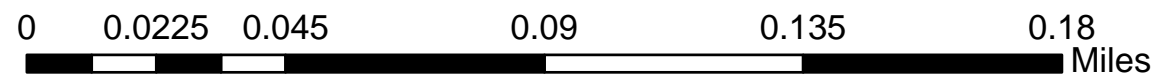
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Downtown Claremore Historic District
West Will Rogers Boulevard bounded by Route 66, Muskogee Avenue,
4th Street and the alley between West Will Rogers Blvd and 2nd Street
Claremore, Rogers County, Oklahoma



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Downtown Claremore Historic District
 West Will Rogers Boulevard bounded by Route 66, Muskogee Avenue,
 4th Street and the alley between West Will Rogers Blvd and 2nd Street
 Claremore, Rogers County, Oklahoma
 Photograph Key



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

