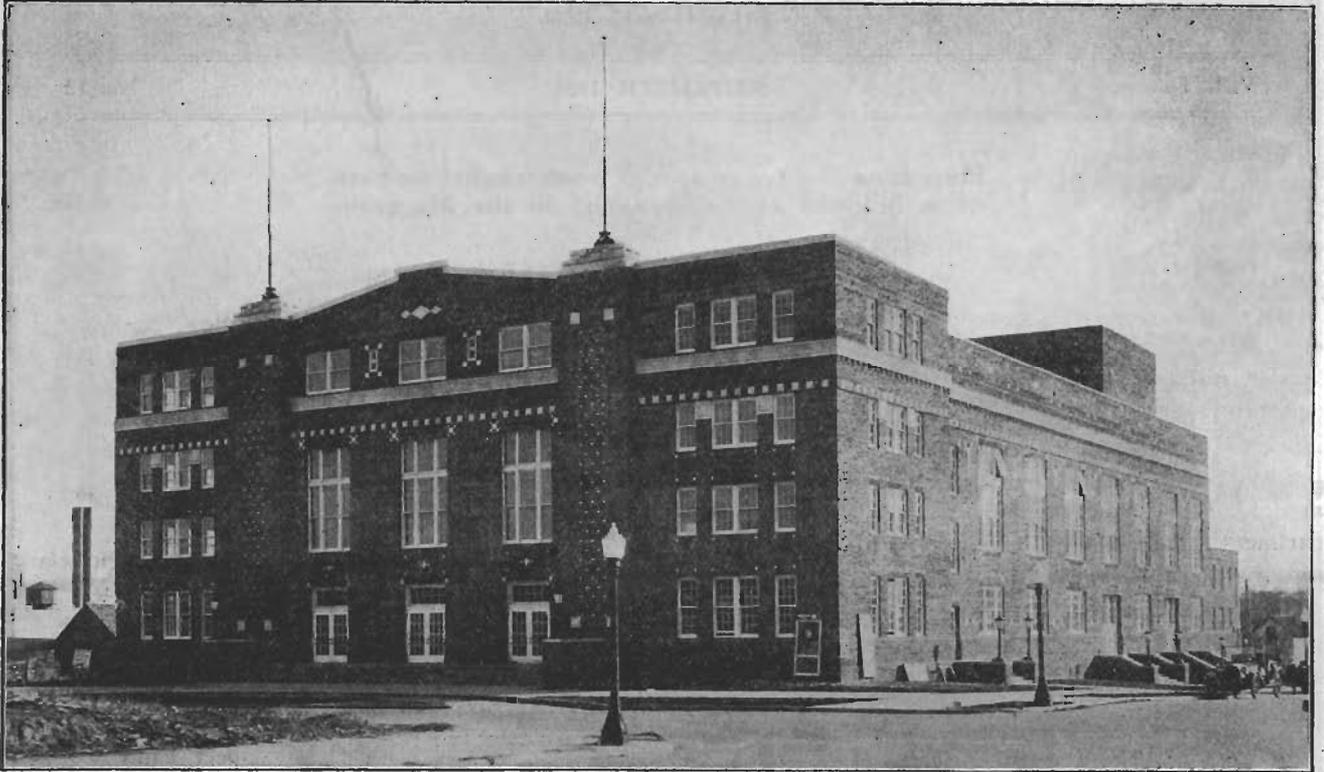


ENID One of Oklahoma's Fairest and Most Progressive Cities

By J. H. McKIDDY, for the Enid Chamber of Commerce



Convention Hall, Enid, Okla.

MARVELS cast their reflections to all the world since the white man came to Oklahoma to help the Indian build a community in modern ways. The easterner who makes a trip to the Southwest always changes his mind about the "wild stories of the wild country." He takes a message back home that wonderful things have happened in Oklahoma since statehood in 1907. Magnificent, modern homes have taken the place of wigwams and adobe houses; oil derricks almost take a place for every tree; broad, fertile plains of flowing grain and green pastures inhabited by pure-blood stock are now seen instead of the sand wastes; large business houses rear skyward in many cities which once were only small hamlets; a cosmopolitan population vies to make the state's hospitality felt to the far corners; there is a wonderful romance in it all and a thrill to all who come within Oklahoma's borders.

Of these marvel cities one rose out of the sand and uncultivated lands of thirty years ago to claim a distinction. It is the metropolis of Northwestern Oklahoma and the capital of Garfield County. Other cities of Oklahoma have risen rapidly from the uninhabited land of a few decades ago, but perhaps none can eclipse

the record of Enid, thirty years ago a vast, fertile country where only the Indian and an occasional cattle man roamed.

The story of Enid, Okla., is beautiful in itself, one that would make a book filled with struggles, romance with thrills to keep the reader interested. In its romance those who came to the barren country in the early days now look upon it with a mighty degree of pride when they see a city of 25,000 in all its modern facilities in contrast to the picture just three decades ago. In struggles, each pioneer has his own narrative that is always interesting to posterity. The fruits of their struggles are in "The City Beautiful," a name which has been applied to Enid.

Back before the year 1893, Uncle Sam owned a strip of land in Oklahoma, rich in soil, but non-productive. The land had been set aside as somewhat of a traveling ground for Indians in pursuit of their habits. However, the government had a habit of not letting land lie idle if it is good for anything and on September 16, 1893, a mighty mass of humanity and horse flesh surged and struggled across the southern line of the State of Kansas and from the southern

part of Oklahoma to inhabit the Cherokee Strip.

The name Enid is of Celtic origin, meaning the soul in its broader sense. With such an inspiring name the pioneers set out to put their souls in the work of making a city out of the land of "nothing." How they struggled is still upon the lips of all who yet live to tell of those days of hardships and thrills.

While not a pioneer railroad into Enid, the St. Louis and San Francisco Railway was not long in seeing the advantages of a line to this region. Prosperity of the country has helped the road to expand and become a large factor in the transportation system of North-western Oklahoma. Its growth is shown in the resume of its present operations. At the Enid station an average of 620 men are employed yearly, 175 trainmen, 285 in shops, 45 on sections, 50 in the switching service and 65 in the clerical division. The average monthly payroll is \$90,000, or \$1,080,000 per annum, nearly 90 per cent of the wages remaining in Enid. The car department rebuilt 344 cars in 1923. The road operates ten passenger trains and fifteen freight trains daily.

Rising from a few hundred inhabitants to a modern city was accomplished only by vision, that far-sightedness some men possess and work unceasingly until the task is complete. In that respect the city was fortunate from the beginning and was augmented by those who were pioneers and came in later for a somewhat unpraised part.

Since much is due them for their work, these men who worked hard all day and burned coal oil lamps late at night to plan something larger the next day, week or year, it would not be amiss to mention some of them, not forgetting some who remained in the background and had an indirect part—it would take many pages to name them all:

Judge Milton C. Garber, once United States Judge in Theodore Roosevelt's administration, and now congressman from the Eighth District of Oklahoma, located in 1893 at what is now Garber, Okla., 20 miles to the east of Enid, county seat of Garfield County. With his brother, Bert, he aided many in their first hard struggles by "carrying" them to where they could say their heads were above water. A few years later,

Judge Garber moved to Enid and set about in his part as a town builder.

A. P. "Pat" Wilcox, vice-president of the Central National Bank of Enid, is known as Enid's first man. He came on ahead of all to set up a postal station.

J. D. Minton, insurance agent, is known to have aided in the city's growth. Credit for Enid's possessing an abundant water supply of snow water that percolates from the Rocky Mountains, more than 99 per cent pure, goes to the late Newton Burwell, who fought for a deep well system instead of damming up "some pond," as he termed it.

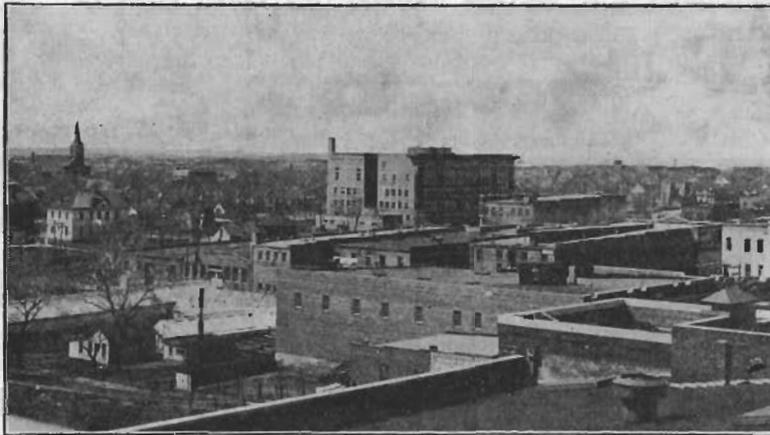
O. J. Fleming, another banker coming later, was one who believed the prairie town had possibilities of a city.

Of the pioneer merchants the story must include Joe Meibergen and Marinus Godschalk, who set up in business immediately after the "run." Only one other store was in operation then, that of F. W. Buttrey.

Those who claim a wide degree of financial wisdom tell you very few cities prosper unless in debt, and in this respect Enid acquired the bonded indebtedness habit early. There was need for paving, fire protection, schools and such things that no

city can long do without. Even during the war when building in most cities of the state subsided and bonds were not marketable, Enid kept right on and had no trouble disposing of securities at a good commercial rate.

Along in 1918 before America had any idea of the war ending that year, the people of Enid and Garfield County began to think of some manner to remember the boys who fought and gave their lives in the country's honor. Memorial shafts, trees and other things were proposed. Judge Garber, who then was mayor, and his commissioner aides, G. W. Pancoast and Jas. W. Butts, decided to propose a bond issue to the people and erect some kind of a building. A public gathering place was needed more than anything else, they said. Consequently the next year bonds were voted to construct a convention hall. One block from the business square there now stands a four-story building covering nearly half a block, built at a cost of one-



Sky line of Enid, Okla.

half million dollars. It has a seating capacity of 5,000, the largest in Oklahoma, it is said, and no one has disputed it. Since the building has been completed, numerous conventions of various trades and professions of the state have been held in Enid, besides a number of high-class New York dramatic productions have been presented, such as "The Bat," "The White Peacock," "The Bronze Woman," "Up in the Clouds," "Hitchy Koo," Field's Minstrels and others. Bookings are now being made for similar productions to appear this coming fall and winter.

The Chamber of Commerce with 750 live members has its offices in Convention Hall, all its departments working for greater things.

Including Convention Hall, three buildings, the other two costing nearly a million dollars, have been erected in the last three years. The new Masonic Temple, a beautiful five-story building, and the magnificent American National Bank Building, eight stories high, followed closely after decision to construct Convention Hall. In fact, since the decision to build the hall, building took on an unprecedented impetus. Fine residences and business buildings are constantly going up in keeping with the business growth.

Other things that add to the pace of growth are good roads. While Enid is on the Meridian Highway, the Albert Pike Highway and the Abe Pass Highway, the county is keeping up its part with federal aid, and is constructing hard-surface roads every year in four directions from the city. There is no indebtedness on these roads, a certain levy being set aside every year by the county commissioners for construction. The county is free from debt, while the city is making rapid strides to get on top of its burden, including indebtedness of a disposal plant and a wonderful waterworks system.

Everyone who visits Enid agrees the city has been rightly named the "City Beautiful." Back long ago the vision of those who held the city reins of government took on the idea of beauty. Instead of narrow streets, they were made broad with pleasing avenues of trees. In the same vision parks were included, and the city boasts of twelve playgrounds for its populace.

There has always been an old "saw" that to have in-

dustries a city must have streams. Yet in this prairie town many miles from any river industry in many phases has cast its lot here and prospered.

To give an idea of what the city owns and of its wealth, along with that of the county, the following resume is subjoined in brief:

Enid is in almost the geographical center of Garfield County and has a population of 25,000, almost all white.

Enid has more railroads than any other city of its size in the United States.

Enid has the finest high school building of any city of its size in the United States.

Enid is the largest retail poultry market in the United States.

Enid has the finest Convention Hall, the most modern in architecture, complete in detail and equipment, and its auditorium has the largest seating capacity of any city in the State of Oklahoma.

Enid's power plant supplies electric current to more

villages, towns and cities outside of Enid than does any other electric power plant from any other city in the state. Names of towns supplied: Waukomis, Bison, Hennessey, Dover, Watonga, Geary, Fairmont, Covington, Oil Fields, Garber, Hunter, Lamont and Billings; total, thirteen; and in so doing requires 179.79 miles of transmis-



Masonic Temple, Enid, Okla.

sion lines and 89 employes to operate the system, with a monthly payroll of \$13,850.

Enid has six banks, five national and one state, and in volume of business ranks fourth among the cities of Oklahoma, and ranks twelfth in volume of banking business in the Tenth Federal Reserve District in which district are the cities of Kansas City, Mo.; Omaha, Neb.; Denver, Colo.; Tulsa, Okla.; Topeka, Kans.; Oklahoma City, Okla.; Wichita, Kans.; Kansas City, Kans.; Pueblo, Colo.; Lincoln, Neb.; St. Joseph and Joplin, Mo.

Enid city mail service: Total number of arrivals and departures of mail trains every twenty-four hours, 40; total number of employes required to handle the Enid mail, 55; total monthly payroll of same, \$9,749.70; total receipts for the year ending December 31, 1922, \$100,609.92, a gain of \$4,298.40 over the previous year, 1921.

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PARIS

In Texas, of Course, and A Hive of Industry



City Hall and Central Fire Station, Paris, Texas.

TEXAS is a big place—so big and so expansive are the bounds of its extensive territory that it has rightly been called “The Lone Star State” of the Union. From the time when the first pioneers blazed the trail into its vast, unoccupied territories, going back and sending back wild stories of the longhorns and real cowboys that possessed the land, there have been thoughts of wonder and imagination in the minds and hearts of the people of other states as they think of “Texas.”

The day of thinking that Texas is only a place where people go to see the native buffalo roam the plains, and a place where the rudeness of the western life exists, is past and Texas is coming to its rightful place in the production of great things, such as statesmen, artists, orators and cities.

The latter product named is the real point of the story, which concerns the progress and the

many interesting episodes of the City of Paris, which is really the “North Star” of the great state called “The Lone Star State.”

In the first place, Paris is one of the most modern, well planned, cleanest and most beautiful little cities in the South, and it has become famous within late years for just those things.

Three years ago Paris celebrated the centennial of the first settlement, in what is now Lamar County, with a pageant that depicted the progress and growth of the pioneer city for the last hundred years. How

much farther back history goes matters little, for what interests the people of today is what has actually been accomplished and what is happening right now.

Although Paris is one of the oldest cities in the South, it is at the same time one of the most modern. Rising from the ashes and cinders of a fire that destroyed practically



Airplane View of Plaza, Paris, Texas.

the entire city, with a loss of between \$10,000,000 and \$15,000,000, the city has blossomed forth to its present position as a commercial center and the metropolis of Northeast Texas.

In the spring of 1916, when the smoke and dust of the great fire cleared away, leaving masses of ruins over the city, the vast problem of reconstruction was before the citizens. It was at this time that the city plan was put into effect and the town was rebuilt. It is "tailor made," one might say, being cut to measure and fitted together by expert and experienced heads in charge.

The city is governed by a mayor, elected by popular vote with a council to act as an advisory board.

The 1,400 homes and business houses that were destroyed by the flames have been replaced by more than 3,000 modern buildings, which includes practically all the business district and a great portion of the residential district.

Paris has within its bounds over 25 miles of paved streets, 5 miles of street railway, 120 miles of cement walks, and 16 miles of sewers (the system is now being rebuilt and extended).

Being located as it is, Paris is the junction for two national highways, Nos. 19 and 5; and hard-surface concrete roads, going in all four directions from the city, joining on to gravelled public highways, make it accessible at any time of the year to the adjoining cities. Five railroads, Texas & Pacific, Texas Midland, Paris & Mount Pleasant, Gulf, Colorado & Santa Fe, and the Frisco Railways pass through Paris, thus giving ample railroad service.

That the city is interested in the welfare of its girls and boys is evidenced in the fact that there are ten public schools, including six brick ward schools and one high school that is one of the most modern and well equipped schools in the state; Notre Dame, a Catholic school; Paris Commercial College, drawing students from a number of states.

A Junior College has been proposed and in all probability will be in operation in 1924; and within the next year or so Paris will be offering facilities for univer-

sity preparatory work within its own doors to the children of the city and surrounding communities.

The spiritual welfare of its citizens is also provided for in the 17 modern churches, several of whom rank among the most beautiful and costly edifices in the United States. The First Methodist was recently completed at a cost of \$300,000.

Besides the things already named, Paris has two municipal parks, a well equipped tourist park, three hospitals, two private and one city-county; and various civic organizations, such as the Rotary and Lions Clubs, and various country and private clubs.

A glance at the industrial activities of the city shows that it has many factories, employing a total of 2,000 employes; and the annual payroll amounts to something like \$1,500,000. Among these are found a broom

factory, a handle factory, a crate factory, a modern furniture factory and an overall factory that is supplying North Texas and many other points with manufactured overalls and jumpers.

As cotton is the main dependence of the entire surrounding country, as well as the City of Paris, and Paris being the largest city within the radius of 120 miles, it naturally is a great center for cotton ginning, compressing and market-

ing. Four gins, two cotton oil companies and a modern, well equipped compress answer to the needs of the cotton which moves to market through Paris each year.

The city is adequately protected against fire by modern and well equipped fire stations, and the entire department is motorized with full-time paid crews to each of the several machines.

Lake Crook lies just west of Frisco Mile Post 579 and is the last word in an open water supply system. For years Paris has experienced, during the hot summer months, a shortage of water, but with the completion of Lake Crook, perfected by the damming of Pine Creek, and the acquisition of something over 3,000 acres of land, there is no need for worry that there will be an ample supply of water in years to come.

The plant is modern throughout. The dam is 4,600



Lamar County Court House, Paris, Texas.