



MARKTOWN UPDATE

A publication of the Marktown Preservation Society

March 2007

Historic Preservation As A Tool For Revitalization

They are called social and architectural anchors. They are the buildings that we grew up with. They are the stores, banks, theaters, churches, neighborhoods and municipal building that people often speak of in terms like "They don't build 'em like that anymore." And they are right. Neither the craftsmen nor the materials are readily available to construct such structures in the 21st century. But the restoration of such buildings can and should be one of the best revitalization tools available to cities like East Chicago, Hammond, Whiting and Gary.

All four cities are over 100 years old. All four cities were built over a period of decades, and three of the four cities have suffered the loss of the original industries and the investment and reinvestment dollars that should have been spent to continue the legacy for generations to come.

The problems that face these cities did not spring up overnight or after one particular election or another. They are social problems that restrict the potential for reinvestment on both a block-by-block and regional basis. Quite simply, no one is going to come into the Calumet Region, raze entire blocks of residential and commercial properties and then build entire new neighborhoods for the present and future residents. That's a fact - not an opinion.

So, how do we renew our older cities and towns? One key concept that is most often neglected is that of historic preservation. Remember: *They don't build them like that anymore!* And they are right.

New construction, whether local retail or residential has a life expectancy of less than the 30 year mortgage. But, if you restore a pre WWII home or office building its life expectancy is increased to 90+ years.

At a meeting for the North Harbor project this past fall I met a great couple that had grown up in

East Chicago, lived here most of their lives, but had moved to Hammond when their children were about to go to High School. Once their children had graduated they moved back into the exact same neighborhood that they had left some years earlier. Why? They identified with the neighborhood and liked the style and design of the home that they first moved into.

One comment they made was that people shouldn't be permitted to change the exterior of their homes the way they have and that front yard fences and off street parking need to be restricted in the "older, historic neighborhoods." By the way, they live in Indiana Harbor, not Marktown.

Believe it or not, historic preservation and the restoration of older properties does not cost more

than many of the proposed alterations and additions. It is also a great deal more affordable that razing the older structures, filling in the landfills with the debris and then attempting to construct new homes or business districts on the same lands. It's about social and architectural anchors in our community. It is about good government and planning.



The Indiana Theater built in the 1920s stood for more than fifty years on Michigan Avenue in Indiana Harbor. It was razed to make way for commercial and industrial redevelopment which never occurred.



The First National Bank in Indiana Harbor still stands today. The question is, how long will it remain?

BUILD HOME TOWN TO BENEFIT EMPLOYEES

Steel and Tube Company of America at Work on Great Undertaking at Indiana Harbor - Plant Sets Speed Record

The problem of Americanization of foreign workmen is being solved in an interesting way in the plant of the Steel & Tube Company of America, at Indiana Harbor. It is the intention of those who are behind the movement to bring content, if possible, into the lives of the men who came to this country filled with the idea that they are perpetually being wronged and that government is merely an instrument in the hands of those who are upholding class rule, of the type to which the newcomers and their ancestors have been accustomed.

Education of these men and their children is to proceed as rapidly as possible and they are to be brought to the understanding that harmony and mutual helpfulness will bring success more certainly than continual unrest. Most of these men, it has been found, take it for granted that conditions here are the same as in their home countries, and the remedy many of them have in mind is that it is necessary to make trouble.

To remedy this, these men are given steady work at good wages and easy hours. In order to give them pleasant surroundings for their homes a town is being built close to the works. Here these men can live with their families, and it is hoped they will find the homes so attractive that they will gradually give up the

traditions they have brought with them and they will finally come to understand the part they can play as good citizens in helping to establish American principles on a firm footing.

Details of the New Town

The new town, which is an addition to the Indiana Harbor, was laid out by Howard Shaw, architect. It is just west of the railroad right of way at the foot of 129th and is nearly in the shape of an equilateral triangle, with one point touching the main entrance to the big plant. The site was formerly a swamp, part of it having been once known as Berry Lake. A great deal of filling in has been done and the land had been raised so that it is now habitable. The streets run northwest and southwest from the points where they reach 129th Street, so that the town is laid out "on the bias."

The central point of the town is a public square, 280 by 350 feet, which will be surrounded by commercial buildings, including a bank, a movie theater, a small hotel, shops and offices. The town is to be operated on the community principle. Ultimately there will be a club house for the residents, a library and a school.

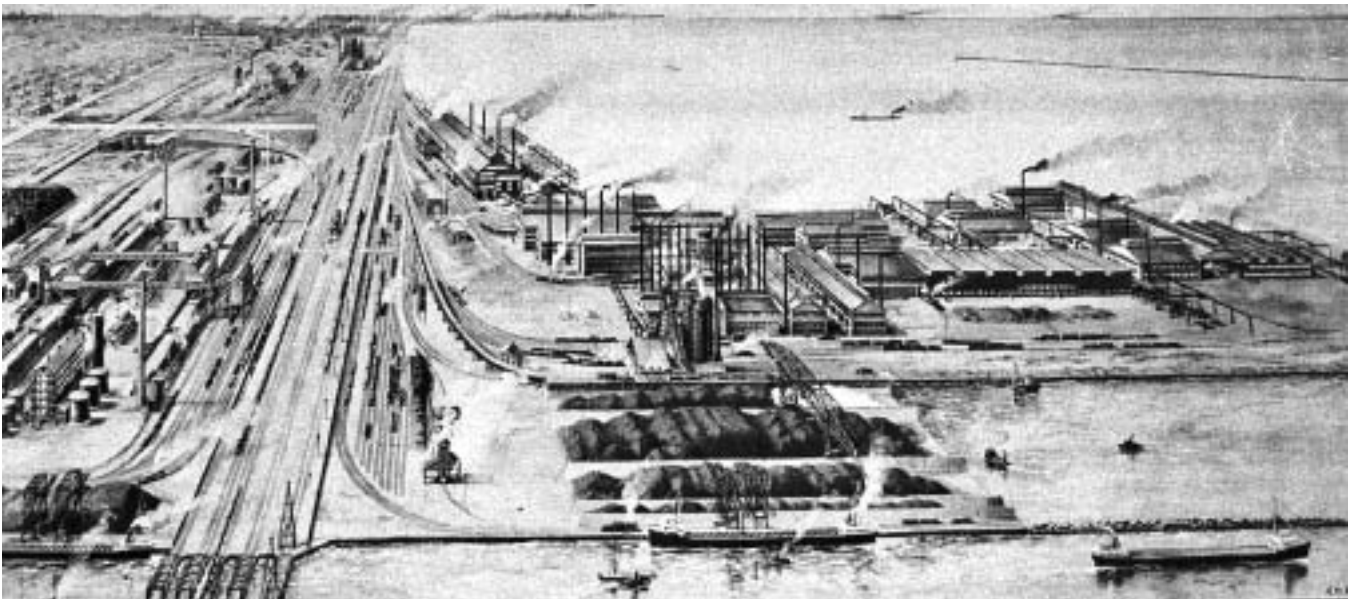
The town is laid out on the novel plan. Instead of the old plan of having a lot with a frontage of about 25 feet, running back to an alley, the lots are nearly

square being about 40 by 50 feet, and alleys are abolished. As the houses are small, two of them are built together. In a few instances four are bunched. These groups of buildings are "staggered" with those that are back of them, so that from every home the view will be open on three sides and will be much freer than it would be under the old plan. The streets are being parked and the parking is to be kept up by the community.

Has Many Novel Features

About 200 houses have been built, and a boarding house containing fifty rooms has been finished. The town also has a public garage and four stores. Sewage and water systems have been put in, with sufficient capacity to supply the entire town. The houses are of masonry construction with hollow tile walls, cemented on the outside. They are finished inside and contain every convenience. It is estimated that some day the town will have a population of 7,500. Improvements have been made on thirty acres of the site and this tract indicates what the entire population will be when the town is finished.

One novel feature is that there is to be a playground in the middle of every block, which can be reached by the children without crossing the street. The playgrounds are to be parked. It is expected



For further information in reference to the history of steel making at Indiana Harbor please visit our website at www.marktown.org.

that the mothers will divide their times so that there will be at least one on watch at the playgrounds all the time.

Large Park Is Provided

A large park is to occupy the part of the town site that is farthest from the works. This is to be faced by the better type of residences. A portion of the old lake is to be left and is to become a park pond. Trees and shrubbery are being planted and everything will be laid out along the most modern lines.

Several model towns, along somewhat similar lines, have been established in Europe in connection with large industrial plants. It is said to have been the experience of the founders that the town did not pay as regards direct return from the investment, but that they have been found to be worth while, mostly from the advertising point of view. The town of Port Sunlight in England, has become famous. The purpose of the founders of the new town at Indiana Harbor is not to make money in the investment in homes, but to Americanize the workmen and to cause their surroundings to be so attractive that the aimless unrest that is so often the cause of trouble, will be done away with.

The story of the remarkable rise of the big plant of the Steel and Tube Company of America (formerly Mark Manufacturing Company), where the workers are employed, is equal in interest to that of the quick growth of the town. Almost all steel plants have been developed by degrees and have grown slowly, part of their equipment, as a rule, is old and part is new. In the plant at Indiana Harbor everything is new as everything has been put up within less than four years. Tonnage records have been excellent and a good demonstration has been made of what a strictly modern plant can do.

Speed Record in Building

In 1916 the lake was washing over the site of this plant. Work was started in the water June 1, 1916, where it had been decided to locate the plant. Land was formed by building a bulkhead in the lake and by pumping in sand from the bottom of the lake. Pumping was started July 7 and by Sept. 12 the filling had progressed sufficiently to permit the laying of tracks on the made ground. Sept. 18 the first piling was driven for building foundations and the soaking pits and billet mill were placed in operation Sept. 17, 1917, one

day less than a year after the first piles had been driven. This remarkable record for speed attracted general attention and was followed by a series of other records for great speed in construction. The amount of work that had to be done can be realized from the fact that the average depth of water at the site was twenty feet. This was filled to a height of sixteen feet above the lake level so that the total fill was 36 feet. All of this was accomplished it should be noted, during the war period.

The plant today is self-contained. It makes its own coke and by-products, the coke, ore and limestone being mixed to make pig iron. Two processes are used in making steel, the Bessemer and the open hearth. Primarily, their plant turns out wrought steel pipe, in addition to furnishing steel for the company pipe mill at other points. One of these plants is at Evanston and the other at Zanesville, Ohio.

Some Details of the Plant

The plant is electrically driven throughout and is the most modern in its equipment of any of its type in the country. It has every known labor-saving and safety device for increasing the output and protecting the workers. About 2,000 men are employed and the output is between 1,500 and 2,000 tons of steel per day.

At the ore docks where the steamers land after their trips from Lake Superior regions, the unloading is done mechanically. The unloaders can handle the largest vessels on the lakes. The ore is unloaded near a point where it can easily be moved to the blast furnace.

Approximately 100 tons of coal is processed at the plant every hour in the coke plant. Between 15,000,000 and 16,000,000 cubic feet of gas are made every day. This gas is burned in the steel plant.

Construction of new buildings and other development have gone on steadily since the start was made in 1916. At that time the work was being done by the Mark Manufacturing company for the purpose of supplying raw material needed in the Evanston and Zanesville plants. The program was grandly enlarged. The plants of the Mark Manufacturing company were then consolidated with those of the Iroquois Iron Company at South Chicago, which has five blast furnaces under the name the Steel & Tube Company of America. Later on this company consoli-

dated with the Newport Mining company, part of the Schlesinger interests. The Company now owns ore and coal mines, in addition to its plants. The amount of steel turned out is steadily increasing.

Many Additions Planned

A Bessemer plant is now under construction, as an addition to the works at Indiana Harbor. The improvements will include a cupola, mixer and converted building, bottom house, office building, power plant and boiler houses. The plant is said to embody a number of developments that embody the latest ideas in such construction. The cupola building will contain three cupola, each having a capacity of twenty tons per hour. The plant was designed by the company's own engineering staff.

The plant as a whole, forms an important addition to the colonies of steel mills on the lake shore in the Chicago district. In this group are included the plants at Gary and South Chicago, as well as those at Indiana Harbor. In this region it is not necessary to haul the ore from the boat to the plants by rail as is the case in the eastern steel regions, and there is a consequent large saving in freight. It is generally conceded that steel can be produced cheaper in the Chicago district than at any other point in the United States and a steady development is therefore looked for in the localities where the plants are now located.

Marktown Update Editor's Note:

In several places throughout the portion of the text that referred to the company housing development, the term "parked" was utilized in a fashion that is relatively unfamiliar today. One example is "*The streets are being parked and the parking is to be kept up by the community.*" The term "parked" in this and other cases refers to park land type settings.

Later in the text we find "*The playgrounds are to be parked.*" Once again, the term "parked" refers to the concept that the land will be park land as opposed to paved for parking cars. When the Mark Town Site was first constructed, the lawns extended approximately 2 1/2 feet onto the public right of way and each home had a street side garden between the home and the sidewalk. This area is now paved for parking.

Paul A. Myers, Editor

Historical Note: In 1920 the Mark Manufacturing Company merged with Iroquois Iron and Steel and became the Steel and Tube Company of America.

History Detectives: The Marktown Edition....

It is amazing to see how the history of Marktown manages to appear in so many unexpected places. On page eight of ***Oil and Water: A Pictorial History of Whiting, Indiana*** by Archibald McKinlay we find this most fascinating quote:

"Berry Lake was Eden-like, full of fish and water lilies, its banks lush with berries, especially raspberries, and luxuriant with woods, topped at the lake's northern end by birches that stood like sentinels guarding a magis place.

"Its southern tip was in the area that became Indiana Harbor, from which the lake ran north-westerly, ending almost due north through the western part of what became Marktown before curling to the northwest and ending just beyond the area that became Carbide and Chemicals Corporation plant (now Prax Air). Most of idyllic Berry Lake became the south tank farm of Standard Oil (now BP), the lake reaching up to the east line of land that became the refinery and connecting with immense sloughs across what became the south end of the refinery."

The leading paragraphs of ***History of Marktown 1917-1967*** published in the ***Marktown Golden Jubilee*** describes the area on which Marktown was built slightly differently:

"Marktown stands on what was

once swampy marshland. In 1907, the East Chicago Engineering Department surveyed and laid out what are now know as Riley and Dickey Roads, both of which dissected Berry Lake. At that time Berry Lake extended from the Pennsylvania Railroad tracks almost to Forsythe Avenue, now Indianapolis Boulevard, and was an excellent spot for fishing, hunting ducks and geese, and for trapping muskrat. In order to transport the

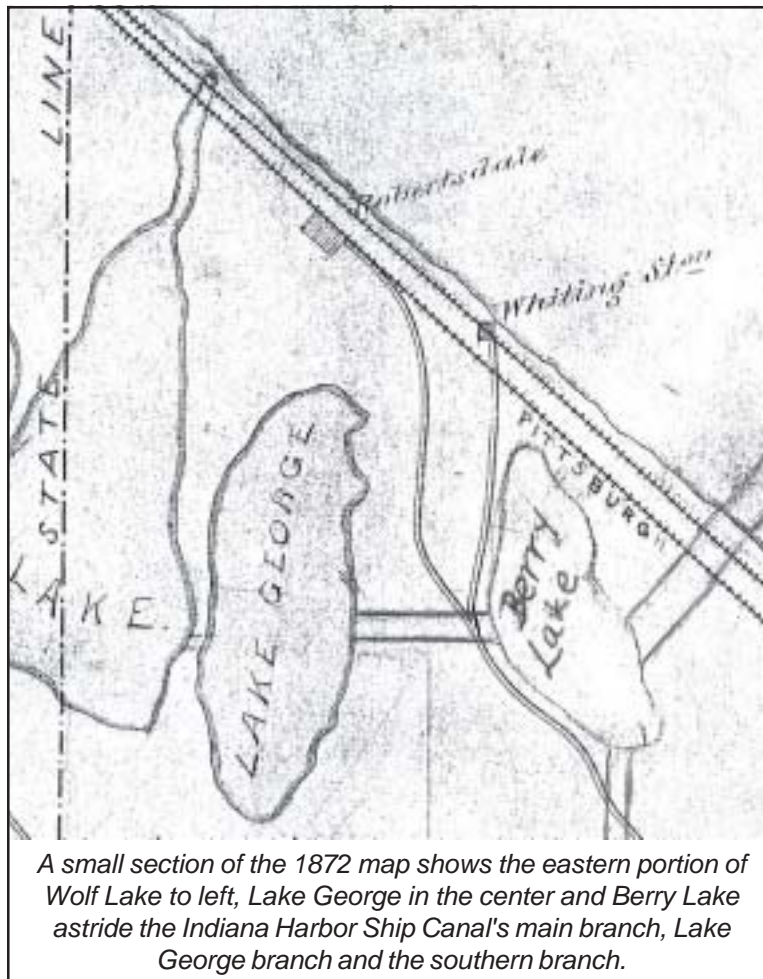
secured the stakes and measuring pile."

So, just what is the truth in the matter? Was there a lake or was it a bog with dune and swale? The answer can only be found in federal records and earlier accounts and histories of the Calumet Region.

With just one email to the U.S. Army Corps of Engineers (USACE) and an almost immediate reply from archeologist Keith

Ryder, at least part of the question was answered. According to an 1872 map titled ***Calumet and the Grand Calumet Rivers of Illinois and Indiana*** compiled from the U.S. Land Survey under the direction of Major D.C. Houston there was a Berry Lake that probably covered much of what is now the Marktown Historic District.

Mr. Ryder was kind enough to have transposed the outline of the lake upon a more contemporary map of the Calumet Region, and in doing so we realize that Berry Lake extended from eastern Whiting and the



A small section of the 1872 map shows the eastern portion of Wolf Lake to left, Lake George in the center and Berry Lake astride the Indiana Harbor Ship Canal's main branch, Lake George branch and the southern branch.

stakes and measuring pile for sighting a line from one spot to another, Lester Ottenheimer Sr., and Charles Jeppson, who were working for the summer, would tie a piece of tough cord around their necks and then swim or wade from bog to bog. Upon reaching the bog, they would pull in the cord, to which was attached a rope that

shore of Lake Michigan south to Columbus Drive and encompassed nearly all of the New Addition area of East Chicago. As noted in the 1967 Marktown Golden Jubilee article, it extended from Indianapolis Boulevard on the west clear beyond the Indiana Harbor Ship Canal (which had not been dug at that time) to the west-

.....The Mysterious Berry Lake And Marktown

ern reaches of Michigan Avenue in Indiana Harbor.

But what about other early accounts of Berry Lake? Some of the earliest and most accurate accounts of the lake come from Powell A. Moore's 1959 book ***The Calumet Region: Indiana's Last Frontier***. Despite the previous mention that the lake was surrounded by a rich grove of raspberries, Mr. Powell tells us that Hannah Berry opened an inn between the north end of Berry Lake and the shore of Lake Michigan in 1833 and that the lake was probably named after their family.

Despite the great fishing and trapping at Berry Lake, Mr. Powell goes on to tell us about a mid winter use for Berry and other lakes in the Calumet Region.

"The cutting, storing and shipping of ice from inland lakes was also a flourishing business. Ice was not obtained for commercial purposes from Lake Michigan as its quality was poor and the operations difficult as well as dangerous. Miller and Clark

were centers of the industry and large ice houses or storage places were maintained at both stations. In 1882 approximately 5,000 cars were shipped from Clarke. Chicago companies reaped a large harvest from Berry and Wolf Lake. Francher's Lake south of Crown Point produced a good yield each year. The railroads

used much of the ice in their refrigerator cars and large amounts were shipped to Chicago for refrigeration purposes."

But wait, no mention was made of an ice house anywhere near Berry Lake. Did the ice have to travel east to Clarke or did it miraculously just appear on the docks and rail yards in Chicago?

Again, Mr. Moore's history provides the answers to this and many other questions. He states

Berry Lake would ultimately be drained by the Standard Oil Company and by the drainage project in East Chicago, Eggers sold his interest in the ice business to Zuttermeister."

Mr. Zuttermeister, being from Chicago, was probably not aware of the future draining of the lake when he purchased the Eggers interest in the business and was ultimately left out in the cold so to say.

What was that they said? *"...would ultimately be drained by Standard Oil Company"?*

Again, we turn to Mr. Moore's account of the Calumet Region.

"Early in May, 1889, the construction of the refinery was started. A month later the Standard Oil trust organized and incorporated a Standard Oil Company in the State of Indiana under whose jurisdiction the plant was to be built and operated. In the meantime, about 1,500 laborers were at work under the direction of experienced construction men from other Standard refineries.



"Vater and Heinrich Eggers pioneered the shipping of ice from the inland lakes of the Whiting area to Chicago. They formed a partnership with Frederick Zuttermeister and erected a large icehouse on Berry Lake. The partners also shipped sand and gravel by the railroad to the Chicago market. In 1890, when it was evident that

The sand ridges were leveled and the intervening sloughs filled in. Loose sand retarded the progress of construction. Horses stumbled and fell while pulling heavy vehicles and earth-moving machinery. The wagons were equipped with great wide tires and the roads in the plant area were covered with hay and straw to keep the wheels out of the

deep ruts in the sand. Workers floundered through water and wet sand, while clouds of mosquitos made their lives almost unbearable during the summer months. By October, 1889, it was so obvious that an oil refinery was being built that the name of the Standard Oil Company was substituted for that of William P. Cowan, in whose name construction had been carried on from the beginning.

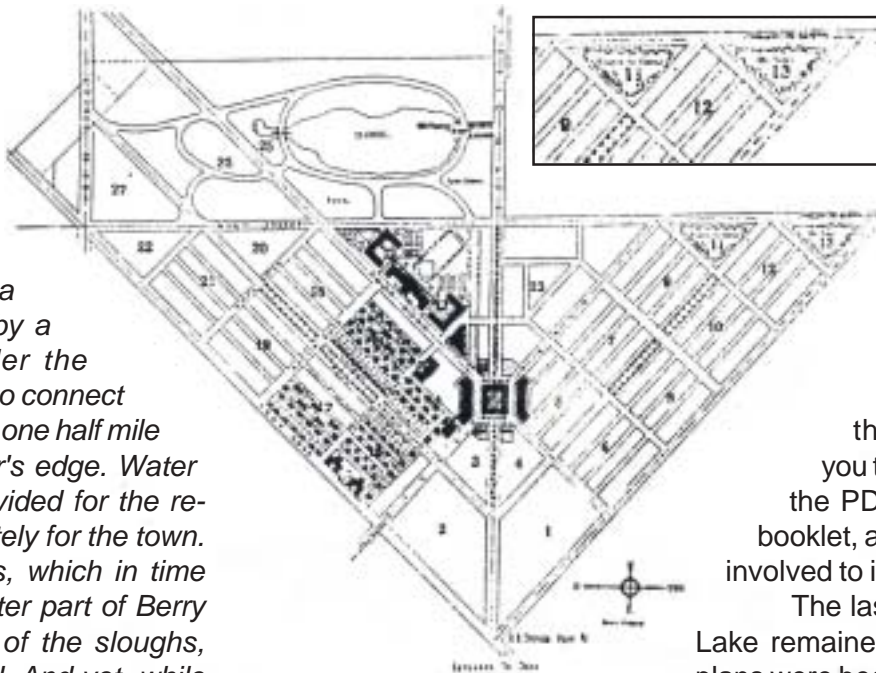
"One of the first undertakings was the erection of a water works, the water being obtained through a twenty inch pipeline that was laid into Lake Michigan. This was superseded a short time later by a tunnel dug under the floor of the Lake to connect with a crib, nearly one half mile of from the water's edge. Water was thereby provided for the refinery and ultimately for the town. Immense sewers, which in time drained the greater part of Berry Lake and many of the sloughs, were constructed. And yet, while the storage tanks were being constructed, it was necessary to haul sand to build up rings around their foundation to hold back the water. When the tanks were put into service, a boat was used for workers to get from one tank to another to operate valves and read the gauges."

Plant records today indicate that the site of this original Standard Oil tank farm is still called the Berry Lake Tank Farm. The tank farm lives on at least in name.

So, now we know that there were several thriving businesses here at what had been Berry Lake. We also know that the lake had been intentionally drained long

before East Chicago was even incorporated and that it was drained by none other than Standard Oil (now BP).

That means that both accounts are accurate. The lake was here and it was a fairly large lake, but by all accounts was probably no deeper than 3-6 feet, and that much of it was drained long before the City Engineers arrived in 1907 to survey the land and lay out Riley and Dickey Roads.



If we look at the 1917 drawing above of what would become the Mark Town Site in 1917, you will find that Mr. Shaw not only took the presence of the oil refinery into consideration, but that the remnants of Berry Lake were also incorporated into his plans for our neighborhood.

In the offset box at the upper right corner of the drawing you will see that sections 11 and 13 were designed as buffer areas to hide the oil tank just beyond them. Directly to the left of the offset box you can clearly see that Mr. Shaw had planned on including a large park complete with a lake, yes the last vestiges of what had been

Berry Lake in his plans for Marktown.

But what happened to those plans and more importantly, what happened to the last of Berry Lake?

The answer to both questions can be found in two historical events: 1) WAR, and 2) industrial expansion.

While Marktown was originally designed to house more than 8,000 workers, it was our early victory

in the Great War (WWI) that brought an immediate halt to the completion of Mr. Mark's intentions for the worker housing project now known as Marktown. For details of

this we must direct you to our web page and the PDF of the Marktown booklet, as the story is far too involved to include here.

The last vestiges of Berry Lake remained until WWII when plans were begun for the No. 2 Tin Mill across from what is now a park on Pine Avenue. The Little Lakes area was filled and the woodlands leveled for what would be the last great expansion of steel surrounding Marktown.

Where were Little Lakes and just what happened to them can be shown in the photo on the next page. Just to the left of center you will see the Mark Town Site. To the upper right of Marktown is the No. 1 Tin Mill which was built by Youngstown Sheet and Tube right after they purchased the Indiana Harbor plant in 1923. Immediately to the right of Marktown is the No. 2 Sheet Mill which was built during WW II. Both of these plant sites



had never been developed prior to these dates and both sites had originally been a part of the original Berry Lake.

Just to the lower left of Marktown you can clearly see that the land is being worked by heavy machinery and that there is open water on that site. If you compare the location of the largest body of water to the original drawing by Mr. Shaw on the preceding page you will see that Mr. Shaw had indeed intended to use the heritage of our natural environment in the development of a model worker community. Marktown was designed to address quality of life issues for the workers in the adjacent steel mill and ready access to a natural environment was and is a component of the quality of life agenda.

But what happened to the lake you ask? Industrial expansion! Remember, back in the 1950s Youngstown Steel wanted to rezone that parcel of land and all of

Marktown as industrial. Had they done so, Marktown would have been razed by the mid 1960s and would only be a fond memory today.

But again, it was teamwork and community spirit lead by Chester Williams (my grandfather) that derailed their efforts and insisted upon the 400' mill offset and the inclusion of the then newly constructed Marktown Park.

In preparation for the building of the No. 2 Tin Mill all of the wooded lands were leveled and the lakes were back filled with slag from the very active steel mill.

That mill was built in the mid 1950s and the Marktown Park along Pine Avenue and Broad Street was constructed not by the City of East Chicago, but by the Youngstown Sheet and Tube Company.

But wait, the remnants of Berry Lake are still with us. Every time the pump house on Broad Street

is disabled, the basements in Marktown begin to back up. The primary source is ground water. It's the same ground water that helped to create Berry Lake in the first place.

Paul A. Myers, Historian



Special thanks must go to the U.S. Army Corps of Engineers and archeologist Keith Ryder for their invaluable assistance in this project. Thanks must also be extended to Dr. Kenneth Schoon of Indiana University Northwest for pointing us in the right direction for our supplemental research and to his outstanding book "Calumet Beginnings".

Note: The logo above was the official logo of the U.S. Army Corps of Engineers as shown on their 1874 Map of Wolf Lake and River.

For additional information in relation to the Marktown Historic District please visit our website at www.marktown.org.

Marktown Remains On 10 Most Endangered List!

Since the inception of the Most Endangered program in 1991, Historic Landmarks Foundation claims 42 saves and 10 losses. "When Historic Landmarks Foundation puts a site on the Most Endangered list, we commit ourselves to saving it," says Marsh Davis, president of the nonprofit organization.

Sites remain on the Most Endangered list until they're declared safe or no longer in immediate danger. Five landmarks make repeat appearances on the 2007 list, joined by five new entries.

The Marktown Historic District is one of the five properties that has been carried over for inclusion from 2006.

The threat: Marktown faces a dual threat to its unique character. The deteriorated condition of many of its structures points to a declining level of investment in the village. Two of the three original commercial buildings have been vacant for more than 30 years. Without local preservation protection and a sensitive development plan, the district faces the loss of its distinctive architecture and intimate scale. Fences, additions and driveways in yards have already diminished the village's quaint European atmosphere. Because of Marktown's self-

contained nature, many in the region are unaware of its existence and the need for preservation.

Progress in the past year: The East Chicago Redevelopment Commission has engaged BauerLatoza Studio, a noted architectural firm, to work with residents on a revitalization plan that will include historic preservation and land use guidelines.

Contacts for further info:

Tiffany Tolbert, Director, Historic Landmarks' Calumet Region Office, Gary, 219-938-2200

Paul Myers, Marktown Preservation Society, 219-397-2239, mrmarktown@sbcglobal.net

Another Photo For The New Book On Marktown

As we announced in 2006, the Marktown Preservation Society is working with Arcadia Press to develop a book on the Marktown Historic District and Mark Manufacturing. This most acclaimed national series of books provides a photo archive of neighborhoods and groups across the country.

One of the key issues with all photos is proper captions. While we could have just used a simple caption saying that this is a photo of Mark School children, knowing when it was taken and who is in the photo is always important to the reader.

With that in mind, former Marktown resident Herb Southern gave us a call with some much needed answers to the who's who on this photo first published in the January issue of Marktown Update.

If you have any old photos of the life and times in Marktown that you would like to share with others in the upcoming book, please contact us immediately.



Mark School Class Photo of 1947 1st and 2nd Grade Children

Top row (L-R): Larry Fluehr, Don Vale, Tim Graw, ?????, Jerry Patton, Herb Southern and teacher Audra Pickett.

Center row (L-R): Leonard Brabbs, Marian Blackstone or possibly Darlene Balog, Judy Carlson, Elizabeth Daugherty, ?????, Sharon Sutton, Steve Berkos

Front row (L-R): Jackie Davids, ?????, Dian Phillips, Linda Glover, Linda Barnett, Mirna Duda, Sharon Fernando, Caren Bentley

NOTE: If any of the name are incorrect or misspelled, or you know the names of any of the children with ?????, please contact the Marktown Preservation Society, Inc. at (219) 397-2239 or via email at mrmarktown@sbcglobal.net. You may also send written correspondence to: Marktown Preservation Society, C/O Paul Myers, 405 Prospect Street, East Chicago, Indiana 46312

Marktown Update is published each month by the **Marktown Preservation Society, Inc. (MPS)** from their office at the residence of Paul A. Myers. It distributed free of charge to all of the residents of Marktown. It is also distributed to more than 400 non residents via the U.S. Mail. An index to all of the past issues, as well as PDF electronic copies of each issue are available at the official

Marktown web page at www.marktown.org. Anyone wishing to submit articles for consideration in future issues should send them to Paul A. Myers, 405 Prospect Street, East Chicago Indiana 46312 or via email at mrmarktown@sbcglobal.net. The contents of this newsletter are protected under copyright. Reprinting articles or photos is prohibited without the express consent of the MPS.