ND THREE RAILROADS BRUSHED S'IDE FOR MODEL CITY

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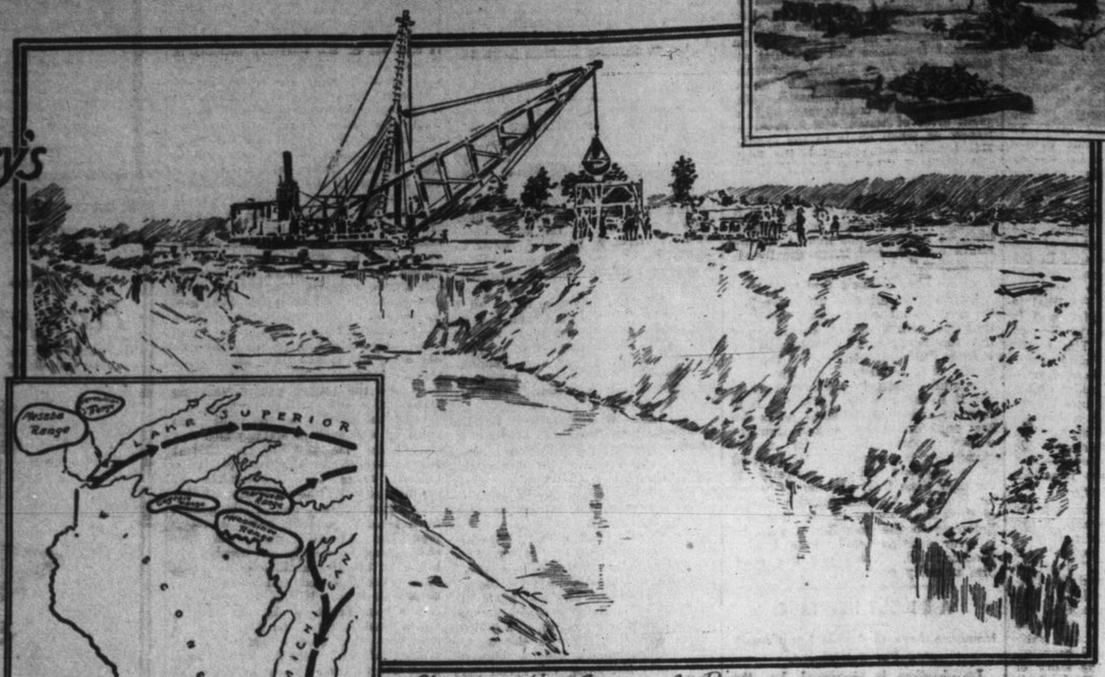
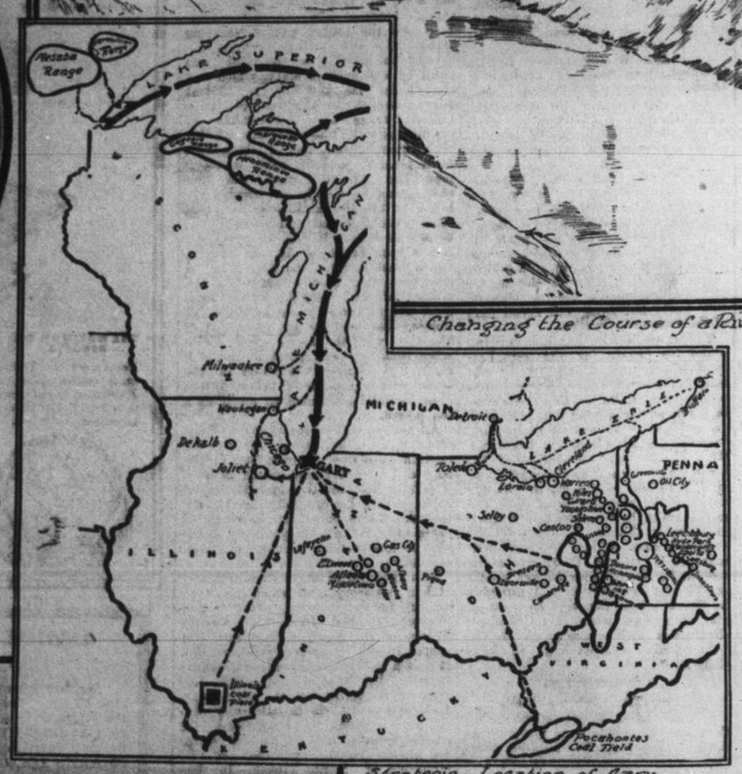
Mrs. Anthony J. Drexel



Changing the Course of a River

Part of Industrial Plant that is Springing up on a Waste.



Strategic Location of Gary

Building a City on the Sand Dunes.

London, June 22.
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[illegible] Steel Trust will build the new city of Gary—is building it, in fact—it will do almost entirely to the workman himself in the matter of lawmaking and municipal regulations.

The laws of the city will guarantee peace and prosperity to employers and workmen. They will not be dictated by the corporation, but will be made by the workmen themselves.

The steel corporation also avers that it will offer no interference in the selection of the municipal officers. It will rely on the wisdom and the judgment of its workmen to establish just regulations that will be of mutual protection and advantage.

Not only the land on which the steel plant is being built, but also the land on which the stores and residences are being located, was bought by the United States Steel Corporation. It sells the residence lots to the workmen at moderate prices, and tells them how and where their homes shall be built.

The same restrictions are made regarding the business blocks. Only those to whom the company sees fit to sell can buy the property. The company dictates the width of every street and alley, the specification of every structure, business or residence, the laying of every pipe and wire, and every other kind of improvement whatsoever in the city limits.

By these reservations in the deeds to the property, the building of the city in strict accordance to plans is assured. The steel company retains control of the water, gas and electric supplies, and will furnish them to the city at reasonable rates. The price of gas will be sixty cents a thousand.

All the property adjoining the lake is reserved for manufacturing industries, while the interior locations are given over to residence streets, parks and stores. Already the plant has six miles of lake-water frontage, and three times that amount is held in reserve for the demands of future expansion.

Six thousand acres of land was purchased by the company before a spade was turned and before any outsider knew anything of the disposition that was to be made of it. The big corporation went about the building of the city in the most methodical manner.

Work is being done, not for a day, but for a century. There is to be no future tearing up of streets, no lopping off of edges, no hewing away of corners, no doing of work for the purpose of tearing it down and doing it all over again, as is the other modern cities.

There is to be no unsightly architecture, no ragged skylines caused by unsystematic building, no inartistic streets winding and twisting at random as they do in other cities. Every factory, every residence, every street, alley and walk and other construction is being built in strict adherence to the prearranged plans.

The picture has been drawn on paper, and it is a pretty picture. In the building of the city the lines and parts of lines are being drawn in steel and stone and concrete instead of in ink, and the picture, enlarged many times, is being transcribed on the sands of Indiana.

The method and manner of the building of Gary, and the enormity of the task, as viewed by the layman, distinguish it as one of the most remarkable undertakings of the age, and the completed city will be a wonder of the commercial age.

A whole city is being built from the ground up as a man would build a single house. As an individual would lay the foundation for the building that would serve as his home, this mighty billion-dollar corporation is laying the foundation of a city that is to become its home. No other city was ever built in a manner like this. The laborers will begin the work in a wilderness where marsh fowls were playing will continue at their work until they see the vast expanse of sand waste and scrub oak transformed into a city of 150,000 inhabitants.

This is the population it will have when the work now in progress is completed, when the Steel Trusts' first $100,000,000 building appropriation has been exhausted.

Then more money will be appropriated for further building and more hundreds of thousands of population will be added.

But Gary will be greater still, for the miles of manufacturing being erected by the United States Steel Corporation are not the only industries the city will have by any means. It is asserted there will be 100 others within its broadening bounds before two more years will have expired; new territory and towns already in existence are to be incorporated into the one great city that is to become a mecca for corporations that have struggled against hostile conditions elsewhere. By the united powers of many great combines there will be established in Indiana what is hoped will become one of the greatest industrial cities in the world.

This is the prediction of those who have received an inkling of the carefully guarded plans of the United States Steel Corporation, the mother industry which by discovery and invention has blazed the way for the establishment of this twentieth-century industrial metropolis.

Coincident with the general work of building the city and plant, there are being performed engineering feats of such magnitude as to stagger the lay mind, but they seem quite trivial to the comprehension of the billion-dollar Steel Trust.

Two thousand and five hundred feet from the shore there is being built an intake crib that will reach down to the bottom of the lake and at the same time will tower above its surface like a castle in mid-ocean.

This, with the construction of two ten-foot tunnels under land and water to carry the water supply from the cribs at the bottom of the lake to the city; altering the course of a crooked river so that it will be as straight and even as a street, and run directly east and west in strict relation to the compass; pushing aside three great trunk line railroads so they will not interfere with the site of the plant and be more convenient for shipments—these things and other tasks even more colossal are but incidental to the work being performed.

Nearly $2,000,000 is being spent by the steel corporation in the construction of a harbor, which probably will be the finest on the great lakes. This expense will be in addition to the cost of the work now being performed by the government in dredging the Calumet river. When completed the harbor will be a mile long, 250 feet wide, and twenty-five feet deep, with concrete docks, and will be superior to the Chicago harbor.

The site of the plant, with its towering columns and steel frames, completed and partially completed buildings, all covering 3,000 acres of ground, looks like the building of a world's fair. This will be the largest steel plant in the world, and the plans, as drawn, contemplate the doubling of its size within the next five years. Provision is made for the quadrupling of them, or the tenfold enlargement of them when business demands.

The plant will employ 25,000 men when the work now in progress is completed. Five million tons of ore will be handled every year. There will be eighteen blast furnaces, eighty-four open-hearth furnaces and six rolling mills. The mills will produce 900,000 tons of steel rails alone every year. The departments devoted to the manufacture of the rails will cost $2,500,000.

A yearly production of $70,000,000 of new wealth is the end to be attained by the operations now in progress, and this will be realized by the smallest possible investment, notwithstanding the fact of the enormous outlay in the first cost.

The streets of Gary are laid out at right angles. Broadway runs north and south, and Fifth avenue, the principal residence street, runs east and west. Only business houses are to be located to the west of Broadway, and only residences to the east. Gary, like cities, has its aristocratic and its plebeian quarters. The company dictates which they shall be by the prices it has placed on the lots, those on Fifth avenue and vicinity being the most expensive.

Excellency of the buildings that are to serve as the homes for the workingmen is the first thing that impresses the visitors to the incipient city. Nowhere else will working men enjoy such convenient and comfortable home life as here—commodious residences of brick and concrete. Steam heat, electric lights, gas and telephones will be regarded as common commodities rather than as luxuries. The sewerage system and sanitary conditions generally are unsurpassed.

Fed By Many Car Lines.

Street car lines that traverse all the principal thoroughfares will also reach out into Indiana and Illinois, making it possible for the inhabitants to take trolley rides to Chicago and Indianapolis. Splendidly paved streets, parks, schools and public playgrounds will add to the city's attractiveness. All the streets and alleys are being paved with concrete. Business streets, 100 feet wide; residence streets, with a width of sixty feet, and alleys of thirty feet.

"Pardon, monsieur, the city against counterfeit franc."

Many a man who is on the road to fortune doesn't know where to get off.

the dangers of future congestion of traffic.

Work in the business district is now confined to what is known as the first subdivision, which will have twenty-seven miles of paved streets. Here about 600 residences are under roof. The cost of the residences and stores range in price from $1,500 to $13,000.

Deeds by which the corporation conveys the property to the workmen specify that all the residences in this subdivision must be two stories high and not less than sixty feet deep, and they must be built of brick, stone or concrete, roofs of slate, metal or other fire-proof material. The company agrees to pave all the streets and build sidewalks on the principal thoroughfares, and to construct sewers where they will be accessible to each lot.

Permitting the employees to own their own homes, through purchase at low rates and on easy terms, is a means of binding them permanently to the works, and thereby increasing dividend efficiency. This will cause the children of the parents owning the homes to learn the trades of steel, and so it will be that generations of steel workers will grow up in Gary, the children inheriting the skill of their fathers and improving it by practice.

Providing quarters superior to any that could be found in neighboring towns, will result in colonizing the superintendents, foremen and office employees near the works, a thing that is greatly to be desired. The company realizes that comfort and accessibility in the workmen's homes are reflected in increased factory efficiency.

Not all the residences are owned by the occupants, but the company endeavors to encourage the employees to own their homes to as great an extent as possible. Buildings not owned by the occupants are owned by the company. It is constructing a large number of cottages, generally inferior to the residences, being put up by the owners, which will be rented to the workmen and their families.

There is to be a system of small parks, located at intervals throughout the city, to afford recreation spots for the workers and their families. The largest of them will cover four squares. The parks are to be beautified by flower gardens, lawns, and shade trees. Dancing platforms and band stands will be erected along the river. A city hall and other public buildings will soon be erected, and a big union depot is to be constructed.

Nature designed the city for a great manufacturing centre. It is where the inter-ocean is wedded to land traffic. It is in the midst of a network of railroads, almost in the very [illegible] the railroad system of the [illegible] is where the roads from [illegible] many from the south [illegible] together in their [illegible] and the southern [illegible] and those from [illegible] Made in many [illegible] and styles, at [illegible] in form- [illegible] women, [illegible] children.

tion of lake and railway traffic he cannot help wondering why Chicago was not located here instead of at the comparatively disadvantageous site, twenty-six miles further north.

Gary is located where the lake juts furthest south, and so can be reached by railroads from any section without the necessity of their having to round any part of the lake. This jut of the lake into the shore also forms almost a natural harbor, which will admit of ten miles of docking space.

When the waters of the Calumet are reversed and made to flow into the Chicago sanitary and ship canal and the river thus becomes part of the deep waterway system that is to reach from the Great Lakes to the Gulf of Mexico, Gary will be at the junction of the great lakes and river traffic. It will not only be in communication by waterway with all the great lake ports, the St. Lawrence river and the Atlantic ocean to the north and east, but with the Mississippi river and the Gulf of Mexico to the west and south; while every railroad station in the country can be reached through its unequaled railway terminal facilities, connecting direct with every one of the network of railroads centreing in Chicago.

In The Path Of Supplies.

By means of the steel corporation's own railroad, the Chicago, Lake Shore and Eastern, Gary will be connected with the great "outer belt" system of Chicago, which circumvents every railroad that reaches the western metropolis. Besides this advantage, there are five eastern trunk lines passing directly through Gary.

Hence Gary is directly in the path of fuel and supply shipments from every possible source, and in the very heart of the steel market of the nation. It is alike accessible to the markets of the east and the growing west, the future development of which will require many million tons of steel for the construction of railroads, bridges and commercial buildings. Besides, Gary is at the supply focus of the United States Steel Corporation's system of subsidiary mills, twenty in number, which manufacture everything that can be made from iron and steel—structural iron, rails, bridges, sheet steel, tin-plate, wire and wire products. These twenty plants form a continuous chain, reaching through Ohio, Indiana, Illinois and Wisconsin.

Already allied industries are beginning to flock to the new industrial mecca. Foundries, shipyards and manufactories of bridges, sheet steel, structural iron, tin-plate, wire and wire products, and numerous allied industries, are sure to take advantage of the ideal industrial conditions which the steel trust has instituted in Indiana.

The Standard Steel Car company, another great Pennsylvania corporation, with a capital of $15,000,000, has decided to build a new plant near the mills of the Indiana Steel company, whose product it uses.

The Western Steel Car and Foundry company is building a neighboring tract of sixty-two acres, where other great industries will also be built. About this plant there is to spring up a big settlement of residences, 100 having already been planned. This syndicate will also establish a library, devoted to technical works. Forge shops, machine shops, malleable iron foundry, gray iron foundry, pattern shop, planing mills, saw mills and a paint shop will be included in the different departments to be operated by the Western Steel Car and Foundry company. The plant is to be operated entirely by electricity, the power being furnished by turbine engines.

As all the corporations are very guarded in their plans, it is only after actual operations are begun that the public is given knowledge of the new industries to be established in the Gary district. It is probable, however, that the greatest enterprise it will possess outside of the mills of the United States Steel Corporation will be the packing houses and stockyards, now located in Chicago.

Already there is talk of moving the packing house district bodily to Gary. The packing houses [illegible] of the [illegible] sides, the packers have to oppose [illegible] growing sentiment against permitting the foul-smelling stockyards and rendering plants to remain in the city limits.

The packers now own a vast tract of land directly adjoining Gary, which they purchased fifteen years ago [illegible] secure a good location for their plants whenever they should be driven out of Chicago. It is a safe prediction that the packing houses will have to [illegible] from Chicago within ten years [illegible] with this vast industry adjoining Gary, it will become a con[illegible] rival of the largest cities of t[illegible]

Quite evident it is that the [illegible] States Steel Corporation is a [illegible] billious regarding Gary's futu[illegible] is the realization of a pet sche[illegible] greatest of all corporations h[illegible] had in contemplation—a sche[illegible] establish a government where [illegible] could pursue its aims unhampe[illegible] labor troubles and political d[illegible] ances.

The plans comprehend the incorporation of all the Calumet township and most of Lake County, Indiana, in the city limits of Gary. Ultimately it will include Hammond, Tolleston, Indiana, Harbor, Burnham and probably Whiting, where is now located the main plant of the Standard Oil company and the largest oil refinery in the world.

Vast Possibilities.

By uniting the interests of all the vast industries even now located in Calumet district, there is no doubt that the most powerful industrial community in the world could be established, where labor conditions would be ideal, and where there would never be any interference on the part of politicians. It would soon have a population of a million inhabitants.

While the rainbow of hope is spanning the new city of Gary, another "model" city—Pullman, Ill.—is fading from sight.

George M. Pullman, founder of the great sleeping-car industry that bears his name, dreamed of a model city for his workmen in the community that he established outside Chicago. But according to recent developments, he went about it in the wrong way.

At Pullman all the property was owned by the car-building company. Mr. Pullman's plans contemplated a town where his workmen could find comfortable homes and where conditions of life would be ideal; but he did not provide for the eventual ownership of the homes by the men. The people complained of the rules and regulations established, and there was discontent from the start.

After the great strike of 189[illegible] came judicial proceedings to determine whether a corporation had any [illegible] to that necessary for the pur[illegible] its own property in Illinois [illegible] manufacturing interests. [illegible] words, whether the co[illegible] own and conduct a tow[illegible] great manufacturing [illegible] drawn-out litigation h[illegible] sulted in a decision a[illegible] pany.

Since then sales hav[illegible] the cottages and othe[illegible] the tenants. Working m[illegible] homes in all parts of [illegible] cessions are granted the [illegible] estate firms and corpora[illegible] kinds.

Not long ago the Pullman [illegible] sent out circular letters [illegible] informing them that they w[illegible] options on the dwellings the[illegible] ed or any others they might [illegible] buy in the pretty little [illegible] concerted effort was started [illegible] the cottages, and this effort [illegible] ready borne fruit. Seventy-five [illegible] homes have been sold, and nego[illegible] tions are under way for the sale [illegible] two hundred others. The men in charge are confident that many citizens will take advantage of the offer and become owners of the homes constructed twenty-odd years ago by Mr. Pullman.

In a short time it is believed that corporation ownership of Pullman will be a thing of the past. The dream of George M. Pullman, contemplating a model town for working men, under the control of those who employed the men, will have vanished. It is to avoid such a result that the builders of Gary are endeavoring to have the workmen of the great plant purchase and hold their own dwelling property.

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