

RIVER AND THREE RAILROADS BRUSHED ASIDE FOR MODEL CITY

Gary, New Home of Steel Trust, Planned as Century's Marvel.



E.H. Gary, the Steel Trust for whom the town was named.

ON THE southernmost shore of Lake Michigan, amid the sand dunes that melt down to the water's edge, a wonderful, a model, new city is rising. It promises in time—and not a time long drawn out, at that—to become a second Pittsburg.

Throughout the world the name and fame of the great Steel Trust of America has spread. Its operations have been enormous, in the aggregate, but their centers have been scattered.

Now the trust proposes to make a home



Building a city on the sand dunes.

for itself; it plans to gather its chief branches under its wings as a hen does its chickens, and to have, hereafter, a central source of all its wonderful and varied enterprises.

Gary—such is the name of the new model city on the lake—is to be typical of the age. It is not only to be a center of marvelous industrial enterprises, but a model city for workingmen. It is to be the epitome of the economical wisdom and experience of the age.

A river and three railroads have been brushed aside summarily to make room for the new city, the permanent home of the Steel Trust. Under the hands of a host of workmen great structures and hundreds of homes are arising like magic.

WHILE the Steel Trust will build the new city of Gary—is building it, in fact—it will defer almost entirely to the workmen inhabitants 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, wire, and every other kind of improvement whatsoever in the city limits.

By these reservations in the deeds to the property, the business of the city is strictly accordance to plans in advance. 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 50 cents per 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. Al-



Part of Industrial Plant that is Sprigging up on a Waste

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 acres. The parks are to be beautified by flower gardens, lawns and shade trees. Dancing platforms and band stands will be erected along the river. The 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 center. It is where the inter-oceanic is wedded to land traffic. It is in the midst of a network of railroads, almost in the very hub of the railroad system of the country. It is where the roads from the east and many from the south and north are bunched together in their pushing out to round the southern shore of Lake Michigan so as to nearly parallel each other and those from the west reaching to Chicago.

When one views this natural junction 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 Lakes 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 unequalled railway terminals, facilities connecting direct with every one of the network of railroads centering 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 circumscribes every railroad that reaches the western metropolis. Besides this advantage, there are five eastern trunk lines passing directly through Gary. Shipment of fuel and supply materials from every possible source is thus made accessible to the markets of the East and the growing West. The future development of which will require millions of 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 extensive subsidiary plants, which produce and manufacture everything that can be made from iron and steel—structural iron, rails, bridges, sheet steel, tinplate, wire and wire products, and numerous allied industrial conditions which the Steel Trust has instituted in Indiana.

Already allied industries are beginning to flock to the new industrial mecca. Foundries, shipyards and manufacturing plants of bridges, sheet steel, structural iron, tinplate, wire and wire products, and numerous allied industries are sure to advantage of the steel trust's industrial conditions which the Steel Trust has instituted in Indiana.

The Standard Steel Car Company, another great Pennsylvania corporation, with a capital of \$10,000,000, 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 forty-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 forward 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 are tied up with the city against them in Chicago. Besides, the packers have to oppose a 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 to secure a good location for their plants whenever they should be driven out of Chicago. It is probable that the packing houses will have to move from Chicago within ten years, and with this vast industry added to Gary, it will become a commercial rival of the largest cities of the West.

Quite evident it is that the United States Steel Corporation is a bit ambitious regarding Gary's future. It is the nation's greatest industrial center, the greatest of all corporations has long had in contemplation a scheme to establish a government where capital could pursue its aims unhampered by labor troubles and political influences.

The plans comprehend the incorporation of all the Calumet township and most of Lake County, Indiana. In the city limits of Gary, Chicago, it will include Hammond, Indiana, Liberty, Bushy, 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 ever 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 with the part of the city 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 of 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 1894 came judicial proceedings to determine whether a corporation had any right to own property in Illinois other than that necessary to the operation of its manufacturing interests. The question, whether the company could own and conduct a town as well as a great manufacturing plant, long-drawn-out litigation has recently resulted in a decision against the company.

Since then sales have been made of the cottages and other dwellings to the tenants. Working men are buying homes in all parts of the city. Concessions are granted them by the real estate firms and corporations of all kinds.

Not long ago the Pullman company sent out circular letters to its tenants informing them that they would have options on the dwellings they occupied or any others they might wish to buy in the pretty little suburb. A concerted effort was started to sell the cottages, and this effort has already borne fruit. Seventy-five of the homes have been sold, and negotiations are under way for the sale of 200 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.



Changing the Course of a River

Strategic Location of Gary

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 who began the work in a wilderness where marsh towns were playing will continue as 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 Trust's first \$100,000,000 building appropriation has been exhausted. Then more money will be appropriated for further building and more hundred 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 the 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.

High Water Marks of the Gambling Tide.

IS THIS the superlative age in gambling operations? Has the high-water mark in the chase of the god of chance been reached?

Time was when a gentlemanly game of poker satisfied the longing for excitement of men whose social status ranged through several degrees. Women gamblers, then, were unknown. Now,

FROM top to bottom the learned professor of the University of Chicago, who undertook a study of the subject of gambling, followed his subject with the fidelity of a foxhound.

The difference, he declared, between the modern gambler, whether of the stock market, of cards or dice, the race-track follower, the bettor on prize fights or other athletic endeavor, or the prehistoric man, who was gambling with Nature for primitive existence, is one of degree only.

Education, civilization and all the thousand and one refining and humanizing influences have come in vain, he asserts. The fire may smolder, but it springs into flame at the slightest provocation.

As to the assertion that we have become cultured,

women assail games of chance with as much determination and nonchalance as do men.

The instinct of gaming lurked in the prehistoric man, according to Professor W. J. Thomas, of the University of Chicago. Development of that instinct has just now reached its uppermost stage.

he says, with a degree of skepticism, that men still stop in the streets to witness a fight between urchins; that they will watch birds in the air in content and hang round newspaper bulletin boards to learn the result of a prize fight or a baseball game.

Men and women bet on anything that is suggested. They bet on the price of wheat six months or a year hence; they bet on the speed of an ocean greyhound; on the estimated rise and fall of stocks; on a prize fight; a baseball game; on the prospective ascendancy of a new revolutionary party in South America.

Alleged "wire tappers" do a land-office business, or have done it until recently. Some years ago an importer named Freeman, of a city in New Jersey, was accused, it was said, out of \$50,000 by three "wire tappers."

According to the story, men called on the importer

It is said that a leading New York financier recently offered to bet \$10,000 on the flip of a penny. Others gamble by cornering the food crop of a nation. In fact, most modern enterprises are a gamble, according to the modern view, and the gambler wins or loses as the wheel of fortune turns.

at his office in New York, and gave him some advice regarding plunging operations.

"Well show you," one of the men remarked, as it was charged, "a way to make a million dollars without a stroke of work. I have a friend who is manager of a branch office of a telegraph company, and he gets the results ten minutes before they are sent out to the pool rooms. This will enable you to bet and win fortunes."

Elated, the victim was easily induced to visit a pool room. It was filled with telephone instruments, telephones, and twenty men were busy at the wires.

"James E. Keene wants \$10,000 on that good thing," an operator called. The names of other financial magnates of New York were shouted, among them the Vanderbilts, Goulds, Astors and Gates.

Impressed by these names, the victim, it is said, put up \$50,000 to cover a bet—of course, he lost.