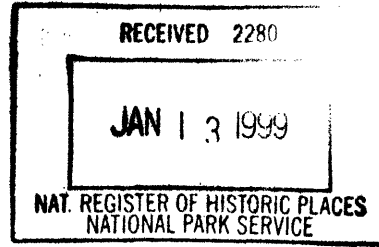


United States Department of the Interior
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National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

East Bank Multiple Property Listing

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Industrial Era Development in the East Bank, South Bend, Indiana 1867 - 1947

C. Form Prepared by

name/title Camille B. Fife
organization The Westerly Group, Inc. date June 1997
street & number 556 W. 1175 N. Rd. telephone (812) 696-2415
city or town Farmersburg state Indiana zip code 47850

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

[Signature] Date 10/27/98
Signature and title of certifying official
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

[Signature] Date of Action 2/18/99
Signature of the Keeper

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	1
F. Associated Property Types (Provide description, significance, and registration requirements.)	25
G. Geographical Data	35
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	36
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	38

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository:

So. Bend/St. Joseph County Historic Preservation Commission

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. 470 et seq.).

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E. Statement of Historic Context

Industrial Era Development in the East Bank, South Bend, Indiana, 1867 - 1947

The City of South Bend gained fame in the late nineteenth and throughout much of the twentieth century for its industrial development. Probably the best known of its factories was the Studebaker Brothers Manufacturing Company, who produced first wagons, and then the well-known automobile until the 1960s. Other companies with national reputations included the Oliver Chilled Plow Works, Singer Manufacturing and the South Bend Lathe Company. For a city of its size, South Bend's manufactories were notable. The genesis of this industrial development was, naturally, its location on the St. Joseph River and the available water power it promised.

The East Bank paralleled the rest of South Bend's development, but was separate from the central business and industrial sector on the west side of the St. Joseph River. This important artery which provided an incentive for economic development, also served to divide the two parts of the city. Individuals and businesses thought of themselves in relation to the central city or to Lowell/East Bank; Those who clustered around the East Race, were distinctly different and dealt with different entrepreneurs than those located on the west side of the river. In the early years, inadequate ferry crossings made transportation between the two sides of the river extremely difficult. By the late 1880s this was improved by the construction of sturdy iron bridges at several points, including a railroad crossing, but these too had their limitations. Fully dependable communications and transportation links finally integrated east and west banks in the first part of the twentieth century, when wider, well-built concrete bridges with space for trolleys as well as automobiles, were in place. Nonetheless, political, economic and social differences distinguished the East Bank area -- some are still valid today. The East Race itself, for example, continues to be a prominent feature of the landscape, now used for recreational rather than economic purposes while the west race no longer exists. Most of the East Bank, after the town of Lowell was incorporated into the City of South Bend, was a unique political entity, the original Fourth Ward - as such it contained its own subunits and local leaders. Finally, because of the great western bend of the river which occurs just north of downtown South Bend, initial ties with the developing campus of Notre Dame in the north were much closer on the East

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Bank (in terms of both direct property ownership and residents). Residents of the East Bank could travel via land to and from the campus, while those on the west bank were required to cross the river, either at one of the southern bridges, or in the north, across Michigan Street/Leeper Bridge (the present route). Some of the property in the northern section of the East Bank was originally developed by Notre Dame and many residents had strong social and cultural ties to the institution.

Pre-History, Early Exploration and Settlement

The earliest Europeans to explore northern Indiana were the French, looking for furs and other exportable commodities along water routes. Prior to their ventures in the late 17th Century, the land in the river valleys of the Great Lakes area was populated by Native-American peoples. (The earliest occupation of the Kankakee and St. Joseph River valleys may date to 10,000-8,000 B.C.) The river systems in the northern Indiana area were an active trading and transportation venue for the cultures of the Woodland and Mississippian Traditions (1000 B.C. to A.D. 1600.) By the 1600s, the Algonquian-speaking peoples called (by the French) the Miamis had moved down to the northern Indiana region from Wisconsin and Illinois. Later moving further south, they were followed by the Potawatomi, who became the most populous native culture in the region. They were encountered by early French travelers like René-Robert Cavalier, Sieur de La Salle who ventured up the St. Joseph River from its effluence at Lake Michigan, to the present site of South Bend. To the south of this site, an ancient portage to the Kankakee offered a practical water route from the Great Lakes to the Mississippi. ¹

Although the French established early trading posts in various parts of northern Indiana, development in the territory waned following their defeat in the French and Indian War. The British influence followed, but ceased after the colonial era. Only a few European traders and the Potawatomi were left to enjoy the rich benefits of these valleys until the second decade of the nineteenth century when American settlers ventured into the northern country from the southern part of the state where early settlement

¹ *City of South Bend Summary Report, Indiana Historic Sites and Structures Survey.* Indianapolis/ South Bend: Indiana DNR, Division of Historic Preservation & Archaeology, 1993, p. 29.

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had concentrated. The Miamis and the Potowatomies had title to most of the land along the northern tier, according to treaties of 1795 and later. When Indiana became a state in 1816, fur trading companies had been operating in the South Bend area for nearly a decade, attracted by the river access. But in 1820, when Pierre Navarre built a trading post at the South Bend of the St. Joseph River, it was located on land still owned by the native peoples. Alexis Coquillard followed in 1823 and, in 1827 they were joined by Lathrop Taylor. The latter two purchased land from the government in 1831, when it became available after being acquired from the Potowatomi by various treaties. The name South Bend was given to the town they platted, after its location on the St. Joseph River. Coquillard is generally credited as the founder of South Bend and much of the property in the East Bank area once belonged to him or his forbears.²

Two factors helped make South Bend a leader in the development of northern Indiana -- water and land transportation. The geologic base of the area, laid down by recurring episodes of glacial ice and water, resulted in a rich mix of loam and sand, with generous gravel deposits. Much of the land was covered with marsh, but The St. Joseph River, noted for its bends and a substantial rise necessary for swift water, offered great potential. For native Americans and early traders alike, this river and its sister the Kankakee to the southwest, provided smooth travel to the Great Lakes as well as south to the mouth of the Mississippi, with only a short overland portage.³

With a bit of luck, South Bend also became a hub for the earliest nineteenth century highway. The first route planned for the Michigan Road, the projected north/south artery between Lake Michigan and the Wabash River would have bypassed the area. As envisioned, it was to follow the straightest route between present day Michigan City and Logansport. However, because of the considerable amount of swampland which had to be traversed, this corridor was rejected. When they resurveyed the route in 1828, surveyors "discovered" the elevated land around the pronounced south

² Ibid., and Timothy Howard, *A History of St. Joseph County, Indiana, Vol I*, Chicago/New York: Lewis Publishing Co., 1907, p. 155.

³ Howard, pp. 246 - 247.

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bend of the river, declaring it to be "a beautiful site for a town."⁴ It is probably no surprise that the new route would meander through this generously endowed area where Navarre and Coquillard, two energetic early entrepreneurs had already established trading ventures along the river's high banks. Coquillard, a man of great enterprise and dedication, would be called the founder of South Bend. The influence which he exerted on its development was enormous. The East Bank area would be touched by him and by his descendants for many years to come.⁵ With the potential of river power and ties to overland transportation, the infant South Bend was set to emerge.

South Bend Takes Root

In 1823, the land upon which Navarre and Coquillard had settled was still part of the holdings of the native American tribes.⁶ Pressures for settlement had resulted in additional treaties. But eventually, most of the native peoples were removed by government edict to lands west of the Mississippi River. By 1827, Lathrop Taylor had joined Navarre and Coquillard. Soon the two later arrivals would jointly own all of the land upon which the original town of South Bend was platted.⁷

In 1830, St. Joseph County was organized by an act of the Indiana Legislature, and government lands in the area were available. In March of 1831, Alexis Coquillard and Lathrop Taylor recorded their plat for the town of South Bend. The configuration of this original plat, all on the west bank of the river, was roughly a polygon, with its irregular right edge formed by the St. Joseph. Lots were one quarter acre each and a goodly number were set aside for the use of the County, although the County Seat was not initially located here. Within a few months of the registration of the plat, this was accomplished. As was usual in such cases, lots were

⁴ Howard, p. 155-157.

⁵*City of South Bend Summary Report, Indiana Historic Sites and Structures Survey*, Indianapolis: DNR/ Division of Historic Preservation & Archaeology, 1993, p. 31.

⁶ Howard, p. 155

⁷ *City of South Bend Summary Report*, p. 29, 31.

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donated to the Town of South Bend for educational purposes. Less commonly, lots were also donated to the Catholic Church for a church site.⁸

Meanwhile, between 1830 and 1832, Father Stephen Badin had amassed a large site north of the town, encompassing hundreds of acres, purchased from the government and early settlers. Its history reached back to the seventeenth century when the gently rolling land graced by two lakes was named Ste-Marie-des-Lacs by the French Jesuit, Claude Allouez. Badin was a secular missionary priest who came to the northern Indiana frontier in 1830. He had erected a log cabin on his tract, but in 1835 he sold it to the Vincennes diocese in the hope that a charitable and/or educational institution would be established there.⁹ Later, this site would have tremendous importance for the community of South Bend and far-reaching influence on the East Bank area.

River Power

The fall of the waters of the St. Joseph River promised new energy for the pioneer community along its bank. The first industries used water power to process the fruit of the surrounding agricultural lands. An 1880 historian would later describe it:

"The city is surrounded by a rich and highly cultivated agricultural region. The beautiful prairies of Terre Coupee, Portage, Harris, Palmer and Sumption are within the county, covered with productive farms and celebrated for their large yield of all kinds of grain. South and southeast of the city are large tracts of heavily timbered lands, furnishing an abundance of the best walnut, cherry, poplar and oak lumber."¹⁰

But before this optimistic vision could be realized, the swamps would have to be drained and the great St. Joseph tamed. In 1835, steps were taken

⁸ Howard, pp. 351 - 356.

⁹ Thomas J. Schlereth, *The University of Notre Dame, A Portrait of Its History and Campus*, Notre Dame, IN: University of Notre Dame Press, 1976, pp. 3-6.

¹⁰ Charles C. Chapman & Co., *History of St. Joseph County, Indiana ...*, Chicago: Charles C. Chapman & Co., 1880. p. 860.

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toward this end by several New York state entrepreneurs when they purchased the water power and rights at South Bend from Alexis Coquillard. The latter gentleman had sunk his energies into the notion of excavating a "race" which would connect the Kankakee and St. Joseph Rivers, and was preoccupied with this project at the time. Thus, it was left to the out-of-towners, Joseph Fellows, Garrett V. Dennison and others to build a dam across the St. Joseph at South Bend and harness its power for local use. Unfortunately, they did not progress rapidly and when the Panic of 1837 disrupted the national economy, they ceased operations altogether. Mr. Coquillard's venture did not turn out too well either. ¹¹

By 1842 the newly incorporated South Bend Manufacturing Company's officers, A. R. Harper, W. H. Patteson and L. M. Taylor were authorized to complete the dam at South Bend. They became the owner of one half of the water power of that part of the river, with the east half going to Samuel L. Cottrell (later transferred to the South Bend Hydraulic Company.) Work on the dam began in earnest in 1843 and was completed in 1844. Two races were contemplated, one on the west and another in the crook of the river bend, on the east. The South Bend Hydraulic Company built the East Race in 1842 and by 1845, both races were operating, setting the stage for manufacturing development. ¹²

At first, water power along the river ran grist and saw mills. These naturally drew upon the prevalent farm crops, and relied upon farmers who patronized the mills. Most combined the trip with visits to merchants, blacksmiths and other shops. With a concentration of such mills, demand for farm implements and other products grew -- thus spurring further manufacturing. South Bend grew more than tenfold between 1830 and 1850, from 128 to 1,652 people. The 1850s would see the west bank of South Bend begin to tap its manufacturing potential. ¹³

Developments on the East Bank

¹¹ Howard, p. 229.

¹² Howard, p. 229; City of South Bend Summary Report, p. 34.

¹³ Cit of South Bend Summary Report, p. 34.

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While economic activity was growing on the west bank, the east bank of the St. Joseph River was also coming to life. Town father Alexis Coquillard sold a considerable amount of land on the East Bank to Christopher W. Emrick, who laid out the original plat of the town of Lowell in 1837. The town was named for New England's renown riverside manufacturing center, probably in the hope that it would emulate its namesake.¹⁴ The town first encompassed a two block strip in the present East Bank area, from slightly north of Cedar Street in the north, to Jefferson Boulevard in the south and between Niles Avenue and St. Louis Boulevard, as well as a section westward to the river between Madison and Washington Streets. After the East Race was completed through this latter part of Lowell in the 1840s, the community's industrial future looked bright.

Additional parcels of land began to be laid out and registered, including several by the pioneer developer, Samuel Cottrell. In an 1853 advertisement he offered: "...lots of water power for sale to those desiring to purchase, on the most reasonable terms as to price and the time of payment."¹⁵ As the next decade matured, thoughts about connections with the west side of the river came into the public mind. A contemporary historian recalled: "Quite a thriving town was built up, and for some years the question of its annexation to South Bend was agitated, its interests being closely identified with the latter place."¹⁶

The East Bank was a thriving area by the middle of the sixth decade of the nineteenth century. Additions to the original Town of Lowell had swollen the town nearly twice. By 1866, most of the East Bank Multiple Property Listing area would be annexed to the City of South Bend. In five more years, two additional parcels would be added to complete the present geographic boundaries and the East Bank would move into its prime.¹⁷ The forces which would continue to shape the area were well in place, including

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Chapman, p. 861.

¹⁷ Harland Bartholomew, *Major Street Report for South Bend, Indiana*. St. Louis, Missouri: Harland Bartholomew, City Plan Engineer, Consultant, 1924, Map "Plan No. 2" p. 10.

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the river, the East Race and its subsidiary races, the industries which lined these waterways or clustered between them, and the upper and middle class residential neighborhoods which were growing to the north, south and east. Among the most important of these forces was an academic, religious and industrial complex taking shape just north of the East Bank district, on 540 acres of prime land surrounding two beautiful lakes -- the future Notre Dame. In its early years, brick and lime production would be almost as important as education.

Our Lady to the North

Father Edward Sorin first arrived in November of 1842 on the snow covered land that the veteran missionary, Stephen Badin had amassed a decade before. A French priest in the wilderness, he was a member of a religious community which would eventually be known as the Congregation of Holy Cross (C.S.C.) Like so many before him, he (and seven religious brothers) came with hope and dedication to build institutions which would endure. But twenty-eight year old Father Sorin was unique in the extraordinary energy and spirit which he displayed. He had attempted to build a college first at a location in southern Indiana, but without the permission of the Bishop in Vincennes. This permission did not materialize and the project was stopped, but the wily Breton Bishop, Celestine de la Hailandière, offered Sorin the property in northern Indiana -- with this tough proviso: that he would reopen a mission station, establish a brothers' novitiate and build his projected college, all within two years time. In addition, Sorin and his band would be expected to meet the spiritual needs of approximately 200 local Indian Catholics, the (mostly French Canadian) families in South Bend as well as those located in neighboring northern Indiana and southern Michigan settlements. The brothers arrived at their new post after an arduous 250-mile overland journey with about \$300, a letter of credit and the determination to meet the challenge which had been offered.¹⁸

Two years later, the 524 acre property had five buildings, including a men's college, a preparatory high school, an apprentices' vocational school and a religious novitiate as well as eight faculty and twenty five students. Sorin had changed the name to Notre Dame du Lac (later to be shortened to Notre Dame) and installed a regime which was, according to a

¹⁸ Schlereth, pp. 3 - 8.

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local historian, "French in conception, nomenclature, personnel, methods, ideas and aims." Ties between Notre Dame and South Bend were strong from the beginning. Although Sorin's colony immediately began felling trees and constructing log and frame dwellings, when plans for a more permanent college building did not arrive as promised, he built a modest structure on his own plans, with bricks generously donated by Benjamin Coquillard (a local merchant and Alexis' brother.)¹⁹

As early as 1843, Father Sorin initiated brick production at Notre Dame, using rich marl deposits present on site. A year later lime kilns were also in operation. The brothers were assisted by hired men who lived on the property. By 1858, one half million distinctive, yellow-buff "Notre Dame bricks" were produced annually. Production of this brick and valuable lime for mortar continued until the early 1880s. All of the buildings erected at Notre Dame during this time were built with this brick, and it became a respected and popular local building material.²⁰

Father Sorin was not only a dedicated religious man, but he was a skilled nineteenth century entrepreneur as well. The men of his community also combined, in typical missionary fashion, the practical with the divine. Among his colleagues were a farmer, who transformed the existing 10 cleared acres into 120 under cultivation within two years and a carpenter who immediately established a carpentry shop. Among the early pioneers of the site was the University's first architect, a tradition which would continue to the present day.²¹ Many of the buildings in the East Bank were designed and/or constructed by architects and builders who received their training at Notre Dame.

In 1855, under Sorin's urging, the University administration decided to develop some of its property in the present East Bank area, approximately one mile south of the campus. A 120-acre development, which came to be called "Sorinsville" was platted, with lots available for a down payment of \$25, the rest to be paid in labor, trade or long-term credit. The

¹⁹ Ibid.

²⁰ Ibid., pp. 17-18.

²¹ Ibid., pp. 12, 20.

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institution hoped to attract many of the Catholic laborers, especially the Irish who had ventured into the area to work on canals and railroads. The area was also called, "little Dublin" or the "village catholique." In addition, a few faculty residences were constructed along its gracious lanes, one of which, the Maurice Egan House, remains today. Streets were named after important patrons or persons in Notre Dame history; for example, Napoleon Street was named after Napoleon III.²² Today, many of these names have been retained. Sorin Street and Notre Dame Avenue (which runs north/south nearly the entire length of the East Bank) are just two reminders of the great influence which Notre Dame exerted upon the early development of the area.

Sorinsville was incorporated into the Town of South Bend as the new Fourth Ward, along with most of the present East Bank area in 1866. Five years later, two other additions were annexed. One encompassed much of the land south of the Grand Trunk Railroad, part of which was platted by Samuel Parry and which still contains an example of early vernacular architecture. Another small section to the north was also added in 1871, to complete the present configuration.²³

East Bank in its Prime

With the advent of incorporation into the City of South Bend, the East Bank began to enjoy the benefits of added infrastructure and services. While the central industrial core remained, nearest to the river, with intermittent commercial development nearby, small neighborhoods arose around the perimeter. In addition, as the century came to a close, sections in the uplands to the north and east of the river saw upper class homes, even mansions being constructed, several by noted local architects. All of this was the result of South Bend's increasing industrial power. The money that fueled the manufactories also built homes and developed parklands.

Infrastructure

²² Ibid., pp. 24-25.

²³ Bartholomew, p. 10.

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While the St. Joseph River provided early transportation and water power, for many years it was also a barrier to communications between east and west bank populations. A ferry was licensed on the river, at what is now LaSalle Street, as early as 1831, when Nehemiah B. Griffith was authorized to operate a boat, which by decree, was required to carry one team and wagon.²⁴ On busy days, the waiting line must have been long. By the 1850s, bridge building across the river had occurred, but difficulties plagued the efforts. A covered wooden bridge was constructed by the county (now responsible for bridge building) on the LaSalle Street crossing, but its roof and eastern half were devastated by the town's only tornado, which came through in 1865. A few years later, a more substantial iron suspension, or chain bridge was erected at the LaSalle crossing. Unfortunately a haphazard workman one day drove a pin out of the east end, sending the whole structure into the river. A more substantial truss bridge was erected in its place.

Many of the next bridges to be built connecting the east and west banks, including one on Colfax Avenue, were constructed with great iron girders resting on massive stone piers. This was more successful, but the vagaries of winter weather could still wreak havoc. In February of 1881, after a period of torrential rains, an immense gorge of ice and water formed about a mile above the city. On the afternoon of the 10th, it came surging downstream toward the Jefferson Street Bridge, where it pounded against the bridge supports until one end dropped into the foaming current, flipping the entire structure. The force then hurled the debris over the dam, mixing it with the frozen ice and whirling it like a massive sledge against the ice breakers of the iron bridge at Colfax Avenue. The frenzied conglomeration snapped them like pipestems. The stone pier saved the entire bridge from collapse, but the tortuous mass continued on its devastating path, pummeling toward the Leeper Bridge at Michigan Street. The fragile wooden span bravely stood its ground --but only for a short time.²⁵

With such disasters in mind, St. Joseph County Commissioners

²⁴ Howard, p. 233.

²⁵ *South Bend Tribune*, February 10, 1881, reprinted in Phillip H. Ault, *South Bend Remembers*, Decatur, IL: Spectator Books, 1977.

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enthusiastically embraced new bridge innovations when they became available after the turn of the century. One such system, the Melan arch construction which employed steel ribs buried in cast concrete, promised a nearly indestructible "stone" arch of beauty and grace. After an initial experiment on Cedar Street in Mishawaka proved successful, the commissioners ordered three more to be built in the county. Two of these would span the St. Joseph River in South Bend.²⁶ Both of them, the Jefferson and LaSalle Street Bridges remain today -- striking examples of the pride and affluence which the industrial era brought to the East Bank at the dawn of the new century.

The railroad came to South Bend in 1851, with the first through train in October of that year. The line, after consolidation, was known as the Lake Shore and Michigan Southern, but it didn't traverse the East Bank area. Later, in 1870, the Michigan Central line came down with a branch line which terminated at the Singer Manufacturing Company facility on East Madison, with railroad yards across Niles Street (then called Emmerick) to the east. Finally, a conglomerate of various companies conspired to bring the Grand Trunk Railroad through South Bend. At first it operated under the name of the Chicago & Lake Huron company, but by 1879 it was taken over by the Grand Trunk of Canada.²⁷ This east/west line bisected the East Bank in the south and a concrete and steel railroad bridge was erected in 1929 across the St. Joseph River at the foot of Howard Park. Although the railroad line has long since vanished, this bridge recalls the era when rails carried the manufactured goods of the town to Port Huron in the east, or north to Chicago.

About the time that the East Bank was annexed into South Bend, the municipality (which had also just been incorporated) established its first systematic grades for streets. Most streets during this era were gravel, with a few gutters or streets paved in cobblestones. It wasn't until 1889 that the city began paving streets in brick. Money was scarce for such improvements, which had, by law, to come within a two percent limit of indebtedness. Thanks to a change in financing which was made possible by the state legislature in 1889, South Bend was able to begin a program of

²⁶ Howard, pp. 232-233.

²⁷ Ibid.

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sewer installation and street paving which resulted, by 1906 in a total of 42 miles of pavement, of which 36 and a half was brick. One of the first of these pavements was laid by the East Bank contractor and occasional politician, Martin

Hoban.²⁸ His statuesque home on East Colfax is evidence of the success he experienced, helping develop the infrastructure of the East Bank. Today, many brick-paved streets are partially or fully evident in the East Bank. Two good examples are the block of East Madison between Niles Street and the river and East Washington Street, in the East Washington Street Historic District.

Trolleys were first franchised in South Bend in 1880, the earliest still drawn by horses or mules. By the early 1900s, many areas of the city were served by electric trolleys, including the East Bank, and connections to other cities in the region were easy and convenient. When the Jefferson Street Bridge was completed in 1906, the tracks of the Northern Indiana Railway (an electric trolley) were laid down the center. In order to keep interruption of this important artery to a minimum, the old bridge was temporarily moved by scows to a location 42 feet north, where piles had been driven. The trolleys continued to run while construction ensued, thus ensuring that people and goods could move quickly between east and west bank areas.²⁹

Industries and Industrialists in the East Bank

The City of South Bend came to be known for its substantial industrial activity. By 1900, of a total of 14,725 people employed in all occupations, more than half (65%) or 9,512 were employed in manufacturing jobs (including iron & steel, lumber, misc. industries). During the earliest years, (from 1850 to 1870) the East Bank was the genesis of much of this industrial base, thanks to the presence of the East Race and the River. While South Bend's largest industries were located, after 1870, in the southwest part of the city, west of the river, many East Bank operations

²⁸ Ibid., p. 370.

²⁹ Ibid, p. 241 and "New Bridge Ready", *South Bend Tribune*, July 21, 1906, p. 8.

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continued to prosper along the East Race. A Sanborn insurance map of 1885 shows nine industrial plants within the East Bank area. These included the Singer Manufacturing Company, Knoblock Mills, South Bend Woolen, South Bend Toy Manufacturing Co., E. S. Reynolds Paper Manufacturing Co., two carriage manufacturers (Winkler and Seafers) and two lumber or log manufacturers. The first four of these were some of South Bend's most active. In a listing of fourteen of the most important industries in the city, in Timothy Howard's 1907 history, six had operations or headquarters on the E. Bank (not including many other smaller industries, such as Stephenson Manufacturing Company).³⁰ Considering that, in 1900, the population of the Fourth Ward, which included most of the East Bank, was only 5,246 people, compared to a total population for South Bend of 35,999, its representation among the city's manufacturing greats was sizeable indeed. A few of these East Bank businesses, whose structures remain as evidence of the industrial era are discussed below.

When Leighton Pine, an agent for the East Coast-based Singer Manufacturing Company came to South Bend in 1868, to find a location for a new cabinet works for the company, he selected a site on the East Race in the East Bank area. With ready labor, power and local hardwoods at hand, South Bend was perfect for such an operation. After some competition with Mishawaka, local entities attracted the company through free water power and a site purchased by local subscription. In its first year, the plant employed 168 men and produced \$10,000 worth of cases and cabinets. Sturdy three story brick structures were built and by 1870 two dry kilns, two boilers and a steam engine were added. The complex at one point contained facilities for all of the activities from storage of lumber to assembly and packing of the finished product.

By 1891 there were 898 employees. In 1900 growth had been so energetic that the company saw it would soon outgrow the East Madison Street site and a new facility was constructed in southwest South Bend. In 1901, just before Singer closed its doors on the East Bank plant, the company employed 1500 workers to produce 5,000 sets of sewing machines per day.³¹ Many of

³⁰ Howard, pp. 394 - 409.

³¹ Various sources quoted in Indiana Historic Sites and Structures Inventory, Survey Form, 8/79; 5/84;8/87.

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the Singer workers lived in the East Bank area, and continued to reside there after the plant moved. A few of these workers can be identified with extant buildings in the East Bank Multiple Property Listing. These include John Sommerer, who lived at 415 S. Parry Street, Charles A. Buck and Charles McCormick (E. Colfax), Joseph Mossey and Christopher Weidman (E. Washington and N. St. Louis, respectively) and Henry Haslinger, a plant foreman after its relocation, who lived at 230 S. Frances Street.

Following the removal of the Singer plant, several local manufacturing entities occupied the site on East Madison Street. Among these, is the South Bend Motor Car Works which once assembled fire vehicles. They manufactured the metal and woodwork, transmission, fenders, pumps and wheels, assembling them with motors shipped from Wisconsin. They survived at the site until 1919 when they were sold to Bendix.

Another East Bank company, South Bend Lathe, would become an internationally known industry. It maintained at the East Madison facility from 1908 until 1965 when they relocated elsewhere in South Bend. Established in 1906 as the South Bend Machine and Tool Company by enterprising twin brothers, Miles and John J. O'Brien, the factory produced high quality lathes in a variety of sizes, automatic gear cutting machinery and other apparatus. A handbook produced in 1907 by the Company, "How to Run a Lathe", appeared in vocational, trade and engineering schools in 137 countries. These respected East Bank industries are recalled by buildings dating from 1870 to 1947 in the Singer Mfg./South Bend Lathe Co. Historic District, much of which has been sensitively adapted for modern use.

The A. C. Staley Manufacturing Company had been located on the East Race in the East Bank area since the latter part of the nineteenth century. A successful woolen mill which spun yarn and manufactured men's underwear, it occupied a site between the East Race and the river in 1891, using power from a flume between the two watercourses. Several other industries shared the site, including a porcelain company and the Indiana Paper Company. Purchased by the Stephenson Brothers in 1907, the Staley Company became known as the Stephenson Underwear Mills. The company expanded in 1916, taking over the entire site south of E. Colfax Avenue by 1917. During World War I it prospered, fulfilling contracts for war garments, but by the 1920s it had converted much of its activities to jobbing and wholesaling. Later, the company experienced heavy debt, especially after the crash of 1929 and it did not survive the depression which followed. Today, a well-constructed concrete and brick building remains from the complex on Colfax

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Avenue. It is individually listed in the National Register of Historic Places. One of the homes in the East Washington Street Historic District (at 919 E. Washington) can be associated with this company, its owner, George Hewitt, was a former superintendent for the mill.

Many other industrial activities had concentrated on the East Bank, particularly in the large area between the East Race and the river. Most have long since vanished, with little historic fabric to mark their passing. Among these were the South Bend Woolen Company, (which once had an operation in the community), the Winkler Brothers Wagon and Carriage works and the South Bend Toy Manufacturing Company. Across from the Singer Manufacturing Company, was a paper mill, originally operated by Beach & Keedy, then E. S. Reynolds, and by 1907, the LaSalle Paper Company. According to a contemporary historian, the first paper manufactured in South Bend was produced at their factory on the East Race.³² Today, the building still survives, but it has been considerably changed. Paper has not been manufactured here for many years.

Small industries also prospered in the East Bank during the industrial years. One which survived to the present day, was the Lauber & Weiss Galvanized works, later the J. C. Lauber Company. Specializing in tin and other metal items, the company once employed 26 laborers in its facility on E. LaSalle Street.

Commercial ventures also served the workers and families that congregated in the East Bank. The neighborhoods which developed created a demand for local goods and services. The corner grocery, which prospered during these pre-mall days, was common in the late nineteenth and the first half of the twentieth century. The McCormick Building on Colfax, for example, served as a home for various local merchants one of which was George Sommerer's grocery, a fixture at the site for many years.

As previously mentioned, toward the end of the nineteenth century, many of the large industries no longer used water power, preferring to generate electricity with coal-fired steam turbines. The west side industries had their electric power plants, but so did the East Bank. The site which is presently occupied by the Indiana & Michigan Electric Company buildings,

³² Howard, p. 408.

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between the East Race and the river, on the north side of E. Colfax, had first been occupied by the South Bend Electric Company between 1891 and 1893, according to Sanborn Insurance maps. When the I & M Electric Company built their new plant on the site in 1911, it was considered one of the most modern in the state. Dependence on electrical power had grown to the extent that the company took great pains to assure continued service for its customers (both industrial and residential) during construction. The stately buildings which remain date from the first two decades of this century. Although no longer used for power generation the complex attests to the great importance of reliable electrical power in the East Bank during the early twentieth century.³³

Industries which were not located in the East Bank, also had an effect on the area. Most notable of these was the Studebaker enterprises, which was, along with the Oliver Chilled Plow Works, the largest industry in South Bend. The Studebaker Brothers Manufacturing Company had begun in 1852 with a small blacksmith shop. By the 1870s, they had grown to a nationally known carriage and wagon manufacturer. By 1911 the company was reorganized as the Studebaker Corporation and quickly moved from carriages to the well-known automobile, which continued to be produced at South Bend until 1963, their final year of production. John M. Studebaker had bought out one of his brothers to join the company in 1868 and he continued to be an active part of the organization for the rest of his life.³⁴

J. M. Studebaker built a large a gracious home, east of the East Bank area at 1219 E. Jefferson. "Sunnyside", the family complex, was built on a high promontory, in an area outside the city limits, called Lowell Heights. Here, from his estate of several hundred acres, he could look out upon the entire city. The first land in his view was the East Bank. When his daughter Grace married Frederick Fish, a republican senator from New Jersey, the newspaper called the home "a revelation" and "one of the largest residences in the state." The bride and groom were married in the old First Presbyterian Church on E. Washington, about a mile from the

³³ Indiana Historic Sites and Structures Inventory forms, 1977/1979/1988; Sanborn Insurance Maps, 1885, 1891, 1893, 1899, 1917, 1917 updated to c. 1945.

³⁴ Howard, p. 394-5, 480.

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estate.³⁵ After World War I, in recognition of the donation of land and money by J. M. Studebaker, as well as his daughter and son-in-law, a new church was built (presently in the E. Washington Street Historic District) and dedicated as the Sunnyside Presbyterian Church. Mr. Studebaker owned a considerable amount of the property along E. Washington, E. Jefferson and Eddy Street in the East Bank. The Sunnyside apartments on E. Jefferson also recall his home, and several homes were commissioned by Mr. Studebaker. An example is the house designed by Austin & Shambleau at 904 E. Jefferson. In all, at least a dozen or more properties in the East Bank can trace some connection with Mr. Studebaker and his family, a conservative estimate.³⁶

The businesses, industries and homeowners who settled in the East Bank area during the nineteenth and early twentieth century demanded the amenities of urban life: fire and police protection, churches, schools and parks. By the latter part of the nineteenth century, the East Bank could provide ample services to its residents. Fire protection on the East Bank continued to be a voluntary service after annexation in the 1860s, but as early as 1868, the Fourth Ward had its own company, No. 3, located on N. Hill Street. By 1874, South Bend had raised funds to install a new water system, including a stand pipe, new artesian wells and hydrants around the city. This provided adequate water pressure to all areas and led the way to a reorganization of men and materials. In 1886, the department became a professional one, with a central fire station and seven hose houses. By 1906, the East Bank was served by two new brick fire houses (Nos 3 and 7) both of which represented substantial investments by the city in services for the residents.³⁷ Both of these buildings survive, although not as active fire stations.

Churches and schools also served the East Bank population during this era. As previously mentioned, the Sunnyside Presbyterian Church in the East Washington Historic District, is an outstanding example. Serving the

³⁵ "Fish Studebaker Wedding Highlights Social Season", *South Bend Tribune*, June 17, 1887, quoted in Ault.

³⁶ Information collated from various Historic Sites and Structures Inventory Forms for properties in the historic districts of the East Bank.

³⁷ Howard, pp. 379, 381.

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German population, many of whom were employed in the various industries, was the Zion Evangelical Church and School, a part of the Howard Park Historic District, and St. Joseph's School is an outstanding example of early twentieth century parochial schools in the East Bank neighborhood.

During the first two decades of the twentieth century, South Bend, like many other communities in the Midwest, began to pay greater attention to the matter of the "city beautiful," a nationwide trend. In 1910, Rolland Adelsperger, Secretary of the South Bend Architectural Club commented in a regional architectural publication:

"Yesterday, America was a country of cities in the making, ... whose every thought was of growth. Today it is a country of cities that have grown and acquired wealth and power. Like the successful man who builds himself a new home, they are now seeking to order themselves with greater reference to beauty, comfort, convenience and health." ³⁸

Adelsperger championed city planning, to systematize the work of beautifying the city and improving the ways it functioned. He anticipated the work of the noted Landscape Architect and Planner, George E. Kessler who was hired by the new South Bend Park Board sometime around 1910. The latter body had been appointed with the express purpose of maintaining city parks and establishing a boulevard system. The ambitious plan which Kessler produced in 1912 recommended a number of new parks, and a series of parkways. South of the East Bank area he suggested a river parkway which would connect to Howard Park. Another recommendation concerned the development of St. Louis Boulevard, on the east side of the park. ³⁹

Howard Park, nestled along the St. Joseph River between E. Jefferson and the Grand Trunk Railroad had started life as a mosquito-ridden marsh. In 1878, Timothy Howard, a historian and, at the time, a member of the city council, proposed the city use the site for dumping street and alley fill, with the idea of building up the grade and turning it into a public park.

³⁸ Rolland Adelsperger, "South Bend -- Its Possibility", *The Ohio Architect and Builder*, Vol XV, No. 5, May, 1910, Cleveland, Ohio: The Ohio Architect & Builder Company, p. 9

³⁹ "Plan for Greater Park System to Cost Thousands", *South Bend Tribune*, November 30, 1912, p. 15.

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By 1879, title had been obtained and South Bend's first park under city control was established. Slowly, over the years, fill began to reclaim the site and additions of property to the east expanded its size. By 1891 a board of park commissioners was elected and by 1895, the park was named. Dumping ceased, a sea wall and concrete walk were installed along the river and final grading was undertaken. A "landscape artist", Mr. George G. Barker was engaged to lay out the park, and by 1899 all was ready for a grand dedication.⁴⁰

Over the years, gifts of land, from Alexis Coquillard (nephew and namesake of the city's founder) and others expanded the park's boundaries. In 1902, John M. Studebaker gave two city lots and \$2,000 with the proviso that the city would purchase additional lots to bring the boundary of the park to the alley west of St. Louis Street and south of E. Jefferson. Four years later, Mr. Studebaker once again invested in the beautification of the East Bank when he donated an electric bronze fountain to the park.⁴¹ The park continued to be expanded to its present eastern boundary along St. Louis Boulevard, as Kessler and many others before him had suggested. Although it has undergone changes and lost its fountain, today the park is the cornerstone of the Howard Park Historic District. With the Jefferson Street Bridge, which is connected at the north, it provides a graceful and refreshing respite in the urban environment of the central East Bank.

Architects and Builders of the East Bank

The economic incentive provided by the great industrial activity of South Bend during its peak years stimulated building activity, in particular from the 1880s until the dawn of the depression. This, in turn, provided opportunities for local architects and builders. For a town its size, South Bend has long enjoyed a tradition of excellence in architecture. Perhaps this was engendered through the influence of Notre Dame, where an association with architecture and the building arts dates to its earliest years. The work of many of the better known practitioners in South Bend can be found in the East Bank area and two of them are known to have resided within its boundaries.

⁴⁰ Howard, pp. 386-389.

⁴¹ Ibid., pp. 389-391.

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Charles A. Brehmer was one of the earliest professional architects to practice in South Bend and his home was once located in the uplands at the corner of South Bend and North Notre Dame Avenues. He is known for his designs of Victorian houses, such as the Maurice Egan house and for fire houses, being the designer of both of the fire houses located in the East Bank. He was born in Glencoe, Illinois and raised in Michigan. After graduation from the University of Notre Dame where he studied architecture and engineering, he worked as a draftsman for a time in Michigan, returning to South Bend to establish his own practice in 1884. He died in 1909.

Walter W. Schneider and Oscar Dirham were the designers of a distinctive home on East Jefferson Street in the Howard Park Historic District, as well as other important residences in South Bend and Mishawaka. Dirham was first an architect with a local lumber company, but little is known of his education and training. He died in 1913. Schneider also designed a home at 1017 E. Jefferson, as well as churches in South Bend and elsewhere, in addition to the River Park Theatre and other buildings. He was born in Chattanooga, Tennessee, and attended Vanderbilt University. Following graduation he worked under Richard Schmidt in Chicago, moving to South Bend in 1896 where he formed a partnership with Oscar Dirham. After 1914, he operated his own firm where a number of other South Bend architects trained as young men. He died in 1957.

The firm of Freyermuth & Maurer designed many institutional buildings in South Bend, including City Hall and the North Pumping Station. George Freyermuth was born in Philadelphia, but moved to South Bend as a small child. He learned architecture from his father who was a building contractor. In the late 1890s, he joined R. Vernon Maurer in partnership. Maurer was a native of South Bend who attended high school in the local community and art at the Chicago Art Institute, after which he worked as a draftsman in Chicago until 1895. His partnership with Freyermuth continued until 1934, when the latter was elected mayor of South Bend. Maurer's son joined him following his partner's election and the firm continued as Maurer & Maurer. George Freyermuth served as mayor from 1935 to 1938, later relocating to Minnesota where he died in 1958. R. Vernon Maurer died in 1963 at the age of 88. Freyermuth and Maurer were the designers of the St. Joseph School and homes at 914 and 918 East Jefferson Street in the Howard Park Historic District.

Probably one of the most active and best known of the local architects

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working in South Bend during the Industrial era was the firm of Austin & Shambleau. N. Roy Shambleau was born in Canada in 1888 and moved with his family to South Bend as a young man. He was briefly in business with other local architects before forming a partnership with Ennis Austin in 1912. Shambleau was known for his Prairie style houses, modeled after those of Frank Lloyd Wright. Two of these can be identified in the East Bank, one of which was his own home for a time (although its integrity has now been seriously compromised) -- the other is presently located at 1027 East Wayne Street in the Howard Park Historic District.

Ennis R. Austin was born in Owasco, New York in 1863 and attended Cornell University where he graduated in 1886 with a degree in architecture. His early experience was gained in New York and later with the Tiffany Glass & Decorating Company. He was in partnership with W. B. Parker from 1892 to 1900 when he took a job as superintendent of construction for the U.S. Treasury Department, working on projects in Indiana, Illinois and Michigan. After 1906 he returned to private practice, until 1909 when the firm of Austin & Shambleau was formed. He was a fellow of the American Institute of Architects. Buildings in the East Bank designed by Austin include houses at 1013 E. Jefferson in the Howard Park Historic District and 1003 E. Washington in the East Washington Street Historic District. A few of the residences in the E. Washington Street and Howard Park Historic Districts which were designed by Austin & Shambleau include those at 107 N. Eddy, 103 and 231 S. Eddy Street and a 812 and 904 East Jefferson. The firm was also responsible for many period revival buildings as well as commercial buildings and schools. Ennis Austin died in 1951 and N. Roy Shambleau in 1975.⁴²

Martin Hoban was a local contractor who gained fame through his construction of local streets as well as through his political activities and other projects. He was a prominent resident of the East Bank, with a stately home on East Colfax which is an outstanding example of the builders' art. Other local builders who worked in the East Bank area include Louis A. Hickey Co. who built the Mabel Holden House on North Notre Dame Avenue, Thomas L. Hickey, the contractor for the St. Joseph School and

⁴² All of the historical and biographical information about local architects is from City of South Bend Summary Report, 1982 and City of South Bend Summary Report, 1993.

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the H. G. Christman Company who were responsible for the twentieth century construction of the I & M Electric Company buildings.⁴³

The Later Years

In general, the East Bank followed the same trends that effected all of South Bend during the middle years of the new century. Between the World Wars, South Bend found itself meeting new challenges. After World War I, prosperity seemed to return to the country, and many businesses, like the Stephenson Underwear Mills, for example, thought it a good time to expand. But within a year of the 1929 crash, effects were felt in the river town and by 1933 South Bend was in serious economic straits with thousands of factory workers unemployed. Many businesses and industries suffered. During the 1930s several WPA projects were operating in the area, providing relief and public improvements, including work along the banks of the river, street repairs and park construction, such as the amphitheater and seawall along the river west of Northside Drive and just south of the East Bank area.⁴⁴

World War II and the post-war boom once again brought production and prosperity to the community. During this era as many as 195 factories were operating and almost one out of every three persons in South Bend earned their living through local industries. The city was one of the best paid labor markets in the country. But the growth could not be sustained. By the mid-to-late 1960s, local industrial giants began to close down. The cessation of work at the famed Studebaker plant marked the decline of the industrial era in South Bend and the East Bank.⁴⁵

As related earlier, South Bend continued to be known as one of the most active industrial cities for its size in the Midwest, until the late part of this century. Like so many towns in the Midwestern "Rust Belt", the transition from heavy industry to service and other businesses after World

⁴³ Howard, pp. 370, 511; Indiana Historic Sites and Structures Inventory Survey Forms for various buildings in the East Bank.

⁴⁴ City of South Bend Summary Report, pp. 43-45; Survey Form, WPA Project.

⁴⁵ City of South Bend Summary Report, p. 45.

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War II was not easy. Today, the local universities, Notre Dame and several others, are the city's largest employers.⁴⁶

Now, nearing the millennium, the city is struggling to regain its economic muscle, like so many other mid-size and small communities in the Midwest. But it is doing so with a mixed bag of strategies, including the adaptive use of some of the historic fabric of its memorable industrial past. Old factories serve as hotels, restaurants, and offices; specialty stores are housed in dignified residences and stately mansions are open to the public.

⁴⁶ City of South Bend Interim Report, p. 45.

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F. Associated Property Types

Industrial Buildings in the East Bank 1867 - 1947

Description

The industrial buildings considered within this property type include the sturdy steel, brick and concrete structures which were built within the geographical boundaries of the East Bank Multiple Property Listing during the Industrial Era of its development. These buildings are most likely to be located within the core of the district, on or near the East Race, the St. Joseph River and at the site of the various subsidiary flumes which once served local industrial needs.

The buildings are of typical functional design, constructed in the style of factory buildings during the late nineteenth and early twentieth centuries. They are primarily two and three story brick structures, often with metal casement windows and heavy wood personnel or loading doors. The earliest extant examples of this property type dates to the 1860s and the latest to the 1940s. Typical features of these structures include corbelling at corners, around windows and/or cornice areas, flat roofs, square stair, fire and chimney towers. In general, they demonstrate large, rectangular massing, a minimum of ornament and detail and sturdy, fire proof or retardant construction. The earlier examples are often have brick or stone foundations, and brick walls, segmental arched windows and doors with stone sills. Interior finishings are minimal. Later examples are often of reinforced concrete construction, with brick and stone facing and trim materials.

Significance

The Industrial buildings of the East Bank are the quintessential examples of the location and genesis of the Industrial development of the East Bank. Most are significant under Criteria A, and relate to the historic theme of South Bend's era of Industrial development, as it was experienced in this geographic section of the community. Industrial buildings of the East Bank were erected between 1868 and 1947 in areas near the source of river power, and later, railroad lines were established in or near these facilities. Unlike similar buildings on the west side of the river, which relocated away from the river when steam-powered electrical energy came in use, East Bank industrial operations tended to be more static, adapting to new technologies at their traditional locations. Other factors which

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influenced the development of these industries on the East Bank included the presence of a strong agricultural region surrounding the town (especially during the early part of the era), the availability of local hardwood timber, as well as a skilled, diligent workforce. The latter were often German, Irish, Polish or other European immigrants who gladly worked the long hours and endured difficult conditions to improve their life in a new land.

Most of the buildings will be significant on the local level, however, a few, may attain significance on a regional or national level. The industrial development on the East Bank was enhanced and encouraged by the presence of world renown industries on the west side of South Bend. Later entrepreneurs like the O'Brien brothers who founded the South Bend Lathe Company also achieved national prominence. Finally, with the presence of adequate railroad transportation, the industries of the East Bank had ready access to the giant Chicago hub, just a short train ride to the north, enhancing the regional aspects of their efforts.

Some of the industrial buildings in the East Bank may qualify under Criterion C, based on the design qualities of their construction.

Registration Requirements

Applicants for registration must document the building or district's connection to industry in the East Bank to the fullest extent possible. Thus, they would be able to describe at least fifty years of influence as an industrial building or district located in the area.

These buildings are of primarily traditional design, or utilitarian in nature, as such, concern for architectural style is not the primary consideration. Nonetheless, several of the later examples may demonstrate, in a restricted manner, detailing in the Neo-classical, Italianate, Craftsman or eclectic revival styles. Where such stylistic elements are present they should demonstrate a degree of integrity. The structures and complexes of this building type will generally meet registration requirements because of the way they demonstrate the relationship between building design and function. Thus, visible interior steel or timber bracing which was intended to support heavy machinery may enhance the significance of design, while the relationship between various structures in a complex, because it demonstrates the way they functioned, will enhance the setting and associational qualities. Because of the large size and the temporary nature of many early outbuildings, few industrial complexes retain all of their

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subsidiary structures. In general these buildings will meet registration requirements if they retain at least one key element in its original location, evidence of original workmanship materials and feeling.

Buildings within a district, may retain slightly less integrity than those individually entered. In the former case, the associative characteristics will determine their registration requirements.

Industrial Era Public Buildings, Sites and Structures in the East Bank

Description

This property type includes a variety of types of resources which are associated with the infrastructure, amenities and public services of the East Bank during the Industrial Era. This includes structures such as bridges, roads and streets, which are associated with important transportation links, especially those which enhanced communication between the east and the west banks of the St. Joseph River and which enabled goods to be transported to markets. Railroad related resources are also included.

Sites in this category include Landscape Architectural resources such as parks, parkways, boulevards, gardens, walks as well as land forms. Public buildings include those dedicated to community services, such as fire houses, and other municipally managed elements.

Significance

The resources in this property type can be associated with Industrial Era development in the east bank, because they provided the amenities, infrastructure, and transportation links across the St. Joseph River which were so essential for the growth and prosperity of the geographic area. They achieve significance under areas of transportation, landscape architecture, architecture, and engineering.

All streets, bridges and parks in the East Bank have local significance and most qualify under Criteria A, although several have engineering and/or landscape architectural design qualities which apply to Criteria C. Two bridges fall into this category, in particular because of the use of the Melan arch technique and aesthetic elements in their design which were recognized in their own era, and are reasonably well-known today. The work of the planner/landscape architect, George Kessler in South Bend has some

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relationship to resources in the area, although examples are limited.

Significant as transportation resources are the twentieth century reinforced concrete bridges and the railroad bridge, all of which provide access, to markets and to other areas of the city. These are also significant as examples of masterful engineering design and because they demonstrate unique applications of early twentieth century techniques and principals. Howard Park is significant on the local level for its association with amenities necessary for the growth and development of the area, for its ties to the City Beautiful movement.

Public buildings, such as the fire houses which are present, are significant under Criteria A, at the local level for the association with the important and necessary fire protection services which enhanced both industrial and the related residential development in the East Bank area. Such services were proudly acclaimed by entrepreneurs and citizens alike as an asset to growth. In addition, these buildings, which were architect designed in later years and which often demonstrated high qualities of workmanship and materials achieve significance in the area of architecture and can be associated with locally significant architects.

Registration Requirements

In general, public transportation-related resources will meet registration requirements under Criteria A if the majority of their fabric is intact. Changes which may have occurred, such as curb and gutter renovations, rail and lighting modifications, or surface applications which do not destroy or completely obscure the basic structure and its key defining elements will not compromise their potential. Those which also meet requirements under Criteria C will demonstrate a higher degree of design embellishment and concern. These may, understandably have experienced deterioration from the elements, and from lack of restorative care, however, they will meet the requirements if they have retained their location, setting, materials, design and feeling.

Those resources which will qualify under this property type must have been used to transport goods and people across the river, or enhance such transportation between the area and South Bend, as well as regional centers such as Chicago.

Landscape Architectural resources in this property type will generally qualify under Criteria A and should retain their basic location and

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setting, although, because of the fragile and dynamic nature of living material, integrity of materials and workmanship will be less important. Associative qualities in relation to individuals of local or greater significance will enhance the registration potential in this regard. These resources which fall under the category of sites, may be considered in the light of the continuity of their significance. If a park or other site, planned and designed for public use, demonstrates a continued evolution of that use, with elements of the characteristics which initially were present, its registration qualification should not be impaired.

Public buildings which are present in the East Bank area and which are part of this property type, will usually qualify under Criteria A and C. Invariably, community resources were expended in greater quantity to achieve an appearance of solidity and quality. In this case, these will demonstrate both associative qualities, with the services being provided to enhance the industrial life and development of the region, as well as integrity of setting, design, and feeling. The buildings are locally significant and fall under the architectural area of significance. These buildings can also be associated with the work of a local master, thus enhancing their registration potential.

The matter of integrity may arise in the case of such buildings, since in the case of examples on the East Bank, they are adaptively used in the present era. In such instances, they will retain their registration capabilities, because they represent evidence of past techniques of managing men and equipment for the needs of the public, technologies which have been replaced by more modern methods. Therefore, if key elements which help elucidate these early technologies are recognizable, such as enlarged doors for equipment, hose drying towers, etc., some adaptive use modifications or temporary applications (moderate use of siding in eaves, for example) will not jeopardize their registration potential.

Buildings, sites and structures which fall within an Historic District may only demonstrate a few of the qualities for registration, nonetheless, the overall qualities of the district will override these considerations.

Late Nineteenth and early Twentieth Century Vernacular Commercial and Residential Buildings

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This building type include homes and commercial structures of a variety of building materials, including brick, wood, stone and cast block of various types. Because the context of this multiple property listing relies heavily on associative factors connected with the industrial development of a small urban area, mixed development is consistent and typical. Thus, commercial use of structures will be mixed with residential and vice versa.

This property type includes residences which can be categorized as including the following building forms: Upright and Wing, Gabled Ell, Gable Front, T-plan, Cross-plan, Shotgun, American Foursquare, Pyramid and other cottages. Commercial structures will fall into the category of twentieth century functional construction and design for the most part. In both commercial and residential buildings, elements of stylistic detailing or features may be found in some examples, such as Italianate cornices, Folk Victorian spindle work or Craftsman brackets. A wide variety of such resources are found in the East Bank area, including many modest structures clustered in historic districts.

Significance

The East Bank residents and owners of these buildings were workers, foremen and their families as well as purveyors of products and services required by them. The resources achieve significance for their association with the industries which were the generating forces of residential and commercial development in the many neighborhoods which sprung up around the industrial core. At one time, one out of three of South Bend's residents was employed in the many industries for which it was renown. The East Bank contains a wide variety of neighborhood areas, and many of these were populated by the blue collar and middle level management that kept the fires of industry burning. At first, proximity to the workplace was distinctly important. Later, as transportation facilities improved, workers stayed in the area, even though the plant may have relocated.

All of the properties in this building type are significant on the local level. Many achieve significance in the areas of commerce, or industry. The former because they may have served a retail purpose or their owners were associated with retail activities, the second because of the employment of residents and owners who may have moved to the area. A few, which are good examples of a particular type and which retain excellent integrity may also qualify under category of architecture.

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Vernacular buildings recognized in this property type will not necessarily exhibit many stylistic elements and their registration potential will rely more heavily concerns of form, feeling and association. Where excellent original fabric, massing and detail has been retained, the registration potential will be enhanced.

Nonetheless, buildings which demonstrate one of the various forms common to the vernacular vocabulary and which have at least this form, with some recognizable elements of original detailing present will be considered, especially if they are located within one of the historic districts. Individual buildings will be expected to more distinctly demonstrate their particular vernacular form, and to have a considerably higher degree of integrity.

Romantic and Victorian Era Buildings

Description

This property type includes residential, commercial and institutional buildings in the East Bank from a wide variety of eras. Frame and masonry examples are equally present and the types of buildings may vary from a stately brick church to a Queen Anne residence or an Italianate commercial storefront.

Most of the buildings in this type are residential structures, located within historic districts and demonstrating all or most of the qualities of the styles discussed below.

The architectural styles which may be found in the resources of the East Bank area and which fall under the property type of Romantic and Victorian era resources include Gothic Revival, Greek Revival and Italianate, Stick style, Second Empire, Queen Anne, Shingle and Romanesque styles. In the Romantic era styles, the Gothic Revival examples are almost exclusively institutional buildings such as churches. Greek Revival is also sparsely reflected, while some Italianate buildings are present, and occasional Italianate detailing can be found. The overwhelming number of resources fall within the Queen Anne and related styles. These include modest, ell plan structures with only a modicum of detailing and elaborate high-style versions with a variety of material and the typical asymmetrical plan and massing which denotes the style. Stick style examples are present, but tend to be somewhat modest examples. Romanesque styles are represented by

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institutional buildings for the most part.

Significance

The resources of this property type are significant for their association with the broad context of the Industrial development of the area, under Criteria A and often for Criteria C. The residences, churches, business and church schools which proliferated on the East Bank in response to the growth of industry were generally built during the late nineteenth and early twentieth century when the Romantic and Victorian styles were extremely popular. All of the examples can be said to achieve this significance on a local level.

Although many of the examples of these styles are extremely modest, the collection can be said to achieve significance by association with the patterns of community development which they demonstrate. The increased use of stylistic ornamentation of the houses of this property type is evidence of the increased prosperity of the area and the desire to ornament these buildings above the merely utile. Neighborhoods were achieving distinctive character, through the streets, walks and alleys which were installed at the turn of the century. Homeowners and proprietors took great pride in their buildings, advertising their achievements through external demonstrations. Thus, the prevalence of stylistic homes and other buildings during this time also represents a recognized general trend in the evolution of architectural history. Unlike the vernacular properties, many of these homes were owned by managers, investors and other, non-laborers of the East Bank.

Some resources within this property type also achieve significance with in related areas, such as commerce, education, and industry.

Registration Requirements

As previously mentioned, a considerable number of resources in this property type are located within historic districts, where the clustering of a group of similar resources and the related commercial and institutional buildings, sites and structures which defined the neighborhood creates the environment for registration potential. As such, examples of the styles mentioned above which fall in these areas may retain only a few of the typical characteristics which define the style. The typical forms and massing are often present, while some detailing may be lost, and others are present but temporarily obscured.

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Individual examples of these styles are rare, and to demonstrate their stylistic integrity, they must meet more rigorous standards. One such example is the Martin Hoban House which easily demonstrates the vigor of the Queen Anne style. Other examples of resources which meet the registration requirements may not exhibit as high a degree of integrity, but will qualify for their association with areas of significance such as commerce or industry and/or associative qualities.

The East Bank area is a small, urban center, whose primary significance lies in its demonstration of community development related to a specific industrial phenomenon. The degree of high-style examples of these architectural styles is small, and thus registration requirements will rely on association to some degree.

Eclectic Period Buildings

Description

Also present in the East Bank in good numbers are residences and institutional buildings which fall into the stylistic category of the Eclectic Period. Since these buildings were constructed, for the most part, at or after the turn of the century, it is not surprising that some of these styles are quite prominent in the area. Included in this property type are the Colonial Revival, Classical and Neo-Classical Revival, Tudor Revival, Beaux Arts, Prairie, Craftsman, Late Gothic Revival/Collegiate Gothic, and International styles. Of these, the overwhelming majority are Craftsman or Craftsman influence, with a few good Prairie examples. Colonial Revival, the Classical Revivals and Tudor Revival are also well represented. There is at least one institutional example of Collegiate Gothic style. The International style examples are invariably too recent to qualify.

Materials are wide ranging, with brick and stone trim being common and several houses of stucco finish. Wood and brick houses in the Craftsman mode may have cobblestone features as well. Most of the examples will be located in the two residential districts, with trees, wide sidewalks, brick streets, and residential planting to enhance the ambience.

Significance

These buildings, like those of other property types are related to the historic context for the entire area. They were the manifest examples of

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the continuing upward efforts of the industry-inspired East Bank. For the most part, the buildings which come within this type gain significance in relationship to the upwardly mobile population of the area. This is especially true of those which are architect-designed. They will generally gain significance under Criteria A and/or Criteria C. A few outstanding examples will be highly significant under Criteria C as the work of a master. Seven locally and regionally significant architects can be identified with properties in the East Bank, more may be identified at a later date. Invariably, the architect designed houses will come within the eclectic period property type. Areas of significance include architecture for the majority, with a few also including education and industry.

The properties are significant on the local level, although a few may be considered regionally significant.

Registration Requirements

The more sophisticated urban residences and institutional buildings, reflect the high quality which was sought by the wealthier residents. These examples will demonstrate integrity of design, materials and workmanship to a high degree and benefit from the association with the regionally known architects who were responsible for them.

Also within this property type are more modest buildings, many of Craftsman and the various revival styles, which were the homes of less notable personages. These too, however may meet the registration requirements, with less degree of design and materials integrity, when they are located within an historic district (as is the case for the majority.) Like the Romantic and Victorian Period buildings, they manifest influences of the era in which they were constructed when clustered in neighborhood groups.

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G. Geographical Data

Within the corporate limits of the City of South Bend, Portage Township, St. Joseph County, Indiana, the geographical area is located east of the river and west of Eddy Street. The northern boundary is the south side of Napoleon Street between Eddy Street on the east and the alley west of Lawrence Street on the west; the western boundary encompasses this same alley, between Napoleon Street and Corby Boulevard to the south, where it turns west along the south side of Corby Boulevard to the east bank of the St. Joseph River and continues south until the intersection of South Eddy Street, Northside Boulevard and the north side of the ramp to the Cooper Bridge; the southern boundary is along the north side of the short portion of South Eddy Street, as it angles in a northeasterly direction from the east side of said bridge, to the point where it turns due north; the east boundary of the geographical area is the west side of South and North Eddy Street from this point to the south side of Napoleon Street. There are three exceptions to the western boundary, these being the LaSalle Street, Jefferson Street and Grand Trunk Railroad bridges which cross the St. Joseph River within the East Bank area. In each case, the boundary encompasses all abutments, piers and the entire length of the bridge.

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H. Summary of Identification and Evaluation Methods

The multiple property listing of historic and architectural resources in the East Bank area of South Bend is based on the South Bend Historic Sites and Structures Inventory, completed in 1981 with an update in 1988, although work was conducted on this effort over a period of more than a decade. After an initial pilot project conducted by the architectural firm of Hurtt-Kendrich & Associates, the South Bend/St. Joseph County Historic Preservation staff surveyed the town, in six phases, completing a publication of the results in 1993. The inventory was conducted under the auspices of the Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources. Every street in the City was reviewed and properties identified which as being eligible for inclusion, based on the National Register Criteria for Evaluation. Resources were rated as Outstanding (O/13), Significant (S/12, S/11), Contributing (C/9, C/10) or Non-Contributing (N/C). As a result of the survey, 5,921 sites and structures were entered into the final inventory.

The South Bend/St. Joseph County Historic Preservation Commission recommended the general geographic boundaries of the multiple property listing, based on their research and the results of the survey. In addition, an initial suggestion for properties to be included was made, based on those which ranked in the two highest categories of the initial survey. Further, initial parameters for the East Washington Street Historic District and for the Howard Park Historic District were suggested, following recommendations in the original survey.

After review of the survey forms and a brief survey of the properties and districts identified in the East Bank area, these consultants made recommendations to the Historic Preservation Commission staff for changes to the historic districts and to the individually listed resources. Some of the originally highly rated resources had been changed or demolished, for example. Following this, an on-site visit was made by the staff of the Division of Historic Preservation & Archaeology to review these recommendations and further refine the content of the multiple property listing area. The two historic districts were refined, reflecting suggestions made during this visit and a third district, the Singer Mfg./So. Bend Lathe Co. Historic District was defined. The individually listed resources were selected, based upon their registration potential as individual properties. The properties finally selected to be included needed to meet a reasonably high standard of integrity, and to be able to qualify under the Criteria, although their relationship to the historic

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context was also taken into account as well as their rarity.

The present consultants developed the historic context, completing local research as well as relying upon the extensive research conducted by the survey teams over the years. The single context for the multiple property listing, Industrial Era Development in the East Bank, 1867 - 1947, was defined to include the broad scope of community development that occurred in this specific geographic area of South Bend (i.e. the East Bank). In addition, the associations with industry which were strong for the community as a whole, could be seen to have special applications in the East Bank area as well and secondary effects of this broad historical trend affected a wide range of community activities and services. Property types have been arranged chronologically and by function.

The unique qualities of the East Bank, including the presence of the East Race, the area's prior history as a separate town, its political separateness and its ties to Notre Dame made it possible to consider an industrial context for this geographic area alone. The geographic separation of the area, by the St. Joseph River made it a distinct, unique segment of the community, with its own characteristic qualities for much of its early history. Today, thanks to the reconstruction of the East Race, ties which once existed between the waterways and local industry are more obvious. Today, perhaps nowhere else in the city can one see how closely were industry and water power once connected as at Stephenson Mills, the I&M Electric complex, or Singer/South Bend Lathe Historic District. All of these are now adaptively used for new purposes, yet their historical proximity to the race is immediately obvious. Thus, the rationale for developing a historical context for Industrial Development in the East Bank relies on its unique geographical qualities as well as historical trends.

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Addendum

Key to Individual National Register Properties
(as shown on general map)

- A. Maurice Egan House
- B. Mabel Holden House
- C. Fire House No. 7
- D. LaSalle Street Bridge
- E. W.N. Bergan/J.C. Lauber Building
- F. I & M Electric Company Buildings
- G. Stephenson Underwear Mills
- H. Fire House No. 3
- I. Dilly/Probst House
- J. McCormick Building
- K. St. Joseph School
- L. Martin Hoban House
- M. Sommerer House