

United States Department of the Interior  
National Park Service

SENT TO D.C.  
7-2-04

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name South Water Market

other names/site number \_\_\_\_\_

**2. Location**

Street & number Bounded by 14<sup>th</sup> Place, the 16<sup>th</sup> Street rail embankment, Racine Avenue,  
and Morgan Street (storefront numbers 1-215 West South Water Market--not street addresses)

city or town Chicago \_\_\_\_\_ not for publication  
state Illinois code 031 county Cook \_\_\_\_\_ vicinity  
zip code 60608

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets \_\_\_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_\_\_ nationally \_\_\_\_\_ statewide  locally. (See continuation sheet for additional comments.)

Wm. W. 15410  
Signature of certifying official

7-1-04  
Date

**Illinois Historic Preservation Agency**  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. ( \_\_\_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

\_\_\_\_\_  
Date

South Water Market  
Name of Property

Cook County, Illinois  
County and State

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#### 4. National Park Service Certification

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I, hereby certify that this property is:	Signature of Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain):	_____	_____

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#### 5. Classification

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Ownership of Property (Check as many boxes as apply)

- private  
 public-local  
 public-State  
 public-Federal

Category of Property (Check only one box)

- building(s)  
 district  
 site  
 structure  
 object

Number of Resources within Property

Contributing	Noncontributing	
<u>6</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>6</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register

N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

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**6. Function or Use**

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Historic Functions (Enter categories from instructions)

Commerce/Trade/warehouse

Current Functions (Enter categories from instructions)

Commerce/Trade/warehouse

Work in Progress

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**7. Description**

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Architectural Classification (Enter categories from instructions)

Classical Revival

Commercial Style

Materials (Enter categories from instructions)

Foundation: concrete

Roof: concrete/composition

Walls: concrete

Other: terra cotta

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets

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### 8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

-Criteria Considerations (Mark "X" in all the boxes that apply.)

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a grave.
- d a cemetery.
- e a reconstructed building, object, or structure.
- f a commemorative property.
- g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Commerce

Community Planning and Development

Period of Significance: 1925 to 1954

Significant Dates: 1925

Significant Person(Complete if Criterion B is marked above):

Cultural Affiliation: N/A

Architect/Builder:

Fugard, John Reed, architect

Knapp, George Arnold, architect

Mc Lennan Construction Co., builders

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See continuation sheets

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### 9. Major Bibliographical References

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Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

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

Name of repository: \_\_\_\_\_

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### 10. Geographical Data

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Acreage of Property 14 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	445504	4637724	3	16	445971 4634582
2	16	445966	4634709	4	16	445504 4634572

See continuation sheet.

Verbal Boundary Description:

See continuation sheet

Boundary Justification (Explain why the boundaries were selected).

See continuation sheet

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**11. Form Prepared By**

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name/title Peggy Glowacki

Organization \_\_\_\_\_ date April 14, 2004

street & number 5228 N. Ludlam St. telephone (312) 413-5354

city or town Chicago state IL zip code 60630

name/title Susan Baldwin

Organization Baldwin Historic Properties date \_\_\_\_\_

street & number 233 East Wacker Drive, #410 telephone (312) 228-0707

city or town Chicago state IL zip code 60610

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**Additional Documentation**

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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**Property Owner**

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(Complete this item at the request of the SHPO or FPO.)

**Owners 1,2,3,4,5,6,7:**

Chicago University Commons, LLC; One Chicago University Commons, LLC; Chicago University Commons II, LLC; Chicago University Commons III, LLC; Chicago University Commons IV, LLC; Chicago University Commons V, LLC; Chicago University Commons VI, LLC

street & number c/o The Enterprise Companies, 600 West Chicago Avenue, Suite 570

city or town Chicago state IL zip code 60610 telephone 312.670.3800

**Owner 8:** Heritage Standard Bank and Trust Company, as Trustee

Street & number 117 West South Water Market

City or town Chicago state IL zip code 60608

**Owner 9:** Hieu Trong

Street & number 86 West South Water Market

City or town Chicago state IL zip code 60608

**Owner 10:** HC Realty, LLC

Street & number 70 West South Water Market

City or town Chicago state IL zip code 60608

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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.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503

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NATIONAL REGISTER OF HISTORIC PLACES  
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South Water Market  
Chicago, Cook County, IL

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### Narrative Description

The South Water Street Market lies approximately two miles southwest of downtown Chicago at the southern edge of the Near West Side and is comprised of six buildings which cover an area of approximately 14 acres, or two city blocks. The boundaries of the six buildings are 14<sup>th</sup> Place on the north; the 16<sup>th</sup> Street rail embankment on the south; Racine Avenue (formerly Centre Street) on the west; and Morgan Street to the east. Aberdeen Street (formerly Solon Street) bisects the property east to west. The market also incorporates 15<sup>th</sup> Street, which runs through it north to south.

In 1830, the primary patentee of the original property was William Bennet and the main travel arteries of the neighborhood had been laid: Ashland Avenue to the west, Halsted Street to the east, Twelfth Street to the north and Twenty-second Street on the south.<sup>1</sup> By 1861, Blue Island Avenue, another major travel artery, cut through the neighborhood at an angle and railroad tracks had been built on a steep embankment on 16<sup>th</sup> Street, creating the southern boundary for the neighborhood and later the market<sup>2</sup>. By 1904, the area had been subdivided into city streets containing residential structures with wooden stables or sheds in their rear<sup>3</sup> and the Near West Side had become a port-of-entry neighborhood for the city. The southern portion of the neighborhood was initially home to German and Irish immigrants who came to the city to work in the industries that lined the south branch of the Chicago River. After the turn-of-the-century, Russian and Polish Jewish immigrants made the future market area one of the most residentially congested in the city. Cable and electric car lines ran along Blue Island Avenue, 12<sup>th</sup> Street, and Halsted Street and the working class immigrant population of the area lived in frame structures with brick fronts, unevenly placed on their lots. In addition to residential housing, the area contained a large scrap iron and junk yard on West 14<sup>th</sup> Place, a Hay and Feed Company, and several stables. East of the future market were the commercial blocks of Halsted Street and the busy Maxwell Street Market.<sup>4</sup> The neighborhood surrounding the market today remains largely residential, with most of the Maxwell Street Market replaced by new townhouse developments.

The six market buildings<sup>5</sup> are situated per the attached diagram: Two structures (A and B) were built

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NOTES:

1. *Map of Chicago in 1830*, Documents Department, University of Illinois at Chicago.
2. *W. L. Flower, Map of Cook County Illinois* (1861) Chicago Historical Library.
3. *Blanchard's Map of Chicago with the New Street Names* (1904) Documents Department, University of Illinois at Chicago.
4. *Sanborn Fire Insurance Map 8*, (1914), microfilm, University of Illinois at Chicago.
5. Fugard and Knapp, Ltd. "Market Buildings, Chicago Produce District Trust." 35 blueprints. Job #566. Chicago Historical Society Library.



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with their fronts on West 14<sup>th</sup> Place. The western building (A) is 576' long and contained 24 units and the eastern building (B) is 624' and contained 26 units. They are separated by Aberdeen Street (originally Solon Street). Across the alley and with their fronts on the north side of 15<sup>th</sup> Place are a 576' building with 24 units (C) and, separated by Solon Street, an 815' building with 34 units (D). On the south side of 15<sup>th</sup> Street are a 576' 24-unit building (E) and another 815' 34-unit building (F). These buildings have a rear alley and their backs face the railroad embankment. 14<sup>th</sup> Place is 80' wide, and 15<sup>th</sup> Street 90' wide. The alleys are 48' and 35' wide and Aberdeen Street is 60'. New sewers and catch basins were installed throughout during construction.

The South Water Market buildings are each three-stories plus basement. The total floor area of the entire market is 1,018,224 square feet. Each building is identical in design but varied in overall size. The front facades are faced with off-white terra cotta designed to resemble stone. The structures are reinforced concrete frame with folded plate slab foundations and internal mushroom capital and drop panel concrete pillars. A 12" firewall divides each entire structure in half. The floors and roof are also reinforced concrete. Flat composition roofs slope toward the rear and have copper gutters.

There were originally 166 individual commercial units divided among the six buildings, and much of that plan remains extant. Each unit, occupying one bay, is 24' wide and 83' 4" deep, except for the corner bays which are 22' 10" wide. The floor plan within each bay is simple and uncluttered, which allowed for the most flexibility in storage and usage. No interior rooms or partitions were originally created, except for two bathroom facilities on the second floor of each unit. Iron railed, steel tread stairs connect all floors and are located along the interior side wall of each bay. Each bay also has its own freight elevator, located next to the rear loading dock doors, which serves all three floors. The elevator mechanics are in individual small brick "penthouses" on the rear sections of the roof. The buildings are heated by steam radiator heat. Telephone, and originally telegraph, wiring was installed on the first and second floors. There are floor drains on all floors.

The front facade of each building is a repetition of the individual bay design. Harmony is achieved by the repetition and overall simplicity of the composition, which consists primarily of large openings framed by terra cotta, articulating the cellular structure typical of Commercial Style architecture. The horizontality of the design is strengthened by the dominant fenestration pattern and spandrels, cornices, loading docks and canopies. Upon closer inspection, the horizontal effect is relieved by the slightly projecting, continuous piers that frame the windows and separate the bays on the upper floors. Additionally, the decorative three-dimensional column and arch designs of the spandrels and cornices draw the eye upward.

On the first floor, each bay was originally spanned by six wooden folding doors with clear, wire glass windows. Above the doors were transoms of rolled steel with wire mesh glass for ventilation when the doors were closed. While most of these openings have been altered over the years, there are a number of the original extant. A 15' wide concrete dock elevated 30" above grade, originally with wooden bumpers, spans the length of

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the structures and is overhung with a continuous 15' wide steel canopy shielding the dock area and pitched toward the building. The original docks have deteriorated to some extent and individual raised docks have been added to some units in the rear. Trap doors on the dock access the basement area, and each bay has one grilled, ventilation opening in the basement level facade below the dock

The bays are faced with decorative terra cotta on the second and third floors. The spandrels between the second and third stories are faced with flat terra cotta panels recessed into molded frames. The continuous piers are faced with flat single pieces of terra cotta alternating with narrow bands, which give the effect of stone. At the top of the third floor just below the cornice, the flat pieces terminate in a decorative capital comprised of an arch between acanthus leaves with a row of small dentils above. This design supports a large medallion at the terminus of the pier, embellished with a scrolling foliate design terminating in an arched cap. The arch of the cap repeats the segmental curve of the arches on the cornice. Reading as a blind arcade, the cornice is a repetitive pattern of slightly raised pilasters supporting arches which spring from cushion impostes and additionally support upper pilasters that finally terminate with a simple band at the top. This pattern is repeated on every bay of each of the six buildings.

Each bay on the second and third floors has a large masonry opening, which originally contained four rolled- steel double-hung windows (with three at the corner units). The most obvious alteration to the structures has been the removal of most of the windows and replacement with infill materials. Photographs from the early 1950s already indicate several changed windows and doors. Windows may have been blocked in as the upper floors became increasingly used for cold storage, although one current owner reports that crime in the neighborhood also prompted the blockage for security reasons. Today, almost all of the windows have been infilled with brick, block, or glass block and only a few original windows remain in the complex. However, the original terra cotta openings are intact in all of the units.

The side elevations are divided into four bays, the center two having an ornamental frieze extending above the roof line. All bays on the first floor on these elevations originally had three shorter, double-hung windows each. An elevated sidewalk extends the depth of the side facades, which face Aberdeen Street and slope down to grade level at the rear of the building. Concrete stairs are located at each corner. On the second and third floors, the front and rear bay masonry openings originally had three rolled steel double-hung windows and the center bays had four windows.

The rear elevations of the buildings, which face the alley, are faced with red brick on the first floor and concrete on the second and third floors. Originally, there were four metal doors with wire glass on the first floor, with steel-sashed transoms for ventilation. Most of those have also been altered. The freight elevators open onto the rear elevations of each unit. A metal canopy protecting the dock doors and elevator and a wooden bumper below the first floor extends the length of the rear elevation. On the second and third floors, each unit has a

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metal door surmounted by a mesh screen window above it. Large steel sash, wire glass windows are on either side of the doors. Fire escape balconies with iron railings extend along the second and third floors. A fire escape ladder connected the third floor and the roof on the end bays and a counterbalanced fire escape stairway wraps around the side for access from the second to first floors. There have also been alterations of these features on the rear elevations of many of the bays.

The Market dominated its immediate neighborhood and supplementary facilities grew in proximity to the market. The Central Cold Storage and Warehouse Company built a 1,600,000 cu. ft. cold storage warehouse to the east and a 1,979,346 cubic foot facility was built by the Produce Terminal Cold Storage Company to the south. The Produce Terminal Cold Storage Company Building was listed in the National Register of Historic Places in June of 2003. Two office buildings were constructed on the north side of 14<sup>th</sup> Street and growers associations, truck maintenance garages, paper product and packaging distributors, freight claim specialists, and cartage and trucking firms filled the north side of 14th Place and the surrounding area. In 1938, the Great Atlantic and Pacific Tea Co., through its subsidiary, the Atlantic Commission Company, built a large warehouse to the west. Despite its increasing industrial and commercial character, the neighborhood continued to have large amounts of residential homes, dominated by 3-4 unit apartment buildings, although as homes were vacated, many were razed to create parking lots for the market.<sup>6</sup>

The South Water Market was in continuous operation from 1925 until 2001, and retains good integrity in its design, setting, materials, and details. Over the years, a number of minor changes were made to the facades of the buildings, and there has been some decay and neglect. As early as 1932, the Market Services Association, the group responsible for Market upkeep, reported that annual inspections by the Chicago Department of Buildings identified a number of violations such as the changing of stairways, doors, and partitions by

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6. Duddy, E. A. "Distribution of Perishable Commodities in the Chicago Metropolitan Area," *The University of Chicago Journal of Business* 4, issue 2 (April 1926), 290; Goldberger, Lawrence, *Metropolitan Wholesale Produce Markets as Typified by Chicago*, (Chicago: University of Chicago, 1961), 66; Department of City Planning, Chicago, *Chicago's Wholesale Food Markets: Activities and Locational Patterns* (Chicago, 1962), 13.

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individual unit holders.<sup>7</sup> By the 1950s, a second floor covered walkway had been added to span the alley between Buildings B and D. It connected 25 and 125 South Water Market. On the interior, most units retain the original simple architectural plan and design. However, a variety of refrigeration rooms and cold storage rooms have been created in the basements and upper floors and several of the units have been joined by removing side walls to create larger stores.

Today, the Market sits in an area undergoing intensive redevelopment. Immediately to the north of the market are the Newberry Park Housing Development, the Newberry Center, and the Barbara Jean Wright Homes. The area is dotted with empty lots. The area east of the Market is currently under expansion by the University of Illinois at Chicago, whose campus to the north of the market was built in the 1960s. Their partially completed plan includes new dormitory space, parking structures, residential town homes, and university buildings. While the area has historically been known as the Near West Side, the University is currently promoting the name University Village for the area. Over the past twelve years, the majority of owners of units in the Market relocated to the new Chicago International Produce Market and the buildings were assembled for sale, except for a couple of produce dealers who have not yet moved and have remained, still in business. The current majority owners are rehabilitating the buildings and adapting them to residential use as a certified rehabilitation.

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7. Market Service Association, minutes of meeting Chicago September 14, 1932.

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### Statement of Significance

South Water Market is locally significant for the National Register of Historic Places under Criteria A for Commerce and for Community Planning and Development. The Illinois Historic Preservation Agency initially indicated that the market complex was a good candidate for listing in the National Register of Historic Places in 2002.<sup>1</sup> The South Water Market was the principal produce market for the city of Chicago and played a significant role in the economic history of the city. Produce was the second largest wholesale industry in the city and South Water Market improved the diets of Chicagoans by assuring a steady supply of fresh, affordable produce. When built, it was the largest produce market in the country in physical size and it remained for many years the second largest in terms of annual sales in the United States, surpassed in sales only by New York. At a time when the majority of markets in the US struggled to survive in antiquated, downtown locales, South Water Market was purpose-built and reflected the newest planning and development ideas concerning the efficient, sanitary, and dependable supply of food to a large urban area. The period of significance for the market is from 1925 to 1954, the fifty-year cutoff date for listing in the National Register. This time period begins with the building of the market as a planned effort to create a model commercial wholesale facility. In 1954, the relative importance of food wholesaling to the Chicago economy had decreased, as well as the number of people employed in the industry, and Chicago had begun to slip in its dominance of the national market.

Cities have always needed to feed their populations, moving food efficiently, affordably and reliably from producer to consumer. In colonial America, when cities remained relatively small in size, cheap land prices allowed town dwellers to keep kitchen gardens and to raise chickens, cows, and pigs on their own plots. In the eighteenth century, cities built municipal market houses in centralized locations to supplement the urban food market. Built near waterway docking facilities, they took advantage of the seasonal movement of foodstuffs along the coasts and waterways. Most food, however, came from local farmers who raised produce and livestock on the inexpensive land surrounding the cities. From their nearby locations, farmers brought their surpluses to the cities by horse and wagon and either peddled their wares on the city streets or personally sold them in the centralized markets.

The tremendous expansion of industry and the corresponding growth of city populations, however, brought increasing pressure to this informal food distribution system. Population concentration left less room available for city plots and industrial jobs kept men, women, and children away from gardening. Land prices drove local farmers further from the cities and made frequent trips to the city center impossible. Consumers were increasingly situated away from central markets and began to patronize local stores. The wholesale marketing of foodstuffs grew to meet this increased demand. Farmers began to specialize in specific crops

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1. Letter, Tracey A. Sculle to David Bahlman, October 22, 2002.

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which could be sold in bulk. Commission merchants, willing to assume the risk of transportation, financed the movement of foods to market. They then sold to retailers in the cities, who insisted on inspecting goods firsthand before purchasing. By the 1870s, merchants had begun to incorporate to form their own market companies. Paid for by private stock subscriptions, these markets were publicized as sanitary and safer than public markets<sup>2</sup>.

Trade in foodstuffs was one of the earliest commercial activities in the city of Chicago. South Water Street, the city's first business street, was originally a Native American trail along the south bank of the Chicago River. In the early 1800s, Native Americans bartered with soldiers garrisoned at Fort Dearborn for berries, vegetables, and fruits. To serve the new settlement growing up around the fort, traders in goods and foodstuffs began to settle along this frequently traveled route. One of the earliest entrepreneurs was Mark Beaubien, whose tavern was located at the intersection of South Water street and Market Streets. Beaubien often accepted food and produce in exchange for lodging. When he cajoled a lake vessel captain to haul a load of berries, vegetables, and game to be sold on commission along the lake, produce dealers insisted he initiated the commission business in the city. Commission men - merchants who acted as middlemen in the sale of goods - sold goods to buyers for a percentage of the sale price and arranged goods for transport. They never owned the articles they sold, but merely facilitated sales between producers and buyers.

As the city grew, access to the docks along the river led to the growth of South Water Street as lake vessels brought in produce from eastern states and cherries, celery, apples, and plums from the Great Lakes ports.<sup>3</sup> A market quickly developed but it grew without plan. By the 1860s, the South Water Street Market extended along both sides of South Water Street for a distance of about seven blocks west of Michigan Avenue. Wholesale merchants dealing in fresh fruits and vegetables, butter, eggs, and poultry occupied some two hundred buildings. South Water Street was renowned for its wild game sales and one writer described the wares available: "turtles with animation apparently suspended, reposing like huge clods in boxes; deer and bear strung up by the heels; and every variety of fowl with their heads sticking out of their crates, squawking, cackling, hissing and crowing... For a block on either side of Clark Street the confusion is endless, the noise uninterrupted and the travel tortuous."<sup>4</sup>

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2. "Chicago's Big Market," *New York Times*, August 22, 1925.

3. Chicago Markets, Miscellaneous File, Chicago Historical Society; "Whole Chicago Market to Build New Quarters," *New York Times*, 1925; Johnson, Al T, "South Water St. Market Dates Back 100 Years," *Chicago Evening Post* (August 29, 1925); "South Water Street to Move Out To-Day," *The Daily News* (August 29, 1925): 7.

4. *Chicago Chronicle Illustrated Weekly*, 1902, quoted in Eddy, Kristin, "Shopping Through History: From Street Vendors to Superstores," *Chicago Tribune*, Section 3A. (July 16, 1997).

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Transportation of produce posed special problems. Fruits and vegetables were seasonal, highly perishable, easily bruised and damaged, and came in a wide variety of shapes, sizes, and grades. Consumers however, wanted access to produce year-round, in small amounts, and in specific sizes and grades. Commission merchants arranged access, provided side-by-side comparisons of available produce, and allowed buyers to purchase in exactly the quantity and quality needed. But water transportation was slow, subject to changing weather conditions, and suffered spoilage from delays. The growth of the produce industry was dependent on the creation of transportation facilities and distribution techniques to address these problems.

The development of rail transport dramatically changed food distribution and made Chicago into the produce shipping center for the nation. From the Civil War to the 1890s, a national transportation system was developed. In 1848, grain arrived in Chicago on the inaugural Galena and Chicago Union run. The first transcontinental line completed in 1869 allowed western farmers to ship wheat and livestock to eastern cities. Improvements in highways and canals, and the construction of hundreds of branch lines connected distant farmers with major transportation routes. By 1890, 164,000 miles of track connected all the major cities of the country, with Chicago at the hub of these connections. Chicago eventually hosted 27 main line rail routes connecting the city with all the great producing areas of the country such as California, Washington, Idaho, and other western and southern states. Rail travel was not only faster and cheaper than water, but provided less handling for delicate produce.<sup>5</sup>

Refrigeration facilities were also vital to the development of the produce industry. Unlike livestock which could be shipped on the hoof, or grain which had a much longer storage life, fresh produce presented special transport difficulties. Chicago led in experimentation and innovation in the rail shipment of refrigerated foodstuffs. In the 1860s, Chicago produce dealer Washington Porter began to experiment with refrigeration. The first patent for a refrigerator car was issued in 1867. Early refrigeration relied on the use of natural ice, along with re-icing on route. Dressed beef was successfully shipped from Chicago to Boston in 1869. That same year, California oranges were shipped to Chicago.<sup>6</sup> By the 1880s, mechanical means of creating ice allowed Parker Earle of Cobden, Illinois and F. A. Thomas of Chicago to produce the first line of refrigerated cars specifically designed for produce. The Hutchins Refrigerator car carried western Tennessee and Florida strawberries to Chicago and apricots and cherries from California to New York. The development of cold storage warehouses allowed produce to be stored in Chicago until favorable off-season prices were in effect. The Union Cold Storage and Warehouse Company of Chicago was the first Midwestern cold storage facility available. In 1889, they began storing apples and later pears<sup>7</sup>. By the late nineteenth century, produce from around the country was

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5. Magoon, Charles E. *The Way It Was: Merchandising Fruits and Vegetables* (Berkeley Springs, West VA: Particularly Produce, 1997), 118-33.

6. "South Water Street to Move Out To-Day," *The Daily News* (August 29, 1925), 7.

7. Duddy, Edward A. and David A. Revzen. *The Physical Distribution of Fresh Fruits and Vegetables*

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arriving for storage and sale at Chicago's South Water Street Market.

By the turn-of-the-century, flourishing commission merchants and forwarders on "the busiest street in the world"<sup>8</sup> claimed to handle the second largest tonnage of goods involved in transactions, handled the second largest tonnage of goods arriving in the city.<sup>9</sup> In 1893, 750 to 1000 carloads of California peaches and pears sold in one day on "the street," as it was called.<sup>10</sup> The market handled 80,000 cars of produce annually with an equal amount diverted to other cities.<sup>11</sup> 10,000 wagons a day visited the market<sup>12</sup> and from 1915 to 1929, the market brought in \$200 million of business annually to the city<sup>13</sup>.

Sales activity began at 3am as wagons arrived at the 200 dilapidated, two to four story buildings lining South Water Street. Lacking adequate loading docks for the movement of produce from vehicles to building, elevators for transport, and adequate display space the markets streets and buildings were scenes of chaos and clamor. The area became both loved and hated for its pungent smells, the raucous shouts of vendors, the cursing of sweating haulers, and the wondrous variety of its wares. Business was conducted at a high decibel level and with a variety of accents. Italians, and later Greeks, who "gave a most realistic reproduction of war in the Balkans," dominated the produce industry. Many had worked their way up to commission merchant status from working as street peddlers. One observer described the scene, "Fill one four-storied building to the roof with Limburger cheese; pack the warehouse next door with Spanish and Bermuda onions, crowd the cellars and underground caves with ripening bananas and pineapples, festoon the fronts with strings of jack rabbits, opossums, squirrels... then you get an idea of South Water Street on a busy day."<sup>14</sup>

The advent of motorized trucks turned picturesquely chaotic streets into nightmares. The streets

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(Chicago: University of Chicago Press, 1937), 8-10.

8. Nourse, Edwin Griswold, *The Chicago Produce Market* (Boston: Houghton Mifflin, 1918), 16.

9. *Produce Packer* as reported in Johnson, Al T., *1*; Produce dealers claim as reported by Nourse, 14.

10. Mason, George A, "South Water Street," paper read at the Law Club, January 28, 1927, Chicago Historical Society.

11. Duddy, E. A. and D. A. Revzan. "Transportation and Marketing Facilities for Fresh Fruits and Vegetables in Chicago." *The Journal of Business of the University of Chicago*, 12, issue 3 (July 1939), 284.

12. "Produce Men Will Quit South Water, Seek Better Site," *Chicago Tribune*, April 1, 1914.

13. Carrow, Leon A., "Sell It or Smell It," delivered to The Chicago Literary Club, Nov. 9, 1998 from <http://www.chilit.org/Carrow2>,

14. Carol, *Prairie Avenue Cookbook: Recipes and Recollections from Prominent 19<sup>th</sup>-Century Chicago Families* (Southern Illinois University Press, 1993).



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surrounding South Water were jammed with traffic from early morning to noon as wagons and trucks made multiple trips in and out of the market. Sidewalks became impassable and it could take up to half an hour for vehicular traffic to navigate two city blocks. Since the market was centrally located, not only market traffic but traffic to the city's downtown faced daily entanglement. Vendors themselves were hurt by delays, since rail yards were an hour's drive away in heavy traffic and their highly perishable goods often sat for long hours in market traffic before unloading.<sup>15</sup>

Pressure rose to relocate the market because it was seen as an impediment to traffic, an eyesore in the growing new city, and a sanitary hazard. In 1909, Daniel Burnham and Edward Bennet's master plan for Chicago proposed removal of the market in order to build a monumental double-decked boulevard along the river. This modern traffic artery, they believed, would lead to the erection of magnificent buildings that would make the river area a showpiece for the city. Numerous efforts were made to displace the stubborn merchants, who refused to leave their traditional location. In fall of 1913, pressure from citizens concerned over the high cost of living due to perceived amounts of waste and the dishonest practices of commission merchants, led to a municipal investigation of marketing facilities. Investigators included representatives from settlement houses, The City Club, the Woman's City Club and the Chicago City Council. Their findings reflected Progressive Era thinking by calling for municipal control and regulation of the city's food supply and the elimination of "middlemen" in the distribution system. In an effort to maintain the direct connection between local farmers and consumers, Progressives called for farmer's markets and even experimented with the idea of parcel-post delivery of foodstuffs.<sup>16</sup>

The formation of the Chicago Plan Commission in 1917 sealed the fate of the market. The Chicago Plan Commission, a non-governmental organization promoting Burnham's plan, revisited his suggestion for the removal of the market. They accused the market's inefficiency of adding over five million dollars to the "high cost of living" in the city due to spoilage of produce arising from congestion. Relocation, argued the Commission, would remove almost 16,000 market vehicle trips per day from downtown traffic and reduce congestion 16 percent. In 1922, the federal court decreed that the height of bridges spanning the Chicago River be raised, necessitating the raising of nearby street levels. Led by Charles Wacker, the Plan's Chairman, a four-year legal battle began to relocate the market and enact Burnham's earlier plan for a multi-level boulevard.<sup>17</sup>

Henry Justin Smith reported, it was "a silly old street for a great city. Yet every one half loved it; and the traders loved it devotedly." Produce merchants, aware of the market's many shortcomings were still adverse to

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15. Mason, George, 24; Beardsley, Harry M., "Glory in Store for South Water Street," *Chicago Daily News* (December 30, 1922), 12.

16. Nourse, 165.

17. Carrow, Leon A.

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leaving. One owner said, "We want to stay where Nature put us, here on the old waterfront."<sup>18</sup> They filed a bill to enjoin construction, but it was withdrawn when it reached the Appellate Court for oral argument. Merchants were given a three year time limit to relocate, which was extended an additional year when they resisted the move. An enabling ordinance was passed in the June 1924 municipal election and work began on plans for construction<sup>19</sup>.

Merchants reluctantly established the South Water Market Trust in order to search for a new site. They planned to move together since a central location attracted buyers, allowed merchants to specialize, and aided both buyers and sellers in judging prices and demand. A central location also cut down overhead since facilities could be shared. One hundred fifty of Chicago's largest produce firms were involved in the relocation, some of whom had been located in the old market for 50 to 70 years. Each had their own opinion about a future location. Carlot receivers, shippers, brokers and co-operative sales agents were most concerned with access to rail terminals since their produce moved directly from rail to customer. Jobbers and commission merchants, however, needed display space and a location easily accessible to buyers<sup>20</sup>.

Several sites were considered including Goose Island and a mass removal to the already established Haymarket on West Randolph Street. In January 1925, a court order condemning the properties on South Water Street was handed down, demolition began, and the slow-moving owners were forced to make a decision. One hour before their midnight deadline, members of the Trust took up options for the expenditure of \$17 million to create the world's largest wholesale market development complex. A site just southwest of the downtown area was selected and land began to be secretly purchased. A compromise between the two competing interests had been found. The jobbers would get their display space in return for their support for a railroad produce terminal to be built later.<sup>21</sup>

The site chosen for the new market was on the West Side of Chicago, a port-of-entry for new immigrants. The immediate market area was originally a poverty stricken neighborhood of wooden shacks housing new Irish and German immigrants to the city. It became known as "The Valley" when ramshackle buildings south of 15<sup>th</sup> Street were torn down to create the steep rail embankment of a series of major railroad lines through the area. After the Chicago fire of 1871, German and Polish Jews made the area one the most

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18. Carrow, Leon A.

19. "Chicago's Wholesale Food Markets," 3.

20. "Whole Chicago Market;" Duddy (July 1939), 285-6.

21. Rebori, A. N., "South Water Street Improvement Chicago," *Architectural Record* 58 (September 1925), 222; "Whole Chicago Market to Build New Quarters; Duddy, E. A. and D. A. Revzan, "The Location of the South Water Wholesale Fruit and Vegetable Market in Chicago," *The Journal of Business of the University of Chicago*, 12, issue 4 (October 1939), 393.

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residentially congested in the city. Many worked in the garment industry, earning some of the city's lowest wages. At one time, the Near West Side sported 166 social service agencies, over twice as many as any other city community<sup>22</sup>. Drainage in the area was poor and owners individually raised their sidewalks, creating an uneven patchwork of high street grade and low lot-level housing.<sup>23</sup> In addition to residential housing, the area contained a large scrap iron and junkyard on West 14<sup>th</sup> Place, a Hay and Feed Company, and several stables. East of the future market were the commercial blocks of Halsted Street and the busy Maxwell Street Market.<sup>24</sup>

Ethnic and religious rivalries and the intense poverty of the community led to the rise of gangs and The Valley became notorious for its high crime rate. The Valley was within "Bloody Maxwell," the Maxwell street police district described by the *Chicago Tribune* in 1906 as "the wickedest police district in the world." It housed the Fifteenth Street Gang, whose leader owned disreputable saloons, became involved in bootlegging and run-running, and eventually worked under crime boss Johnny Torrio. The new market would build a block away from the original Dead Man's Corner at Sangamon Street and 14<sup>th</sup> Place, which had a reputation for more deaths of policemen by criminals and more criminals by police than anywhere else in the city.<sup>25</sup>

The neighborhood held several attractions for the produce buyers. First, land was cheap in the deteriorated neighborhood. In later years, the United States Bureau of Agricultural Economics would encourage architects to choose similar sites as a method of slum clearance.<sup>26</sup> Secondly, enough land was available to create both the large market buildings required and wider streets. Thirdly, the area was within adequate traveling distance from major rail terminals and several major traffic arteries. Finally, the market was away from downtown and therefore avoided downtown traffic. B. K. Goodman and Hugh McLennan organized the Chicago Produce Trust to privately finance the project through a mixed package of loans, mortgages, securities, and titles. Each unit was to have a purchase price of \$67,000; minimum rentals were \$450 per month in addition to a down payment. After 16 years, the lessee acquired title to the property.<sup>27</sup>

The architectural firm of Fugard and Knapp were selected to begin designs. Principal designer John

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22. "A Study of the Near West Side and The New First Congregational Church," West Side Collection, Special Collections, Harold Washington Library, Chicago.

23. "The Beginnings of the West Side," West Side Historical Sketches and Essays, Special Collections, Harold Washington Library, Chicago.

24. *Sanborn Fire Insurance Map*, v 8 (1914), microfilm, University of Illinois at Chicago.

25. *Gem of the Prairie*, 211-219.

26. Sherman, Wells A, "The Wholesale Produce Market," *Architectural Record* 76 (September 1934), 199-203.

27. Duddy, E. A. (April 1926), 158.

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Reed Fugard (1886-1967) was a native of Newton, Iowa. He received his BS in architecture from the College of Engineering at the University of Illinois in 1910. Prominent in civic affairs, Fugard served as a commissioner of the Chicago Housing Authority, an officer of the Illinois Society of Architects and the American Institute of Architects, and was founder and president of the Metropolitan Housing and Planning Council. George Arnold Knapp was born in Chicago in 1888 and worked for architect Solon S. Beman from 1909 to 1911. By 1919 the two joined together to found Fugard and Knapp. The firm became known for their apartment and hotel designs.

They designed several Gold Coast hotels and apartments, including 181 (1924), 219 (1922) and 229 (1919) East Lake Shore Drive, which are in the East Lake Shore Drive Historic District. In 1921, they also designed the commercial Mutual Insurance Building (4750 North Sheridan Road. They were the associate architects for the Allerton Hotel (1924, 701 North Michigan) and, partnering with Eckland for a short time in 1924, Fugard designed 220 and 230 East Delaware Place (1924-25, Eckland, Fugard & Knapp). Inheriting a family business, the Knapp Brothers Metal Manufacturing Company, Knapp left architectural practice after the design of the South Water Market, and John Fugard joined Frederick J. Theilbar (1886-1941) to form the firm of Theilbar and Fugard. With their combined experience, they went on to design a number of important commercial, industrial and institutional projects, for which Fugard was the principal designer, including the Moody Memorial Church (1925, 1609 North LaSalle), the McGraw-Hill Building (1929, 520 North Michigan Avenue), the Trustees System Service Building (1929, 201 North Wells), and later the Wesley Memorial Hospital (1937-41, 250 East Superior). After Theilbar died, Fugard formed a syndicate of several firms for the purpose of designing large wartime projects. This firm, Fugard Olson Urbain & Neiler, executed government projects nationwide. In 1945, the firm was again reorganized to include Paul G. Burt and Laurence E. Wilkinson who had worked on previous projects. This firm, Fugard, Burt, Wilkinson and Orth, included Gustave Orth, who had been the first employee of Fugard and Knapp. Fugard continued to be active in his profession through the 1950's.

While merchants balked at the move, when the decision was finally made they wanted a market that would be a model of its kind and eliminate the problems of the old, spontaneously developed market. Government agencies had explored models for an ideal market in 1913 with the establishment of the Office of Markets under the Department of Agriculture. From 1914 to 1918, the Office studied urban marketing and food distribution and published suggestions for improvements or new developments. While they encouraged curb markets and retail markets for smaller cities, they insisted that wholesale markets were vital to larger cities with developed rail and water facilities. Wholesale markets would centralize reception and distribution of food products in order to reduce waste in time and money and decrease handling and therefore spoilage. They encouraged the use of durable, sanitary materials such as tile, concrete, steel, marble, glass and brick and shunned wood as the least sanitary of materials.<sup>28</sup>

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28. Tangires, Helen, "Feeding the Cities: Public Markets and Municipal Reform in the Progressive Era," *Quarterly of the National Archives and Records Administration*, 29, no. 1 (Spring 1997): 17-26.

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S. W. Strauss and Co., financiers for the South Water Market, touted it as the "most modern and scientifically planned produce market in the world."<sup>29</sup> Older ideas on the ideal location for a market called for situation in the business center of the city, adjacent to waterways and close to retail and institutional outlets. Acknowledging the demise of the importance of water traffic to the produce industry, the new market was situated in an area accessible to both rail and street traffic and removed from the busy downtown traffic flow. It was approximately two miles from the city center and one to three miles from the city's multiple rail yards. While the market was still not adjacent to usable team tracks, time and cost would be considerably lessened by drivers not having to compete with Loop traffic.

In 1925, the site was re-subdivided and new streets, planned by Fugard and Knapp to be large enough to accommodate the trucks of the time were laid out. Plans were drawn for six new, efficient buildings containing 166 units - the largest market complex in the country<sup>30</sup>. The buildings were three stories and each unit had its own freight elevator in the rear. An alley ran through the back so that loading and unloading could be done in both the front and rear of the building. Dock space was elevated to truck level to facilitate unloading produce directly from the truck to the large folding warehouse doors. A continuous canopy over the loading platform protected both workers and produce from inclement weather. Each unit had a frontage of twenty four feet and a largely unobstructed floor space that ran from front to rear. The first floor was intended for receiving, display, and sales of produce, the second was to provide office space, and the basement and upper floor were intended for storage. Approximately 1,000 gas-fired steam radiators were installed to operate individually. They were designed so that no damage would be done to the system if they froze. Brine pipes were installed for refrigeration and brine was available on a meter basis from a central plant. Telephone and telegraph connections were installed on the first and second floors since commission merchants were reputed to be the largest users of these facilities in the city.<sup>31</sup>

Building materials were chosen to be fireproof but also to satisfy new ideas on hygiene and sanitation. Cement, tile, and metal took the place of wood and a *Tribune* article of 1925 referred to the buildings as "Spotless Town" for their immaculate facilities, while *The Daily News* lauded the fact that the steel and concrete structures afforded no places for rats to nest.<sup>32</sup>

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29. "Whole Chicago Market to Build New Quarters."

30. "Chicago's Big Market."

31. "Chicago's Big Market;" Goldberger, 46; "South Water Street to Move Out To-Day."

32. Cloud, Arthur D., "They Want to Take South Water With Them, Chicago Tribune (January 5, 1925); "South Water Street to Move Out To-Day."

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The new market was dedicated by Mayor Dever in a ceremony on August 22, 1925 and the merchants moved en masse the following Saturday. They opened for business on Monday, August 30, 1925.<sup>33</sup> By moving all together, produce dealers hoped to decrease the winnowing away of business by other vendors. Newspapers praised the new facilities. The *Chicago Daily News* reported that the "spacious pavements and buildings" were "designed with engineering skill..."<sup>34</sup> Merchants reportedly were delighted with the "bright, white buildings, the more modern and sanitary stores they contain, and the greater street space with its comparative freedom from congestion." Another merchant claimed, "This is just like South Water Street. All our friends and customers are here -- the only thing that's different is in the clean buildings and the extra space -- and oh, yes, we haven't the river odor or the rats."<sup>35</sup> The *New York Times* reported that the savings in waste, efficient handling, reduction in trucking delay, rent, etc. was estimated to bring savings of \$10 million on food passing through.<sup>36</sup>

Members of the South Water Street Trust fought to keep the old name of the Market, taking the issue to court and eventually winning the right to name the facility "South Water Market," in honor of their old site. The market contained the only unnamed streets in the city with individual units identified by consecutive numbers with no relation to the city's street numbering system. Any address in the market, whatever its street, was "South Water Market."<sup>37</sup> To provide site services, the South Water Street Trust was reorganized as the Market Service Association.

Controlled by a nine member Board of Directors, the Association met in the South Water Market Club, located in unit space at the corner of Aberdeen and 15<sup>th</sup> Street. The Association oversaw market regulations requiring all units to pay monthly fees for maintenance of sidewalks and streets, sanitation, street-lights, and security services. They also maintained a credit association for approved buyers.<sup>38</sup>

South Water Market became the principal jobbing market for produce in the city. The wholesale food distribution system had several components. Produce grown on farms was transported to a packinghouse where washing, sorting, sizing, and grading occurred. It was then packed into shipping containers, refrigerated if necessary, and loaded into trucks or railroad cars for shipping. Once arriving in Chicago, produce might be

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33. Johnson, Al T.; "New Mart Leaves South Water Street Deserted," *Chicago Daily Journal* (August 31, 1925), 4.

34. "New South Water Street Open," *The Daily News* (August 31, 1925), 5.

35. "New Mart Leaves South Water Street Deserted."

36. "Whole Chicago Market to Build New Quarters."

37. Frederick, Rex, "The South Water Street Market," (April 20, 1938), Municipal Reference Library, Harold Washington Library, Chicago.

38. Market Service Association, Corporate Records, 1930.

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transferred to other destinations or held for the local market. Wholesale receivers bought full railcar or truck lots of produce; jobbers purchased carlots or less from these receivers, broke them into smaller lots, did any necessary additional processing and sold them to local retailers or institutions. The jobbers had no contact with growers but waited until produce arrived before buying. While jobbers dominated the market, other wholesalers such as carlot receivers, distributors, commission merchants, brokers, repackers and shippers also worked out of the market.<sup>39</sup> In 1936, only 15 per cent of total receipts for fresh produce in 17 major cities were purchased direct from the growers. Middlemen handled the majority of the nations' produce and the South Water Market led in this trade.<sup>40</sup>

Buyers included retail stores, institutions, other shippers, and even other markets. The Randolph Street Market, which obtained its produce from nearby truck farms in the summer months, received 95 per cent of its produce from South Water Market in the nine off-season months. The State Street Market was also supplied by South Water. As the city grew, the market was increasingly distant from retail buyers. However, the concentration of so many vendors justified the trip for retailers.<sup>41</sup>

Produce arriving in Chicago came to one of several scattered terminal rail facilities. Most of this business became consolidated when the South Water Market Trust arranged with the Illinois Central and the Atchison, Topeka, and Santa Fe Railroads to build the Chicago Produce Terminal in 1928. Located at Ashland Avenue, 31<sup>st</sup> Street, Damen and the Chicago River the terminal was open to all lines and enjoyed a capacity for 2500 cars, team tracks, a potato yard, inspection platform, a hold and inspection yard, a classification yard, and a watermelon and juice grape yard. The Terminal's auction house received shipments on consignment and placed samples on display in its warehouses. Daily auctions sold to the highest bidder.<sup>42</sup> As early as 1930, the auction house sold over 3/4 of the citrus and western deciduous fruits in cities of the major Midwest and Northeast markets.<sup>43</sup> At its height in the late 1940s and 1950s, 120,000 carloads of fresh fruits and vegetables from every state arrived in the market. Traders from the South Water Market arrived daily to peruse the samples, take notes, and participate in the early morning auctions. Almost 70,000 carloads were eventually unloaded for the South Water Market<sup>44</sup>. As payback to the carlot receivers for their support in building South Water Market, the Market

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39. Goldberger, 5-18.

40. Byrnes, Joseph Francis, "Union Development in the Chicago Area Food Distribution Industry, 1900-1972," (PhD diss., Northwestern, 1974), 9.

41. Duddy, E. A. and D. A. Revzan. "The Location of the South Water Wholesale Fruit and Vegetable Market in Chicago," 402.

42. "CPT: Vital Link Between Farmer and Chicagoans," *Illinois Central Magazine* (October, 1960), 8-11.

43. Magoon, 238.

44. Carrow, Leon.

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Service Association convinced unit holders to withhold their support for a second competing rail terminal to be built in 1932.<sup>45</sup>

Other rail lines moved to adjust to the new South Water Market. The Chicago and Northwestern shifted produce handling from Grand Ave to 16<sup>th</sup> Street and later developed the Wood Street Terminal. The Santa Fe shifted away from Taylor Street to 15<sup>th</sup> and 21<sup>st</sup> Streets. Other railroads arranged to switch inbound cars to the two new terminals (Chicago Produce and Wood St.).<sup>46</sup>

Produce generally arrived from the rail yards at South Water Market by wagon and in the 1930s increasingly by truck. Food was unloaded by hand, placed on skids to be moved onto the ground floor of the building, and transferred by freight elevator for storage. Firms sometimes had specialized ripening rooms for tomatoes or bananas. Many had cold storage rooms. Samples were placed on the display floor for more immediate sale. Often produce was displayed directly in trucks backed up to platforms. After sale, a checker called out items which warehousemen placed in an assembly area. Once the area was stocked, loading for delivery began. By mutual agreement deliveries occurred any time but trading began between 4 and 5 a.m. and lasted until about two in the afternoon. The most active market hours were between 6-9:30 a.m.<sup>47</sup>

In 1934, Wells A. Sherman, a Specialist in Charge of the Fruit and Vegetable Division of the US Bureau of Agricultural Economics reported that the physical features of the market "have been well designed for its intended purpose."<sup>48</sup> They were a vast improvement over the old market buildings with their sidewalk level dock facilities, inadequate storage spaces, and troublesome location. South Water Market facilities also surpassed the city's other markets. The Randolph Street Market struggled along in antiquated older buildings, often with less than 5,000 square feet, and with limited access through alleys and 40' wide service drives. Space in the State Street Market was even more limited with an average of 3,200 square feet. Business was conducted in wooden, shed-like structures<sup>49</sup>. Nationwide, the market compared favorably with those of large cities. Many were over fifty years old and had been built when transportation was mainly by water. Few had been purpose-built.<sup>50</sup>

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45. Market Service Association, meeting minutes, Chicago (October 5, 1932).

46. Duddy, E. A. and D. A. Revzan (October 1939), 385.

47. Goldberger, 45-67.

48. Sherman, Wells A., 201.

49. Duddy, E. A., (April 1926), 297.

50. For example: Faneuil Hall Market of Boston, 200 years; French Market in New Orleans, 150 years, Pearl Street Market of Cincinnati, Dock Street Market and Callowhill Street Market of Philadelphia and Roanoke Avenue Market of Norfolk, nearly 100 years; Washington Street market, Columbo Farmer's



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The market continued to both entice and repel with its fragrant aromas and raucous character. It still reverberated with loud haggling in a multitude of languages. Many of the early owners were Italians and Greeks. The Selected Directory of Italians in Chicago for the years 1927-8 and 1933-4 show 65 produce commission merchants, 47 wholesale fruit dealer and 84 fruit and vegetable business. Greeks also moved into the wholesale business and took over a large share of the bananas and fruit business.<sup>51</sup>

For immigrants, the produce business provided an easy inroad to owning your own business. Many dealers worked their way up through the ranks beginning as peddlers, graduating to a horse and wagon, and eventually advancing to commission and jobbing businesses. John Garibaldi, one of the city's most prominent wholesalers began as a horse and wagon fruit vendor in the Italian community near Illinois and Franklin. His work gave him a knowledge of the city and after the 1871 fire, he acquired substantial real estate holdings in the city. He established the firm of Garibaldi and Cuneo, an early fruit commission house that became one of the largest importing and wholesaling concerns for fruits and nuts in the country. James Caruso of Caruso Produce helped his father peddle from a wagon on the South Side and continued to assist him as he moved into produce wholesaling. After the death of his father, he acquired his own unit at South Water Market. Robert Strube, market master of South Water Market, began as a "hustler" loading and unloading produce to learn all varieties.<sup>52</sup> Dominick DiMatteo immigrated to Chicago 1909 from Monreale, Sicily. He packed fruits and vegetables before going into a grocery store partnership. In the 1980s, Dominicks' owned 100 stores located in 70 communities<sup>53</sup>.

Firms in the market were fiercely competitive and expert in knowing how to price and move merchandise quickly. "You have a feel within you as to market conditions," reported salesman Salvador Capodice. "I come down in the morning and in three to five minutes I'll know the market." Dealers spoke their own language, according to an employee of the Charles Abbate Co., using words like "valves" for Valentine beans, "acorns" and "white" to refer to squash, and "dog houses" for hotel supply houses.<sup>54</sup> It was often difficult to get unit owners to agree on common projects such as resurfacing the streets, improving lighting, and snow

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Market of San Francisco, Poydras Street Market of New Orleans, and the Denver Market District, over 50 years. Crow, William C., *Wholesale Markets for Fruits and Vegetables in Forty Cities*, United States Department of Agriculture, Circular no. 463. (Washington, D.C., 1938), 3.

51. Eastwood, Carolyn, "Study of the Regulation of Peddlers," 48-49; "Italian and Greek Peddlers in Chicago," MA thesis, University of Illinois at Chicago, 15.

52. Eastwood, Carolyn, "Study," 48-49.

53. Dominicks' Company literature, 1988.

54. Ford, Phyllis, "Life's a Round of Berries to a Produce Man," *Chicago Tribune* (June 11, 1944).

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removal. Through the 1950s, they were still arguing over paying their \$25 monthly service fees.<sup>55</sup> Yet they were bonded with each other in a common endeavor. Rosemary Auster, of Auster and Co., described their relations, "The viability of the business is a mall concept, although nobody used that word back them. We are competitors of each other, but we help each other."<sup>56</sup>

Despite their efforts to make South Water a model market unanticipated problems surfaced soon after opening. During the Great Depression, the market defaulted on its principal payments and was forced into receivership. In 1932, the Chicago Title and Trust Co. became the trustee.<sup>57</sup> By April 1936, however, the six trustees appointed to administer the Market were removed under charges of misconduct. Only one month later, the new trustee, Aaron J. Jones, a former Chicago theatrical man, was accused of collecting grossly exorbitant fees and expenses.

Most importantly, the Market suffered from its lack of direct access to rail facilities. The market was situated next to the Sixteenth Street team tracks but they were elevated above ground level and no rail sidings served the market. In addition, its small rail yard could only handle a capacity of 40 to 50 carloads at a time. This meant the majority of produce was trucked in from the Chicago Produce Terminal. Truck transport had increased dramatically. In addition, in 1933 trucks made 44.5 percent of deliveries from nearby states; by 1938, they made 70 percent. While the market's wider streets were more than adequate for the wagons and small trucks using the market when it opened, by 1940, highway trucks had grown to from 30 to 50 feet.<sup>58</sup> The new larger trucks and semi trailers were capable of blocking even the wider market streets and if straight trucks were pulled up to docks, there was inadequate space for semi's to maneuver. Only smaller trucks were capable of using the alley, making simultaneous loading and unloading impossible. Traffic problems were exacerbated by the practice of backing trucks up to the docks for sales off the truck bed and by the lack of space for passenger vehicles, which were sometimes parked at docks while buyers shopped or went for breakfast. Individual units also proved too small for the increased volume of business. Multiple stories with only one freight elevator slowed movement within, as did the lack of space for power moving equipment.

By selecting a site not immediately adjacent to track lines, the merchants of the new market were reliant on teamsters to truck in produce from the city's various rail yards. Almost from the beginning, the Market was

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55. Market Service Association, Corporate Records.

56. "Produce or Perish," *Crain's Chicago Business* (October 19, 1998).

57. Chase, Al, "Produce Mart to Default on Prepayments," *Chicago Tribune*, (January 15, 1932); Duddy, (April 1926), 158.

58. Duddy, E. A. and D. A. Revzan, "The Location of the South Water Wholesale Fruit and Vegetable Market in Chicago, Continued," *The Journal of Business of the University of Chicago*, 13, issue 1 (January 1940), 45.

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South Water Market  
Chicago, Cook County, IL

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plagued by union troubles. In 1929, the Market Service Association received threats when it used non-union men for snow removal.<sup>59</sup> In 1930, years worth of trouble began with the Commission Drivers', Chauffeurs and Helpers' Union, Local #703. They stopped out of town trucks from picking up merchandise and refused to let private scavengers pick up garbage in the market.<sup>60</sup> In 1932, when the Market Service Association resisted, one of the owners of the scavenger firms was shot.<sup>61</sup> The same year, a bomb was thrown through the window of a unit with one non-union packer.<sup>62</sup> In 1933 the union offices and the South Water Scavenger Co., both at 1425 South Racine, were raided by the State's Attorney's office. A grand jury was called to look into charges that Bert Delaney, Al Capone's former brewmaster, had muscled his way into the scavenger business through intimidation and violence. By 1937, federal actions were sought under illegal restraint of trade, anti-trust, and anti-racketeering laws. In the 1950s, a States Attorney's office investigation into racketeering by the Teamsters union led to a spate of violence. The force behind the racketeering was alleged to be Joey Glimco, who reported to Tony Accardo (the head of the Chicago mob).<sup>63</sup>

Break-ins and robberies were a continual problem, despite gifts and gratuities to the neighborhoods' politicians and police, and during prohibition the Terry Druggan gang operated in the area and in the Market.<sup>64</sup> In 1931, the Market Service Association reported numerous holdups of bank messengers, customers en route, and peddlers coming to market. The police responded with private cars and shot guns.<sup>65</sup>

Despite its many problems, the produce industry thrived in Chicago and the South Water Street Market continued to play a vital economic role in the city, region, and nation. In 1925, the Market was the second largest wholesale industry in the city<sup>66</sup>. While the annual value of packing house products for 1924 was \$571,000,000, the produce industry was doing \$500,000,000 business annually with car lot arrivals exceeding 100,000<sup>67</sup>. There were 778 dealers in perishable commodities in Chicago; 474 of them were located in South

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59. Market Service Association, meeting minutes (November 13, 1930).

60. Market Service Association, meeting minutes (November 24, 1930).

61. Market Service Association, meeting minutes (August 19, 1931; October 20, 1932).

62. "Bomb Thrown at Produce House Causes \$200 Loss," *Chicago Tribune* (September 30, 1932).

63. "Raid Commission Market Racket," *Chicago Tribune* (April 7, 1933); "Fire Warning Blast to Stop Market Quiz," *Chicago Tribune* (July 11, 1954); "Mob Menace in Chicago," *Chicago Tribune* (September 4, 1954).

64. Market Service Association, meeting minutes, 1931; "Terry Druggan's Brother Seized in Raid on Garage," *Chicago Tribune*, May 2, 1929.

65. Market Service Association, meeting minutes, (November 19, 1931).

66. Whole Chicago Market to Build New Quarters."

67. *Chicago and Its Makers*, 273; "New South Water Street Open;" Duddy, E. A. (1937), 71.

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Water Market.<sup>68</sup>

In 1936, 55,034 car lots were directly received at the South Water Market. An additional 3,700 went from there to the Randolph Street Market, State Street Market, and various chain stores. 47,126 were shipped to other areas.<sup>69</sup> In the 1930s, the city developed more warehouse space under cold storage than any other market in the U.S.<sup>70</sup> By 1939, 17 commercial refrigerated warehouses with 36,640,464 cubic feet were located within easy distance of South Water Market. Over 70 different kinds of fruits and vegetables arrived from every state in the Union and several foreign countries.<sup>71</sup>

In 1948, Chicagoans spent about \$134 million on fruits and vegetables, about 10.3 percent of the total spent on food. The produce came from 46 states and several foreign countries in 71,961 refrigerator cars and 31,330 trucks (6,530 cars of lettuce, 4623 oranges, 4339 tomatoes, 3120 apples, 2505 celery, 2461 watermelons, 3325 onions, and 2116 of grapes, 2071 cantaloupes, 1749 grapefruit, 1273 peaches, 874 pears, 395 peppers, and at least 50 other vegetables.). Another 73,309 cars were diverted to other cities. Chicago was the largest potato market in the world, consuming 20,000 carloads of potatoes annually.<sup>72</sup>

Chicago was also the center for regional supply. In 1936, 70 per cent of fruit and vegetable unloads were consumed within the metropolitan area, while 30 per cent was distributed to cities and town within a radius of 200 miles.<sup>73</sup> During 1937, the total carlot unloads of all fruits and vegetables in Chicago were approximately 2.25 billion pounds. Estimated consumption was 1.4 billion pounds for the city and 800 million for the suburbs and outside areas.<sup>74</sup>

Nationally, South Water Market played an important economic role in the vast national produce industry. While more produce arrived in New York City than Chicago, New York was primarily a consuming market. Chicago was both a consuming but also a forwarding market.<sup>75</sup> Strategically located for both north-

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68. Duddy, E. A. (April 1926), 158.

69. Crow, William C., *Wholesale Markets for Fruits and Vegetables in Forty Cities*. United States Department of Agriculture, Circular no. 463. Washington, D.C., 1938, 49.

70. Duddy, E. A. (1937), 69.

71. Duddy, E. A. and D. A. Revzan (October 1939), 387.

72. "Millions Spent Here for Fruit and Vegetables." *Chicago Tribune* (May 25, 1949).

73. Crow, 49.

74. Duddy, E. A., (January 1940), 44.

75. Duddy, E. A. (1937), 69.

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South Water Market  
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south and east-west trade, between 22 and 28 railroads used Chicago as a terminus or important transfer point from 1925 until the 1950s. It was an important carload-distributing center for western fruits and vegetables to east of the Mississippi and north of the Ohio Rivers, with buyers in New York, Philadelphia, Boston, Cleveland, Detroit, Milwaukee, and Minneapolis. In 1938, in addition to the 85,998 carloads received for metropolitan use, an additional 47,000 carloads (exclusive of bananas) were diverted through Chicago to sellers in other states. Only New York (with 203,336 total direct receipts, 90 per cent of which was consumed in the city) exceeded Chicago's volume.<sup>76</sup>

As their business grew, South Water Market dealers continued their traditional reluctance to move. In the 1950s, many of the original tenants were still in residence. From 1948 to 1954, the Market accounted for over one fifth of total wholesale dollar sales. As chain stores emerged and began to set up their own distribution networks, South Water Market allowed small local retailers to compete and survive. They sold to pushcart peddlers and small independent stores, as well as to large institutions and retail grocers. But by 1954, The Chicago area proportion of national sales had decreased sharply, as had the numbers of people employed and businesses operating.<sup>77</sup>

The Market continued to operate until 2001, when plans for the new Chicago International Produce Market lured vendors with its efficient single level facilities and spacious loading areas. All six of the buildings of the South Water Market have remained, and continue to represent the history of the market in feeling and association, retaining their setting, materials, design, and details.

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76. Crow, 49, 91.

77. Department of City Planning, 4-5.

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Map. Cook County Recorder of Deeds. Subdivision of Section. 490-D pg. 249.

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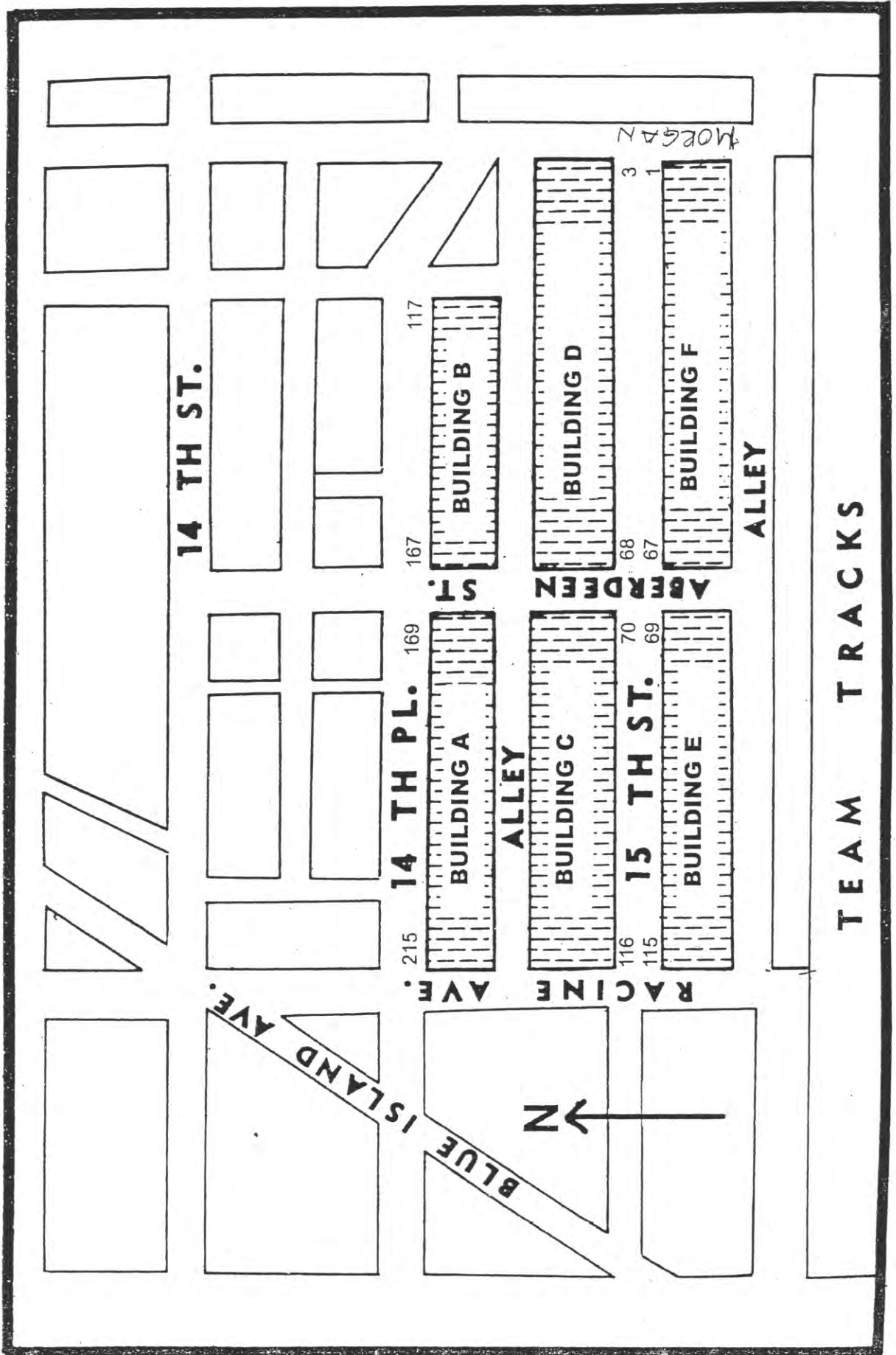
**Verbal Boundary Description:**

Legal Description of land, Jan. 1, 1998: South Water Market, a resub. in the N. E. 1/4 of Section 20-39-14. Roughly bounded by 14<sup>th</sup> Place to the north, Morgan Street to the east, the 16<sup>th</sup> Street rail embankment to the south and Racine Avenue to the west. Rec. Aug., 1, 1925. Doc. 8993073. Reg. Nov. 25, 1925. Tor. Doc. 2281453. South Water Market and special house numbering authorized by ordinance passed April 1, 1925.

**Boundary Justification** (Explain why the boundaries were selected).

The boundaries include the six buildings and land historically associated with the South Water Market that retain historic integrity.

# THE SOUTH WATER MARKET



Map, Look County Recorder of Deeds  
 Subdivision of Section 490-D:249"

W. 1/2 N.E. 1/4 Sec. 20 - 39 - 14  
 WEST TOWN

39-14-20A  
 17-20

"A"  
 HENRY WALLER'S SUB. of the N.W. 1/4 of the N.E. 1/4 of Sec. 20-39-14. Aca-Fire.

"B"  
 SWIFT, MAULEY & TYRRELL'S SUB. of the N. 1/2 of the S.W. 1/4 of the N.E. 1/4 of Sec. 20-39-14. Aca-Fire.

"C"  
 COMMON PLEAS COURT PARTITION of the S. 1/2 of the E. 1/2 of the W. 1/2 of the N.E. 1/4 (see "A"). Aca-Fire.

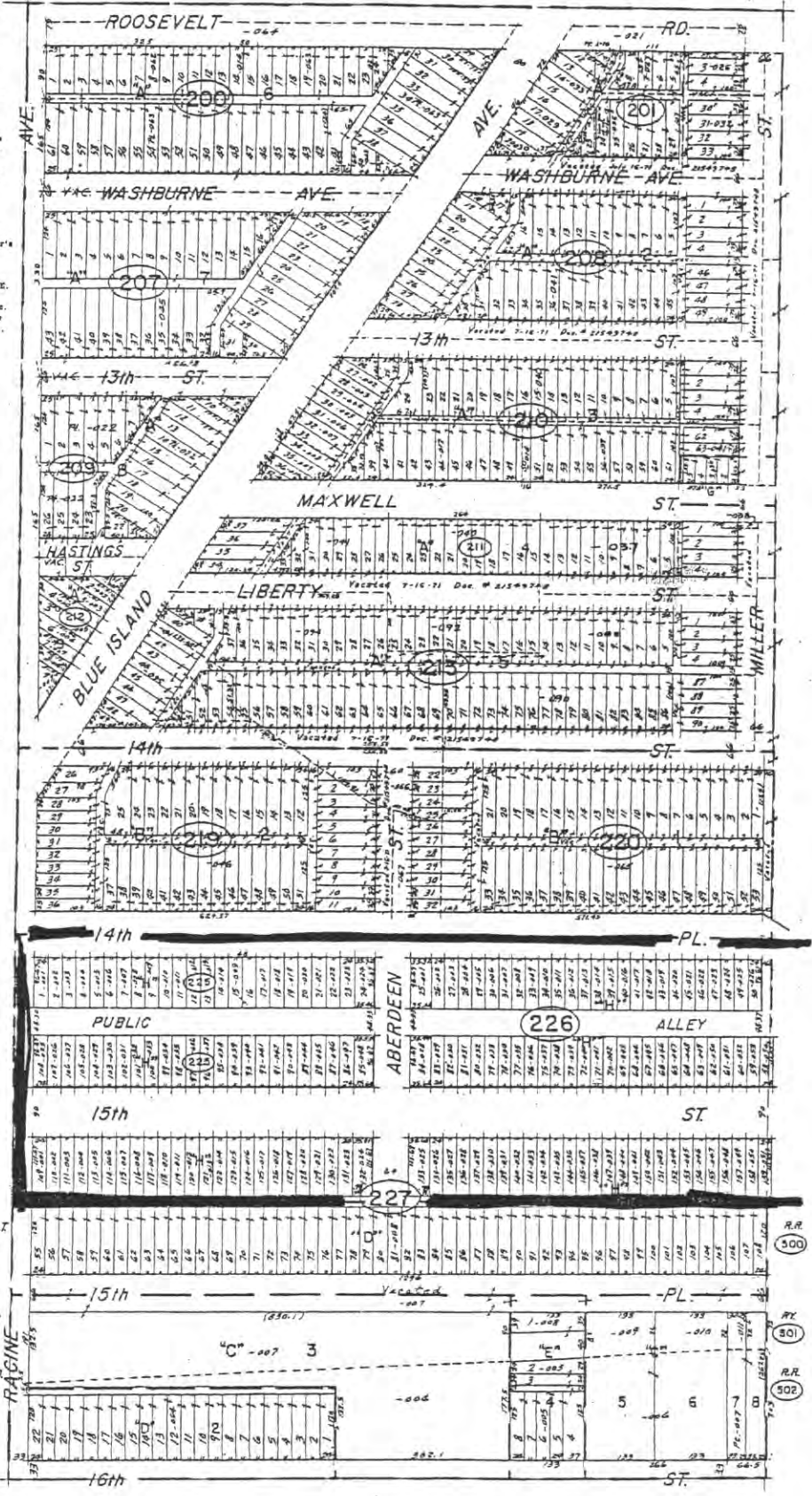
"D"  
 J. H. REES' SUB. of Blks. 1 & 2 of Common Pleas Court Partition (see "C"). Aca-Fire.

"E"  
 NELSON WADE'S SUB. of Blk. 4 of Common Pleas Court Partition (see "C"). Aca-Fire.

"F"  
 SUB. of Lots 55 to 58 (incl.) of J. H. Rees' Blk. of Blk. 1 (see "D"). Aca-Fire. Vacated, Rec. Aug. 20, 1884. Doc. 589614.

"G"  
 SUB. of Lots 84 & 85 of Blk. 3 of Henry Waller's Blk. (see "A"). Rec. Nov. 5, 1884. Doc. 185488.

"H"  
 SOUTH WATER MARKET, a resub. in the N.E. 1/4 of Sec. 20-39-14. Rec. Aug. 1, 1875. Doc. 3982072. Reg. Nov. 23, 1925. Ter. Doc. 281462. South Water Market and special home mortgage subdivided by ordinance passed Apr. 1, 1825, pages 5244 and 5246.



Imp. Cook County Recorder of Deeds.  
Subdivision of Section 49D-D:249"

E. 1/2 N.E. 1/4 Sec. 20-39-14  
WEST TOWN

39-14-20  
17-2



BRAND'S ADD. TO CHICAGO, being the E. 1/2 of the N.E. 1/4 of Sec. 20-39-14. Rec. Nov. 19, 1882. Ante-Fire.

J. HOWE'S SUB. of the E. 1/2 of Blk. 10 in Brand's Add. to Chicago (see "A"). Rec. May 7, 1883. Ante-Fire.

SUB. of Blk. 12 in Brand's Add. to Chicago (see "A"). Rec. July 3, 1884. Ante-Fire.

SUB. of Blk. 8 in Brand's Add. to Chicago (see "A"). Rec. July 3, 1884. Ante-Fire.

SUB. of Blk. 11 in Brand's Add. to Chicago (see "A"). Rec. July 3, 1884. Ante-Fire.

ASSESSOR'S DIV. of Blk. 3 of Brand's Add. to Chicago (see "A"). Rec. July 31, 1883. Ante-Fire.

ASSESSOR'S DIV. of the E. 1/2 of Blk. 20 of Brand's Add. to Chicago (see "A"). Rec. July 28, 1883. Ante-Fire.

BARRON'S SUB. in Brand's Add. to Chicago (see "A"), being 2 lots of Blk. 1, Blk. 3 (except the N. 22 1/2 ft. of the E. 108 ft. and the N. 100 ft. of the W. 100 ft. thereof), Blks. 2 and the N. 1/2 of 5, Blks. 7, 8, 9, 14, the S. 1/4 of Blk. 10, the S. 1/4 of Blk. 14, Blk. 18 and the W. 1/2 of Blk. 10, Blks. 21, 22, and the N. part of 22, and Blks. 27, 28, 29 (except the parts thereof belonging to the rail road company). Rec. June 18, 1881. Ante-Fire.

SUB. of Blk. 4 (except the S. 200 ft.) of Brand's Add. to Chicago (see "A"). Rec. Feb. 27, 1885. Ante-Fire.

MUMMAN'S SUB. of Blks. 17 & 22 in Brand's Add. to Chicago (see "A"). Ante-Fire.

SUB. of Blk. 3 in Brand's Add. to Chicago (see "A"). Ante-Fire.

SAUR'S SUB. of Lot 23 of Barron's Sub. of Blk. 1 (see "M"). Ante-Fire.

SUB. of Blk. 18 in Brand's Add. to Chicago (see "A"). Rec. Sept. 7, 1889. Dec. 287287.

SUB. of the E. 1/2 of Blk. 6 of Brand's Add. to Chicago (see "A"). Rec. Mar. 12, 1881. Dec. 23474.

SWOPE'S SUB. of Lot 3 in Sub. of Blk. 2 (see "L"). Rec. Dec. 3, 1881. Dec. 162509.

D. B. LEE'S SUB. of the N. 1/2 of Blk. 15 in Brand's Add. to Chicago (see "A"). Rec. Feb. 4, 1882. Dec. 372982.

McKEE'S SUB. of Lot 1 in Sub. of Blk. 3 (see "L"). Rec. Apr. 25, 1882. Dec. 350627.

SUB. of Blk. 12 of Brand's Add. to Chicago (see "A"). Rec. Jan. 18, 1883. Dec. 443728.

SUB. of the W. 1/2 of Blk. 10 in Brand's Add. to Chicago (see "A"). Rec. May 9, 1883. Dec. 467018.

HLAVIN'S SUB. of Lots 27, 28, & 21 in Sub. of Blk. 19 (see "M"). Rec. Apr. 25, 1887. Dec. 418939.

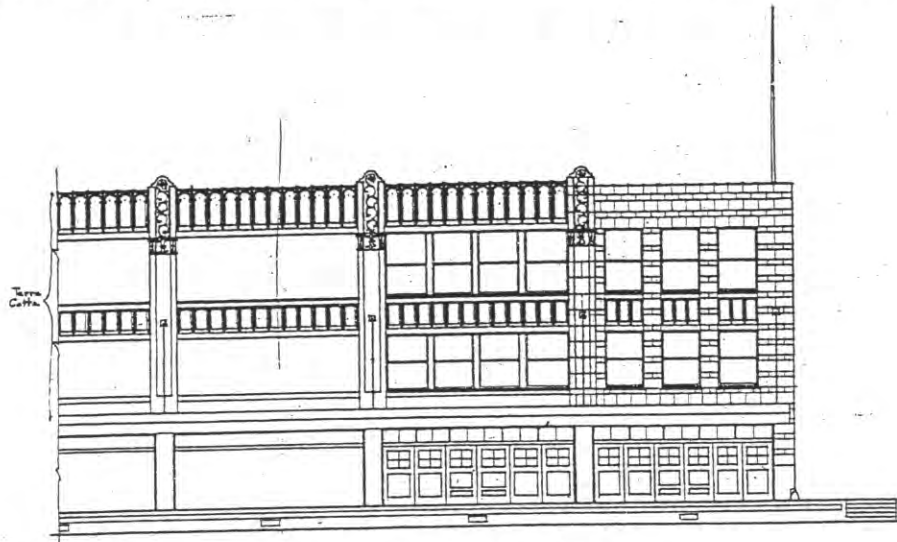
NEEDS of Lots 15 & 12 in Barron's Sub. of Blk. 3 (see "M"). Rec. June 1, 1884. Dec. 421048.

SOUTH WATER MARKET, a reman. in the N. 1/4 of Sec. 20-39-14. Rec. Aug. 1, 1888. Dec. 888273. Rec. Nov. 25, 1888. Tor. Dec. 281482. South Water Market and special house numbering authorized by ordinance passed Apr. 1, 1875. Pages 5144 and 5149.

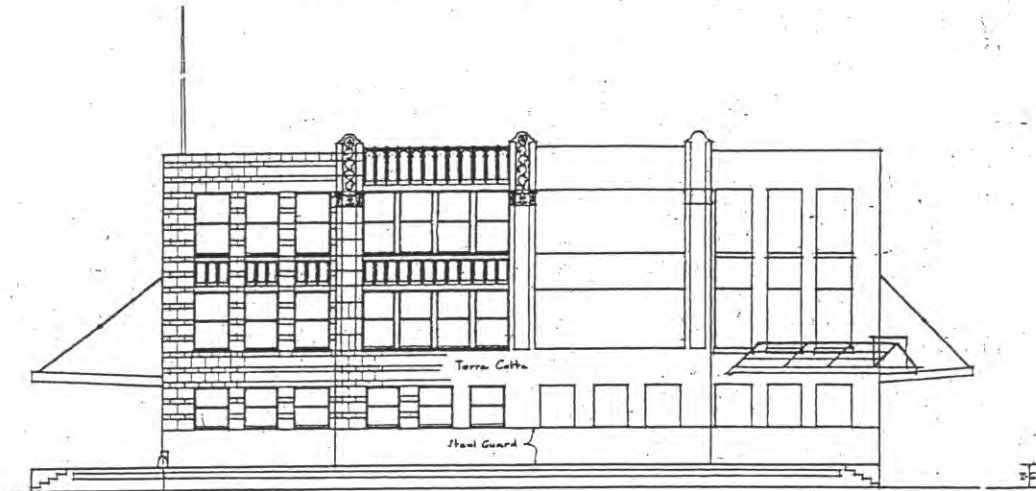
FALTER'S SUB. of the N. 3/4 of Blk. 18 in Brand's Add. to Chicago (see "A"). Rec. Mar. 30, 1887. Dec. 512042.

17	GH
202	021
C:0	A:B
C:0	C:0
20	GH

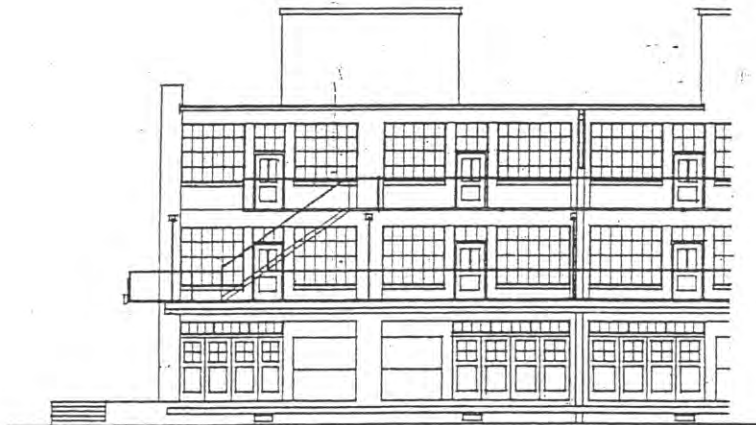
# EXCERPTS FROM ARCHITECTURAL DRAWINGS



PART FRONT STREET ELEVATION



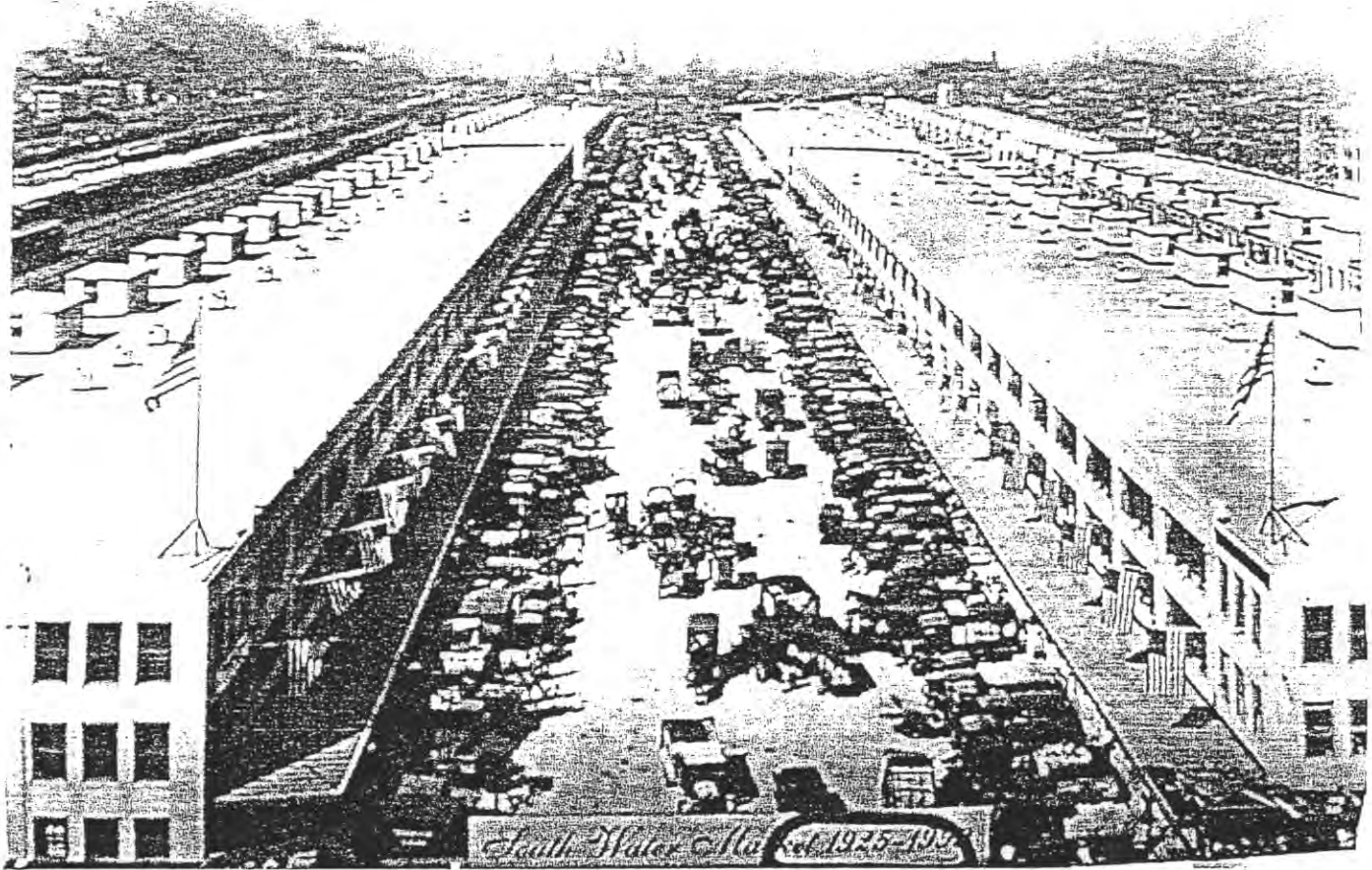
SIDE STREET ELEVATION



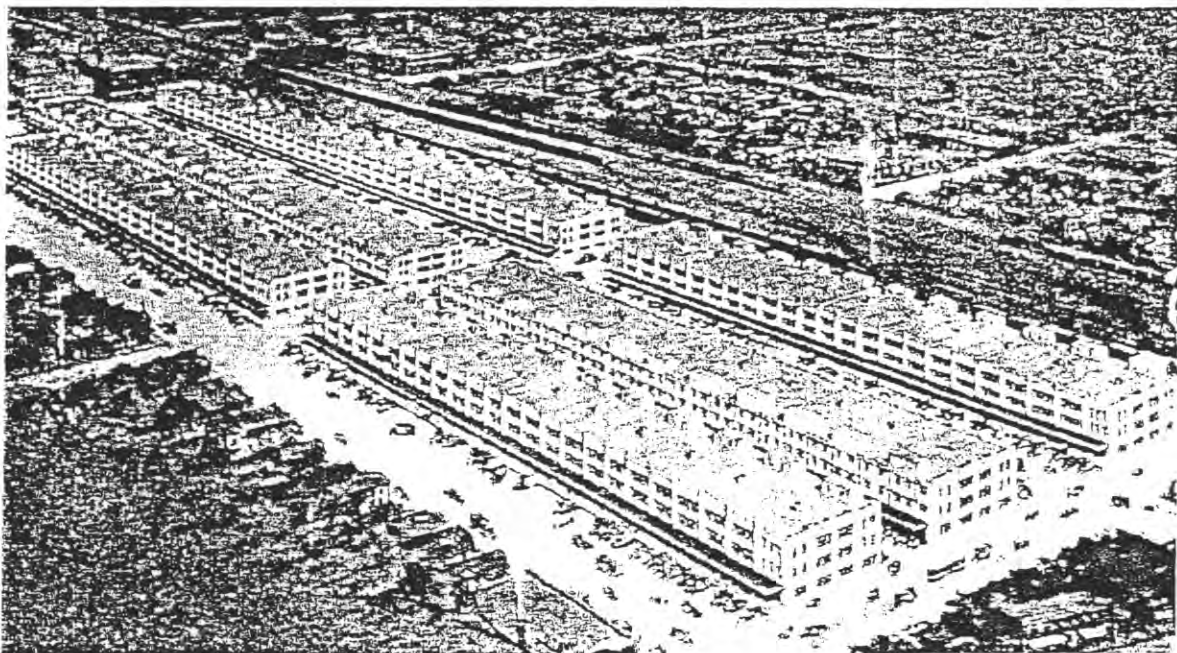
PART REAR ELEVATION

("Market Building for the Chicago Produce District Trust." F & K Ltd., Architects. McLennan Construction Co., Builders. Job #566. February 6, 1925. Chicago Historical Society.)

## OPENING OF THE SOUTH WATER MARKET



The new South Water Market opened for business in 1925. (Postcard. Property of Mary Ann Johnson.)



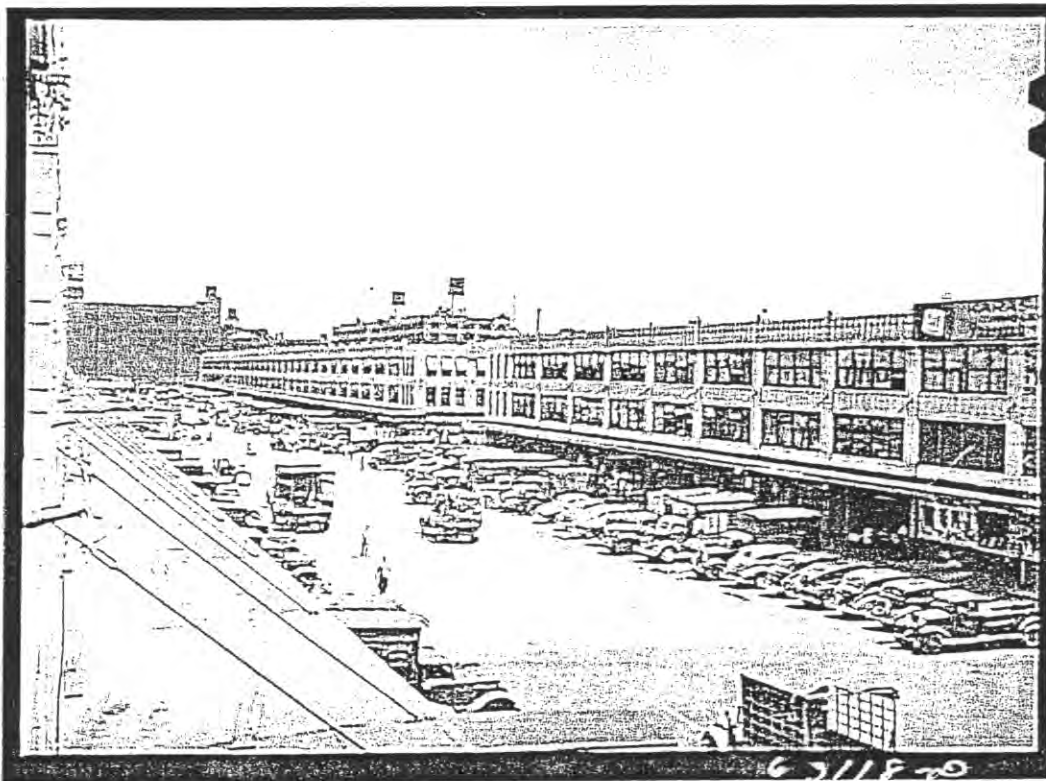
Aerial view of South Water Market. ((William C. Crow. *Wholesale Markets for Fruits and Vegetables in 40 Cities*. Circular No. 463. United States Department of Agriculture, 1938.)



## THE SOUTH WATER MARKET IN THE 1940S

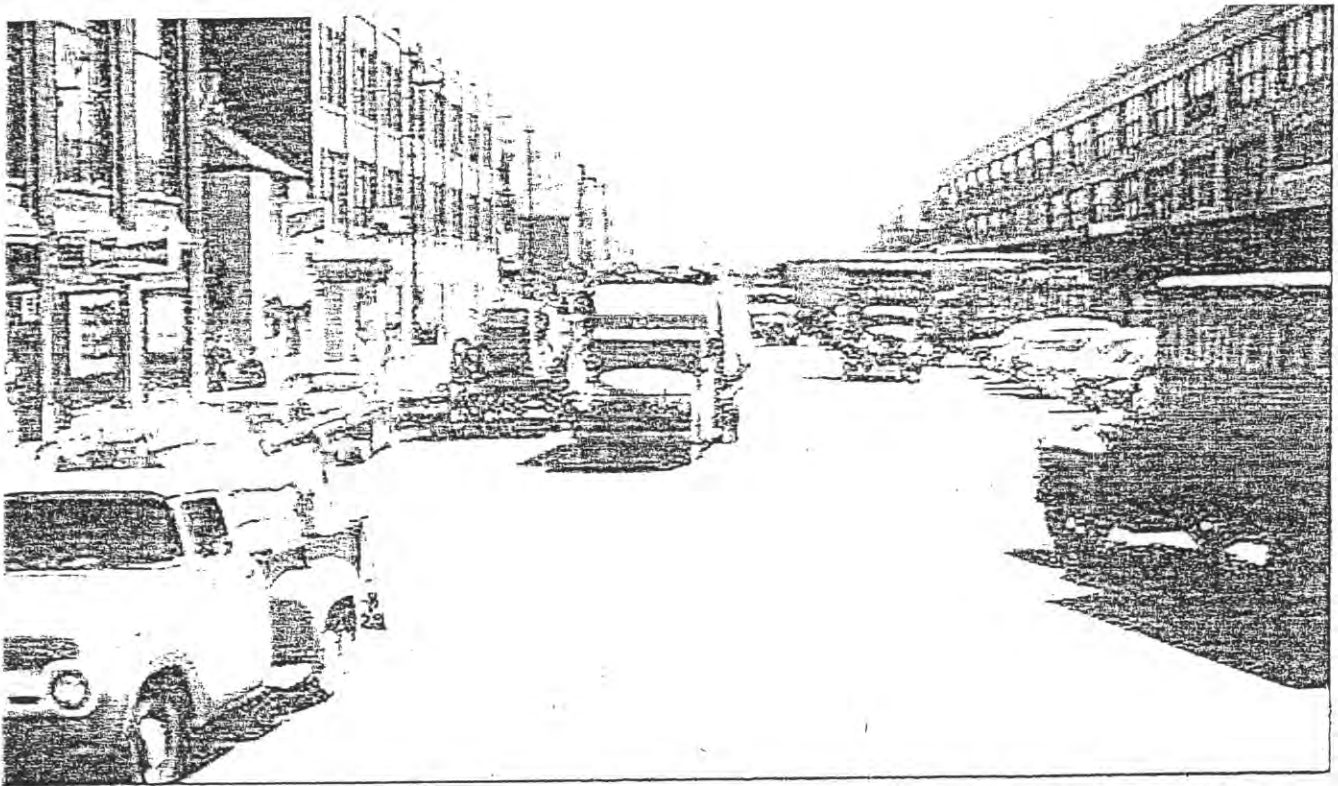


The South Water Market, 1940. Note the increased size of the trucks. (Charles E. Magoon. *The Way It Was*. Berkeley Springs, WV, 1997.)

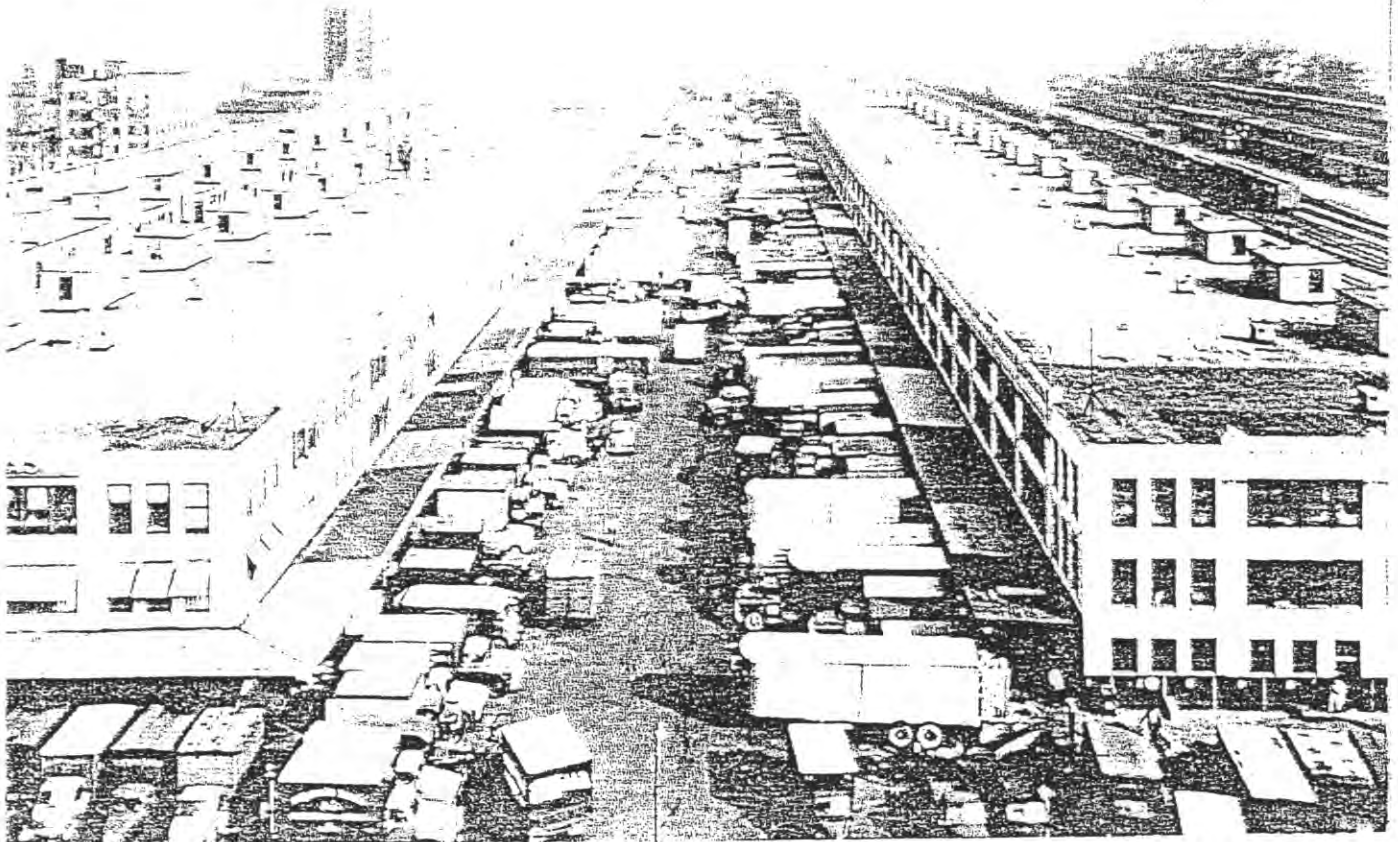


Looking down 15<sup>th</sup> Street, 1941. (Chicago Daily News negative collection, Chicago Historical Society.)

## THE SOUTH WATER MARKET IN THE POSTWAR YEARS



West 14<sup>th</sup> Place, showing businesses located across from the Market, 1958.  
(<http://www.cipmarket.com>)



Straight and semi-trailer trucks, 1950s. (<http://www.cipmarket.com>)



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Denise M. Casalino, P.E.  
Commissioner

Suite 1600  
33 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-3200  
(312) 744-9140 (FAX)  
(312) 744-2578 (TTY)  
<http://www.cityofchicago.org>

June 7, 2004

Tracey A. Sculle  
Survey & National Register Coordinator  
Illinois Historic Preservation Agency  
1 Old State Capitol  
Springfield, IL 62702

**Re: Chicago nominations to the National Register of Historic Places for**

- \* South Water Market, bounded by W. 14<sup>th</sup> Pl., S. Racine Ave., S. Morgan St., and the W. 16<sup>th</sup> St. rail embankment
- Washington Park, bounded by E. 51<sup>st</sup> St., S. Cottage Grove Ave., E. 60<sup>th</sup> St., and S. King Dr.
- Wrightwood Bungalow Historic District, 4600- and 4700-blocks Wrightwood Ave.

Dear Ms. Sculle:

This is in response to your letters of April 12 and 28 to the Commission on Chicago Landmarks asking for the Commission's comments on the nominations of the properties referenced above to the National Register of Historic Places. As a Certified Local Government (CLG), the City of Chicago is given the opportunity to comment on local nominations to the National Register prior to being considered by the Illinois Historic Sites Advisory Council.

At its regular meeting of June 3, 2004, the Commission voted unanimously to support the National Register listings for all three nominations. The Commission's resolution is attached.

Please contact Terry Tatum of my staff at 312-744-9147 if you have any questions.

Sincerely,

Brian Goeken  
Deputy Commissioner  
Landmarks Division

Originated by:

Terry Tatum  
Director of Research  
Landmarks Division

encl.

cc: Susan Baldwin, Baldwin Historic Properties  
Julia Bachrach, Chicago Park District  
Emily Ramsey, Historic Chicago Bungalow Association  
Chicago University Commons LLC, c/o The Enterprise Companies  
Hieu Trong  
HC Realty, LLC  
Bill Povalla, Department of Housing  
Judy Minor-Jackson, Department of Planning and Development  
Mary Bonome, Department of Planning and Development  
Danitra Childers, Department of Planning and Development





**Illinois Historic  
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

MEMORANDUM

TO: Mayor Richard Daley, City of Chicago  
Brian Goeken, Landmarks Division, Department of Planning and Development

FROM: Tracey A. Sculle, Survey and National Register Coordinator *TAS*

DATE: April 28, 2004

SUBJECT: Preliminary Opinion of South Water Market, Chicago

The South Water Market is located in an area bounded by 14<sup>th</sup> Place on the north; the 16<sup>th</sup> Street rail embankment on the south; Racine Avenue on the west; and Morgan Street to the east. It is comprised of six buildings and associated internal roadways. The Market designed by the architectural firm of Fugard and Knapp meets Criterion A for listing in the National Register of Historic Places, due to its local historic associations with planning and community development and the commercial distribution of produce. The South Water Market was an important produce market for the city of Chicago and played a significant role in the economic history of the city. When built, it was the largest produce market in the country in physical size and it remained for many years the second largest in terms of annual sales in the United States, surpassed in sales only by New York. The Market was purpose-built and reflected the newest planning and development ideas concerning the efficient, sanitary, and dependable supply of food to a large urban area. The period of significance for the market is from 1925, when the market was built, to 1954, the fifty-year cutoff date for listing in the National Register.

Over the years, there have been some alterations to the exterior façade, especially through the infilling of some windows, and to interior spaces because of changing market needs. However, the relationship of the buildings to one another and the sense of space as a market remain intact and clearly convey the historic market use of the complex. Currently, portions of the Market are undergoing rehabilitation. At this time, the South Water Market retains sufficient integrity to convey its historic significance, as an important local marketplace. It is my opinion that the complex is a good candidate for inclusion in the National Register of Historic Places.

Statement of Support for the National Register Designation of  
**South Water Market, Chicago, Illinois**

Illinois Historic Sites Advisory Council June 17, 2004

Professor Daniel Bluestone

Director, Historic Preservation Program

University of Virginia

In August 1925, Chicago's mayor William E. Dever dedicated the South Water Market. He declared, "This is a great day in the history of Chicago, one of the most significant. This wonderful group of buildings completed in less than seven months . . . shows what cooperation can do. It is a lesson of achievement that should point the way to other industries and groups." As a historian of Chicago architecture and urbanism, deeply committed to historic preservation, I want to enthusiastically support the listing of Fugard & Knapp's South Water Market on the National Register. The nomination and the planned residential adaptive re-use of the buildings cast a very favorable light on the energy and commitments of preservationists in Chicago. Indeed, I believe this noteworthy preservation and development project is likely to attract the same level of genuine public enthusiasm that greeted the market's initial construction. The project will loom large even in a city noted for its creative approaches to historic preservation. It will undoubtedly inspire other significant preservation initiatives. We should do all that we can to encourage the recognition and redevelopment of the South Water Market.

As some members of the Council may recall, I was responsible for the nomination of Henschien & McLaren's Produce Terminal Cold Storage Company building, which stands adjacent to the South Water Market. This innovative Art Deco style cold storage plant was built in 1928-1929. The form of the Produce Terminal represented a key strain in urban utopian planning in the 1920s that revolved around the rationalization of traffic, circulation, and land use in the city. Plans advocated by committed urban modernists such as New York architect Harvey Wiley Corbett and New York architectural illustrator Hugh Ferriss envisioned a much denser skyscraper city—one structured around multilevel traffic routes, separating pedestrians on elevated pedestrian bridges from freight and passenger traffic, which occupied different roadway levels below. The Produce Terminal effected a similarly visionary and quite modern separation of traffic. Pedestrians entered the building from a slightly elevated sidewalk. An interior driveway provided for truck loading off of the street. Trains entered the building on the third floor level. Moreover, the efficient juxtaposition of cold storage space, with loft processing space and office space represented the kind of efficient mixture of functions, which when combined with the infrastructure of freely flowing traffic, provided the hallmark of modern urban visions. As I suggested in the nomination for the Produce Terminal, the South Water Market provided an essential part of the context for understanding the location, form, and development of the Produce Terminal. The two sites reinforce each other's historic significance.

The Produce Terminal and the South Water Market together also represent a pragmatic rationalized vision of the city in the 1920s. The close historical correspondence of the 1925 construction of the market and the 1922-1923 adoption of comprehensive zoning in Chicago is notable. Embedded in both the South Water Market and the zoning ordinance is a vision of a new city separated into functional

districts that would promote the geographical separation of industrial, commercial, and residential activity. There would be further specialization within these broader districts. Proposals for the separation of different urban uses also loomed large in the 1909 Burnham plan, over a decade before the adoption of the comprehensive zoning ordinance. The keystone of the Burnham plan called for creating specialized civic, transportation, and commercial centers. It was the planning initiatives that flowed from the Burnham plan that eventually prompted the construction of the South Water Market. The space occupied by the downtown produce and vegetable market along South Water Street would, according to the Burnham plan, be redeveloped for white-collar office buildings and an embellished double-decked boulevard that carefully separated local passenger and business traffic on the upper level and freight traffic on the lower level. In these plans, the chaotic mix of uses in the traditional urban landscape would be replaced by a vision of the city structured around economic efficiency, with different land uses separated into different districts around the city. In this way the total demolition of the older residences, stores, and industries on the site assembled for the new South Water Market takes on special significance.

The scale, cohesiveness, and uniformity of the sprawling, single-use, specialized market precinct is at the very center of the historical and urban significance of the South Water Market. That cohesiveness of the urban fabric corresponded closely with the contemporary specialized development of the Central Manufacturing District, the residential blocks in emerging bungalow neighborhoods, and the fairly specialized business development of the downtown and North Michigan Avenue. This enthusiasm for sorting out and rationalizing the city was clearly embodied in the design and development of the market area and continues to be readily apparent today. As he dedicated the new market, Mayor Dever explicitly recognized in the district a model and a rationale for the specialized consolidation of south side railroad terminals into a single union station, another proposal drawn from the 1909 Burnham plan. Quite apart from its neo-classical architectural details, the South Water Market's cohesive form--spread over several adjacent blocks--and its single economic function represented a rather profound change in the organization of the modern Chicago urban landscape.

The South Water Market represents an environmental resource of embodied energy as well as a historic resource. It is great to see new uses proposed for old buildings that can no longer accommodate the functions for which they were built. As preservationists and historians we can foster an understanding and interpretation of this significant historic site and in doing so assist in the return to a "state of utility" and "efficient contemporary use" for the historic buildings as anticipated in the Secretary of Interior's standards for rehabilitation. Susan Baldwin has done her part in highlighting the significant history. The owners are committed to appropriate stewardship of this historic property. People will continue to easily recognize the legible and historically distinct "modern" planning and the embellished form of the market buildings. In this case we can push forward a standard for the stewardship of historic resources that is environmentally responsible, culturally enriching, and economically viable. The listing of the South Water Market on the National Register of Historic Places will contribute to this process.

96 S. Humboldt St.,  
Willits, 04000620,  
LISTED, 8/19/04

ILLINOIS, COOK COUNTY,  
South Water Market,  
Bounded by 14th Place, the 16th St. rail embankment, Racine Ave., and Morgan  
St.,  
Chicago, 04000870,  
LISTED, 8/20/04

ILLINOIS, COOK COUNTY,  
Washington Park,  
5531 S. King Dr.,  
Chicago, 04000871,  
LISTED, 8/20/04  
(Chicago Park District MPS)

ILLINOIS, HENRY COUNTY,  
Henry County Courthouse,  
307 W. Center St.,  
Cambridge, 04000869,  
LISTED, 8/20/04

ILLINOIS, MADISON COUNTY,  
Collinsville City Hall and Fire Station,  
125 S. Center St.,  
Collinsville, 04000865,  
LISTED, 8/20/04

ILLINOIS, PIKE COUNTY,  
Massie Variety Store,  
110 S. Main St.,  
New Canton, 04000864,  
LISTED, 8/20/04

ILLINOIS, STEPHENSON COUNTY,  
People's State Bank,  
300 W. High St.,  
Orangeville, 04000868,  
LISTED, 8/20/04

ILLINOIS, WILL COUNTY,  
Ninth Street Seven Arch Stone Bridge,  
Ninth St. spanning Deep Run Creek,  
Lockport, 04000866,  
LISTED, 8/20/04

IOWA, DUBUQUE COUNTY,  
Langworthy Historic District,  
Langworthy, West Third, Melrose Terrace, vet. Hill and W. 5th, Alpine and  
Walnut bet. Solon and W. Fifth,  
Dubuque, 04000813,  
LISTED, 8/12/04  
(Dubuque, Iowa MPS)

IOWA, DUBUQUE COUNTY,  
West Eleventh Street Historic District,  
Bounded by Grove Terrace, Loras Blvd., Wilbur and Walnut Sts.,  
Dubuque, 04000814,  
LISTED, 8/12/04  
(Dubuque, Iowa MPS)

MONTANA, CASCADE COUNTY,

Resolution  
by the  
Commission on Chicago Landmarks  
on the  
Nominations to the National Register of Historic Places  
for

**South Water Market,  
bounded by W. 14<sup>th</sup> Pl., S. Racine Ave., S. Morgan St., and the W. 16<sup>th</sup> St. rail  
embankment**

**Washington Park,  
bounded by E. 51<sup>st</sup> St., S. Cottage Grove Ave., E. 60<sup>th</sup> St., and S. King Dr.**

**Wrightwood Bungalow Historic District,  
4600- and 4700-blocks W. Wrightwood Ave.**

June 3, 2004

The Commission on Chicago Landmarks finds that:

- South Water Market meets Criterion A for planning and community development as the City of Chicago's long-time produce market building complex; and that
- Washington Park meets Criterion A for entertainment/recreation and social history and Criterion C for architecture and landscape architecture as one of Chicago's most significant large-scale parks; and that
- the Wrightwood Bungalow Historic District meets Criteria A for community planning and development and C for architecture as a coherent group of Chicago bungalows that reflect the definition of the Chicago bungalow building type under the already listed "Chicago Bungalow" Multiple Property Documentation form.

*Now, therefore, be it resolved by the Commission on Chicago Landmarks that it hereby supports the listing of all three nominations to the National Register of Historic Places.*