THE CHIEF UNIT in the Chicago Plan Commission’s project for the development of the area between Michigan avenues on the west, the Basin Drive on the east, Walker Drive on the north and Randolph Street on the south is this fifty-story union passenger station, designed by Bruce B. Graham to house the terminal facilities of all the fifteen railroads now using Michigan Avenue terminals. The terminal will include hotel rooms, apartments, restaurants, offices, and will be fitted up to house a twenty-five year plan of development of the entire area given over to traffic, freight houses and railroad yards. The office of the Commission says Mr. Graham will cost $8,500,000 to build on an area of two blocks of land the value of which is estimated as an additional cost of $10,000,000, but not one cent of this is to come from the public treasury, nor will there be any addition to the people’s taxes. Constructed by the Illinois Central Railroad, the office space in the building is planned to accommodate the offices of other railroad companies using the terminal’s facilities. These new occupiers, 16,000 square feet of space scattered all over Chicago. The tracks leading to the proposed terminal will be two levels below the street, the lower level of the two-decked street above them being used, in the station itself, by the traveling public.

A DIAGRAM OF THE STATION APPROACHES AND TERMINAL FACILITIES. This drawing shows Michigan avenue at the left of the picture, Randolph Street, double-decked, running diagonally through the foreground, with part of Lake Street extended in the background. Adjoining Michigan avenue is a proposed double-decked subterranean parking area which will accommodate 4,000 automobiles. To the reader’s right of this area the suburban railroad tracks and the express tracks. In the right middle ground is a cut-away diagram of the terminal itself, in which the concourse, baggage room and other areas devoted to the use of passengers appear one level below the street, and one level above the tracks.

A NEARLY COMPLETED LINER DESTROYED BY FIRE. The Segunda was receiving the star-built first crain when it sank in the harbor at Newport News, Va. After the incineration had raged for five hours, the $1,562,000 vessel turned over on its side, as seen in this picture, with the rear end of the ship's exposed above the water while the deck and many parts of the ship alongside.

GROUND PLAN OF THE RANDOLPH STREET DEVELOPMENT announced by James E. Jemison, chairman of the Chicago Plan Commission and designed by Bruce B. Graham, of Graham, Anderson, Probst and White, architect and member of the commission. The shaded areas mark the site of one of the proposed buildings in the area, the shallow areas marking the sites of the fifty-story passenger terminal. It is planned to connect all buildings in this district by means of bridges at their tenth or twelfth floor levels.

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