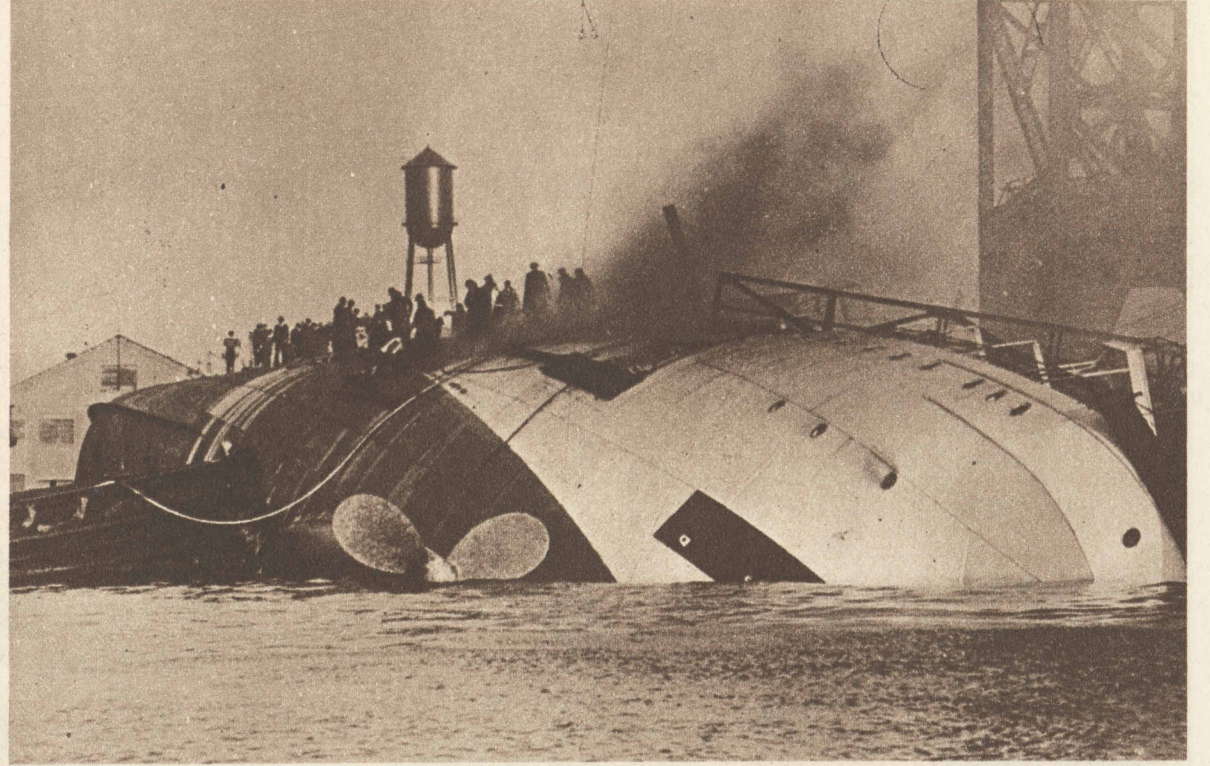
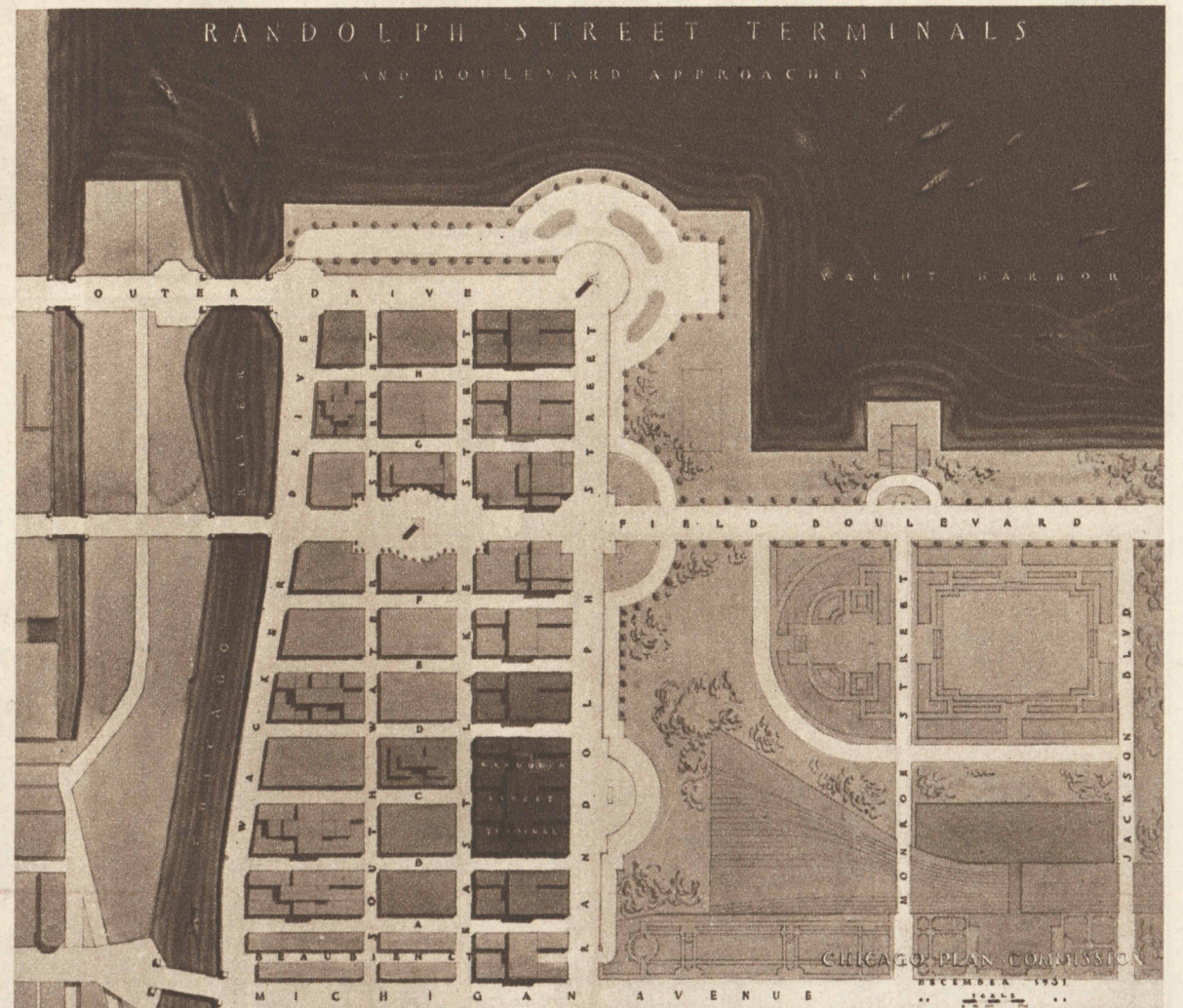


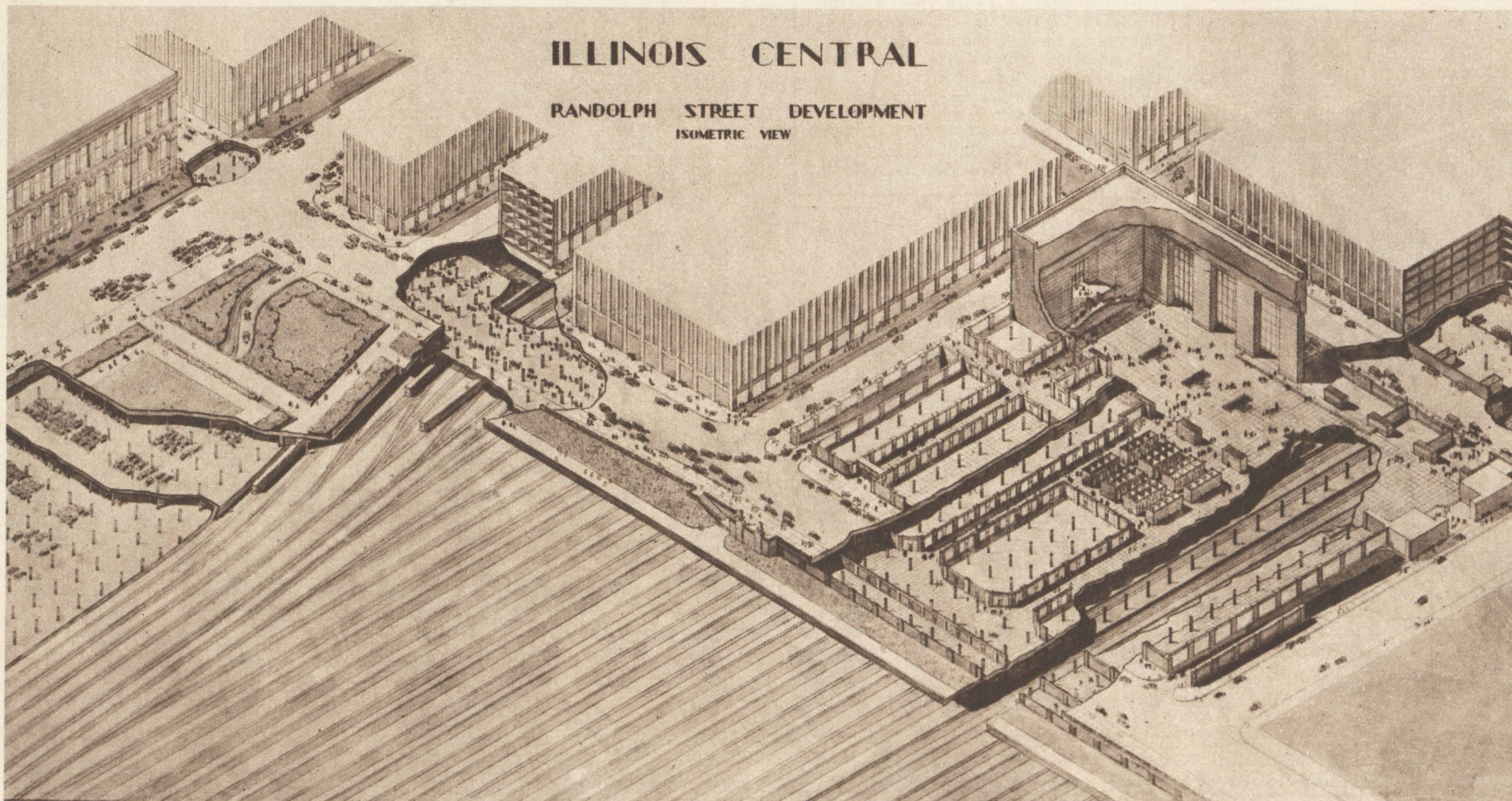
THE CHIEF UNIT in the Chicago Plan Commission's project for the development of the area between Michigan avenue on the west, the Outer Drive on the east, Wacker Drive on the north and Randolph street on the south is this fifty-story union passenger station, designed by Ernest R. Graham to house the terminal facilities of all the fifteen railroads now using south side terminals. This drawing shows the Randolph street facade of the terminal building, construction of which is intended to inaugurate a twenty-five year plan of development of the entire area now given over to tracks, freight houses and coal dumps. The edifice, says Mr. Graham, will cost \$16,200,000 to build on an area of two blocks of land the value of which is estimated at 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 also the offices of the other railroad companies using the terminals' facilities. These now occupy 1,500,000 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 NEARLY COMPLETED LINER DESTROYED BY FIRE—The Segovia was receiving the ship builders' final touches when it took fire in the yards at Newport News, Va. After the conflagration had raged for five hours, the \$3,525,000 vessel turned over on its side, as seen in this picture, one of its propellers exposed above the water while the stack and masts rest on the pier alongside. (Associated Press photo.)



GROUND PLAN OF THE RANDOLPH STREET DEVELOPMENT announced by James Simpson, chairman of the Chicago Plan Commission and designed by Ernest R. Graham, of Graham, Anderson, Probst and White, architect and member of the commission. The shaded shapes east of Michigan avenue indicate the proposed buildings in this area, the darkest-toned of these marking the site 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.



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 are the suburban railroad trackage and the express tracks. In the right middle ground is a cut-away diagram of the terminal itself, in which the concourse, baggage rooms and other areas devoted to the use of passengers appear one level below the street, and one level above the tracks.

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