

## "THE MIRACLE" OPENS IN CHICAGO AT AUDITORIUM THEATRE FEB. 2

CHICAGO is to have its chance to see the world's greatest achievement in dramatic art when "The Miracle" comes to the Auditorium Theatre on February 2, for a run that extends through March 20.

For those who attend this most spectacular production, which boasts a cast of over 600, including the world renowned beauty, Lady Diana Manners in the role of "The Madonna," this engagement will mark a significant event in their lives.

### Interior Is Cathedral

The interior of the Auditorium Theatre is reconstructed to resemble a beautiful cathedral. F. Ray Comstock and Morris Gest, the producers, have spared no expense in making this feature one of the many awe-inspiring sights of "The Miracle" that will never be forgotten.

Performances will be given every evening during the engagement, Sundays excepted. Matinees are to be presented on Wednesday and Saturday afternoons, with special matinees on the birthday anniversaries of Lincoln and Washington, February 12 and 22.

### Entire Theatre Is Stage

Afternoon performances begin at 2 o'clock and evening performances at 8 o'clock. All persons should be in their seats before those hours, as the opening scene is enacted in the aisles. There is no stage in this stupendous production—rather the whole interior of the Auditorium is the stage.

Balcony and gallery seats are especially desirable for viewing "The Miracle," due to the method of staging this mammoth production.



Lady Diana Manners, in dual role,  
as the Nun

### Notes We Like

The following letter, received by the Rapid Transit Company, explains itself:

The children of Room 106 of the Masen School thank you very kindly for permitting us to ride on the Elevated at half price, going to and coming from the Art Institute. All of the conductors were courteous and watched to see that we were safe. We appreciate what you have done for us very much.

Yours truly,

THE CHILDREN OF ROOM 106.



## ***Experts in Many Departments Are Kept Busy In Furnishing Fast and Reliable "L" Service***

A few days ago several Department heads of the Chicago Rapid Transit Company were discussing the big task which the "L" Lines perform.

Said one, a Transportation Department head:

"Last year we carried about 217,000,000 passengers, or the equivalent of every man, woman and child in the United States being carried twice.

"It requires 5,306 trains, or a total of 18,320 cars, each 24 hours, to transport this vast number of people.

"And, by the way, this is a greater number of trains and cars than enter and leave Chicago in a day in all the steam railroad service provided the city!"

### **Schedules Are Exact**

Whereupon a Department head in charge of time schedules spoke up:

"I suppose it would surprise a great many people to know that our Rapid Transit trains are operated on just the same definite time schedules as are steam railroad trains.

"Everyone intuitively knows that Elevated trains are 'there' at regular times, but they probably don't know that they are checked by time-takers all along their route and arrive and depart from various points exactly at a given time.

"We constantly analyze the traveling habits of our patrons, their hours of going and coming, the approximate number handled during the shopping hours or to places of amusement. They don't tell us when they will want transportation, so we have to estimate it as best we can and have a train there when it is needed.

"Just one example: Forty cars would handle all the people who want to ride on the Elevated lines at 3 a. m. But it takes nearly 1,500

cars to carry those who want transportation at 8 a. m."

### **Employees Carefully Chosen**

Said a physician from the Medical Department:

"I doubt if many of those who brag of the safety of passengers on the Elevated lines know that our 5,800 men and women employees were selected only after a rigid examination as to their physical condition and are checked up several times a year to make sure, not only that they are healthy, but that nothing is developing which might interfere with the providing of safe and efficient service.

"The real work of the Medical Department is along the lines of prevention, and the Company does all that is humanly possible to assure conditions so that the environment of our passengers and employees is sanitary and healthful."

### **Maintenance Big Job**

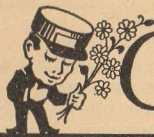
Then the chief of the Maintenance of Way Department spoke up:

"Everybody knows that the 'L' Lines are fast and reliable. But few realize how it is accomplished.

"I wonder how many know that we have a force of 500 ironworkers, trackmen, interlocking men, blacksmiths, carpenters, plumbers, tinnern, painters and laborers on the job the year around, keeping the lines in first-class condition.

"We spend around \$1,800,000 a year for labor and material in this work of keeping the 'L' Lines safe and efficient. Included in the properties to be maintained are 165 miles of elevated track and structure, 52 miles of track on ballast, 216 stations, 46 interlocking plants, three big main shop buildings, five inspection shop buildings and numerous miscellaneous buildings."





# Courtesy Bouquets

Courtesy and efficiency are inherent qualities of members of the Rapid Transit family. And these are not seasonal characteristics, as the following commendations, received from well pleased "L" patrons directly on the heels of the holidays, will prove:

South Side Conductor Michael Conway, badge 4023, is commended by Etta C. Luders and M. C. K. Little for his loud and distinct enunciation of station names.

Metropolitan Platform Man O. Fike, badge 6733, is commended by Miss F. E. Schultz for his aid in helping her recover a pair of glasses which she had lost on a train.

James Conlon, Electrical Department, is commended by "A Daily Rider" for escorting to safety a stranger found wandering on the tracks and in grave danger of coming in contact with the third rail.

Lake Street Trainman James Pedersen, badge 8679, is commended by A. B. Borden for his honesty in recovering and returning a package left on a train.

Metropolitan Trainman O. J. Simpson, badge No. 6399, is commended by Miss F. E. Schultz for returning a pair of glasses which she had lost on a train.

Metropolitan Agent Mrs. M. O'Neill is commended by M. L. Cohen for her honesty in returning a pocketbook containing a considerable sum of money which he had lost on a platform.

North Side Trainman A. J. Eck, badge 1468, is commended by Mae Lutters for his courtesy and obliging manner in directing her to transfer stations.

Metropolitan Conductor Ambrose Laughlin, badge 6191, is commended by Mabel C. Lapp for

his courtesy and distinct enunciation of station names.

North Side Trainman William A. Krueger, badge 1839, is commended by F. W. Merrill for his honesty in returning a pocketbook lost on a train.

Lake Street Motorman Stephen O'Dell, badge 8526, is commended by M. McNicholas for his honesty in returning a purse lost on a train.

South Side Trainman Joseph E. McCabe, badge 3916, is commended by Harry W. Cooper for his courtesy and strict attention to duty.

Metropolitan Conductor Henry Martin, badge 6182, is commended by L. C. Hollister for his courtesy to patrons.

Lake Street Trainman Joseph Keating, badge 8705, is commended by "A. M." for his courtesy to patrons.

South Side Trainman Benjamin Doughty, badge 3676, is commended by Mrs. Minnie Lewis for his courtesy in directing her to a destination which she did not know how to reach.

North Side Conductor A. Bloom, badge 1347, is commended by Anthony Tufigero for his courtesy and strict attention to duty.

South Side Trainman Emil Stath, badge 4001, is commended by M. E. Smith for his courtesy and clear enunciation of station names.

Metropolitan Trainman William Bender, badge 6554, is commended by Mrs. Minnie Lewis for his courtesy in directing her to a destination with which she was not familiar.

South Side Trainman John J. Burns, badge 3727, is commended

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# RAPID TRANSIT NEWS

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(The Elevated Railroad)

LUKE GRANT, Editor

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It's a great city!

Grand Opera just closed. . . .

"The Miracle" just opening. . . .

Eucharistic Congress to be here and at Mundelein in June (the first time this great religious event has ever been held in this country). . . . Army-Navy football game coming to Chicago.

\* \* \*

*Did you ever see so much skating and general interest in winter sports as this year? Next thing, they'll be pulling out the sleighs and bob-sleds*

\* \* \*

One of the men in the Rapid Transit Lines construction department was invited out to a public school the other day to tell the youngsters how Rapid Transit is made possible.

When he had finished, a group of nearly 70 of the 200 pupils applauded more vigorously than the rest.

"They certainly seemed interested," the Rapid Transit man said to the principal.

"Yes, you see they were reading your lips. The poor dears are deaf mutes," replied the school head.

Yet sometimes our thermometer goes away down low when some little difficulty, that next day is forgotten, troubles us.

\* \* \*

*"State Street to be lighted at night as bright as daylight," says a newspaper heading. With Chicago the leading city electrically of the world, the Loop lighting has been something that couldn't be bragged about. But you can always count on Chicago "lighting the way" eventually!*

Overheard on an "L" train the other day:

"It's too hot" . . . . "It's too cold" . . . . "It's just right."

The puzzled guard, one of whose pressing duties throughout the day is to regulate the heat on his car, stood nonplused.

A year's subscription to the Rapid Transit News will be given for the best answer as to what he should have done in such a situation.

\* \* \*

"I've signed the pledge," a prosperous individual said, confiding to the platform attendant at Wilson Avenue the other day, "to quit making a fool out of myself."

"Howz'at?"

"I'm one of those lads who has been kidding himself into the idea that charioting myself downtown and back each day was evidence of class.

"My lungs are so full of carbon monoxide gas leave-overs from the automobiles ahead, I think I must have been trying slow asphyxiation. I've had two blowouts in two weeks, lost a fender, and a fellow I skidded into tells me to settle or he'll sue. And I've been spending a dollar a day for garage parking. I haven't read a morning paper for two months.

"Believe me, the 'L' is my chariot from now on!"

\* \* \*

*"How much are the Rapid Transit Lines worth?" asked a young lady in a letter to us.*

*"About \$95,000,000 of money has been spent to build them. It would cost probably twice that to build the same properties at present-day prices."*

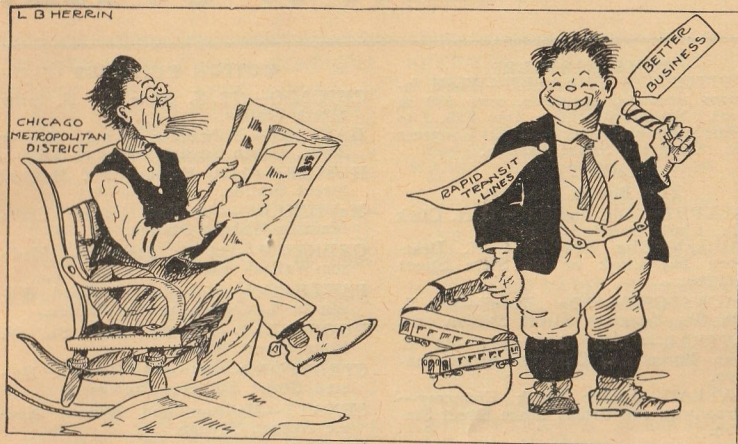
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Another inquirer asks how much a Rapid Transit car costs.

From \$22,000 to \$30,000 each, depending whether it is equipped with a motor or not, is the answer.

Yep, a six-car train represents the tidy investment of about \$150,000. And you get the use of this train any length of journey you may prescribe for 8½ cents.



**"My Goodness, How That Child's Growing!"**

### **Extension Program Over Half Finished**

**F**IVE of the eight steps in the program of longer train operation and station platform extension now being carried out by the Chicago Rapid Transit Company have practically been completed.

These steps include the Ravenswood-Kenwood service, the Howard-Jackson service, the Lake Street service, the Garfield Park service and extension of Loop station platforms.

#### **Comprise 1925 Program**

These activities comprise the program for 1925 as outlined when the two-year project was mapped out in 1924. The program for 1926 includes the Douglas Park, Logan Square and Humboldt Park serv-

#### **Much Steel Required**

Approximately 1,600 tons of steel was used in the 1925 platform extension program. Fabrication and delivery of steel structure for the 1926 program are now under way.

### **"Courtesy Bouquets"**

(Continued from Page Three)

by Orlin I. Wahl for his courtesy and interest in the welfare of patrons.

North Side Trainman P. J. Simon, badge 1756, is commended by Nellie A. Starkey for his honesty in returning a purse lost on a train.

Metropolitan Motorman Edward Hempel, badge 6103, is commended by F. J. Mason for his alertness in bringing his train to a quick stop and thereby protecting a careless automobile driver at a grade crossing.

Lake Street Trainman R. Murphy, badge 8647, is commended by C. E. Brainard for his gentlemanly bearing and courtesy to patrons.

Metropolitan Trainman Fred Ulnick, badge 6646, is commended by R. Henrikson for his clear enunciation of station names and geniality to all patrons.

Loop Agent Samuel Eschwege is commended by B. L. Rawlins for his courtesy in lending car fare to a young lady patron who had lost her pocketbook on a train.



# Where to Go And

## "THE MIRACLE"

AUDITORIUM THEATRE—World famous dramatic spectacle, over 600 in cast. Special attraction from Feb. 2 to March 20 inclusive. 58 E. Congress St., Congress Street Station.

## THEATRES

(On Boards Feb. 1st)

ADELPHI—"Old English"—11 N. Clark St., Clark Street Station.

APOLLO—"Big Boy"—145 N. Dearborn St., Clark or N. State Street Station.

BLACKSTONE—"The Dove"—60 E. 7th St., Congress Street Station.

CENTRAL—"Jack of Hearts"—64 E. Van Buren St., Congress Street Station.

CHATEAU—Ascher Stock Company—Broadway and Grace, Grace Street Station.

CORT—"Pigs"—132 N. Dearborn St., Clark Street Station.

GARRICK—"The Big Parade" (motion picture)—64 W. Randolph St., Clark Street Station.

GOODMAN—Varying attractions. See newspapers. Art Institute, Lake Front at Monroe St., Adams-Wabash Station.

GREAT NORTHERN—"The Student Prince"—21 W. Quincy St., Dearborn-Street Station.

HARRIS—"Rain"—170 N. Dearborn St., Clark or N. State Street Station.

ILLINOIS—"Ziegfeld Follies"—65 E. Jackson Blvd., Adams or Congress Street Station.

LA SALLE—"The School for Scandal"—110 W. Madison St., Madison-Wells Street Station.

OLYMPIC—"Castles in the Air"—165 N. Clark St., Clark Street Station.

PLAYHOUSE—"The Haunted House"—410 S. Michigan Blvd., Congress Street Station.

PRINCESS—"Young Blood"—319 S. Clark St., La Salle or Dearborn Street Station.

SELWYN—"Dancing Mothers"—180 N. Dearborn St., Clark or N. State Street Station.

STUDEBAKER—"Blossom Time"—418 S. Michigan Blvd., Congress Street Station.

WOODS—"Kid Boots"—54 W. Randolph St., Clark or N. State Street Station.

ORCHESTRA HALL—Varied attractions (see newspapers)—220 S. Michigan Blvd., Adams-Wabash Station.

GREER—Chinese Opera Company in native offerings, 1515 South Wabash Ave., Roosevelt Road Station.

## MOTION PICTURES

CHICAGO—175 N. State St., N. State Street Station.

HARDING—Milwaukee and Sawyer Aves., Logan Square Terminal Station.

HOWARD—1621 Howard St., Howard Street Station.

McVICKERS—Madison near State, Madison-Wabash Station.

ORPHEUM—112 S. State St., Madison-Wabash Station.

PANTHEON—4642 Sheridan Road, Wilson or Lawrence Avenue Station.

ROOSEVELT—110 N. State St., N. State Street Station.

STRATFORD—634 and Halsted, Halsted Street Station, Englewood.

SENATE—Madison and Kedzie, Kedzie Avenue Station.

TIVOLI—6325 Cottage Grove Ave., Cottage Grove Avenue Station.

UPTOWN—Broadway at Lawrence, Lawrence Avenue Station.

WOODLAWN—63rd at Drexel, Cottage Grove Avenue Station.

## VAUDEVILLE

DIVERSEY—2820 N. Clark St., Diversey Blvd. Station.

ENGLEWOOD—726 W. 63rd St., Halsted Street Station.

MAJESTIC—22 W. Monroe St., Madison-Wabash Street Station.

PALACE—127 N. Clark St., Clark Street Station.

RIVIERA—4746 N. Racine Ave., Wilson or Lawrence Avenue Station.

STATE-LAKE—State at Lake St., N. State Street Station.

## DANCING

ARCADIA—4450 Broadway, Wilson Avenue Station, North Side.

CINDERELLA—5614 W. Madison St., Central Avenue Stations, Lake Street or Garfield Park Lines.

DREAMLAND—1701 W. Van Buren St., Ogden Avenue Station, Garfield Park Line.

GUYON'S PARADISE—124 N. Crawford Ave., Crawford Avenue Station, Lake Street Line.

MERRY GARDEN—3136 Sheffield Ave., Belmont Avenue Station, North Side.

MARIGOLD—817 Grace St., Grace Street Station, North Side.

TRIANON—Cottage Grove at 62nd St., Cottage Grove Station, South Side.

WHITE CITY BALLROOM—63rd St. and South Park Avenue, South Park Avenue Station, South Side.



# How to Get There

## ELECTRIC RAILROAD STATIONS

**NORTH SHORE LINE**—(Chicago North Shore and Milwaukee Railroad). 209 S. Wabash Ave. Board trains on "L" platform. Trains receive passengers also at Randolph-Wabash, Grand Ave., Wilson Ave., and Howard Street "L" Stations.

**SOUTH SHORE LINE**—(Chicago South Shore and South Bend Railroad). Trains leave Randolph-Michigan I. C. Station. Randolph-Wabash "L" Station.

**CHICAGO, AURORA & ELGIN.** Quincy and Wells Street. Quincy-Wells "L" Station.

## STEAM RAILROAD STATIONS

**ILLINOIS CENTRAL STATION**—(Big Four, Illinois Central, Michigan Central, C. & O.), Roosevelt Road and Michigan Blvd., Roosevelt Road "L" Station.

**UNION STATION**—(Chicago & Alton, C. B. & Q.; C. M. & St. P.; Pennsylvania), Canal, Adams, Jackson, Clinton-Canal Street "L" Station.

**DEARBORN STATION**—(A. T. & St. F.; C. & E. I.; C. & W. I.; Erie; Grand Trunk; Monon; Wabash), Polk and S. Dearborn St., Dearborn-State "L" Station.

**GRAND CENTRAL STATION**—(B. & O.; C. G. W.; Pere Marquette; Soo Line), S. Wells and W. Harrison St., Franklin Street or Quincy-Wells Station.

**LA SALLE STREET STATION**—(New York Central; Nickel Plate; Rock Island), S. La Salle and W. Van Buren St., La Salle Street "L" Station.

**NORTHWESTERN STATION**—(Chicago & Northwestern), W. Madison and Canal St., Clinton Street "L" Station, Lake Street Division.

## HOTELS

(In or near "Loop")

**AUDITORIUM**—430 S. Michigan Blvd., Congress Street Station.

**BLACKSTONE**—636 S. Michigan Blvd., Congress Street Station.

**CONGRESS**—520 S. Michigan Blvd., Congress Street Station.

**GREAT NORTHERN**—237 S. Dearborn St., Dearborn Street Station.

**LA SALLE**—La Salle and Madison St., Madison-Wells Street Station.

**MORRISON**—Madison and Clark St., Madison-Wells Street Station.

**PALMER HOUSE**—15 E. Monroe St., Adams-Wabash or Adams-Madison Street Station.

**SHERMAN**—106 W. Randolph St., Clark Street Station.

## PARKS

**JACKSON PARK**—South Side "L" to Jackson Park terminal.

**WASHINGTON PARK**—South Side "L" to 55th Street Station.

**DOUGLAS PARK**—Metropolitan "L" to Douglas Park Station.

**GARFIELD PARK**—Metropolitan or Lake Street "L" to Garfield Park Station.

**HUMBOLDT PARK**—Metropolitan "L" to Humboldt Park Station.

**COLUMBUS PARK**—Metropolitan "L" to Central Avenue Station.

**LINCOLN PARK**—North Side "L" to Sedgwick Street Station.

**OGDEN PARK**—South Side "L" to Loomis Street terminal.

**GRANT PARK**—"L" to any station on east side of "Loop."

## EDUCATIONAL

**FIELD MUSEUM**—Grant Park, Roosevelt Road Station.

**ART INSTITUTE**—Michigan Blvd. at Adams St., Adams-Wabash Station.

**COOK COUNTY NORMAL SCHOOL**—Normal Parkway at Stewort Ave., Marquette Road Station.

**UNIVERSITY OF CHICAGO**—South Side "L" to University Avenue Station.

**DE PAUL UNIVERSITY AND ACADEMY**—1010 Webster Ave., Fullerton Avenue Station.

**NORTHWESTERN UNIVERSITY**—North Side "L" to Foster Street Station.

**MAIN PUBLIC LIBRARY**—Michigan Blvd. at Washington St., Randolph-Wabash or Madison-Wabash Stations.

**ARMOUR INSTITUTE**—3300 Federal St., 33rd Street Station.

**LEWIS INSTITUTE**—1949 W. Madison St., Lake Street "L" to Robey Street Station.

**LOYOLA UNIVERSITY**—Sheridan Road at Loyola Avenue, Loyola Avenue Station.

**LA SALLE EXTENSION UNIVERSITY**—Michigan Ave., at 41st St., Indiana Avenue Station, South Side.

## MISCELLANEOUS

**COLISEUM**—1513 S. Wabash Ave., 18th Street Station, South Side.

**WHITE CITY RINK** (Roller Skating)—63rd St. and South Park Ave. South Park Avenue Station, South Side.

**STOCKYARDS**—Take South Side "L" to Indiana Avenue Station and transfer to Stockyards trains.



# HOW TO GET THERE—FAST

