

NEW UNION STATION IS MARVEL OF BEAUTY AND CONVENIENCE

**Shoppers' Mart and Restaurants Make Structure A
Veritable "Underground City"—Subway Gives
Access to Rapid Transit Lines**

HAVE you visited the new Union Station and seen its wonderful stores?

If you haven't you have missed something, and you should lose no time in paying this show place a visit.

Most of us in going to a railroad station rush through to board a train, intent only on getting to the trainsheds as quickly as possible. The Union Station is worthy of a visit when one has a little leisure time to spend because there is no other place like it in Chicago.

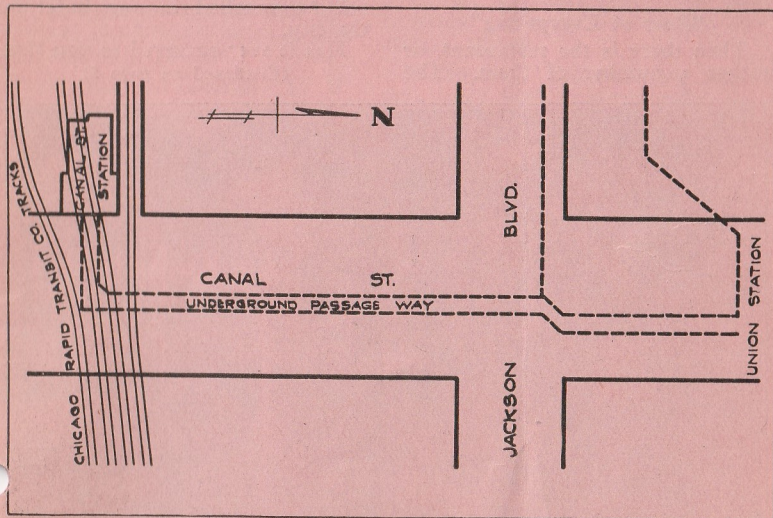


Diagram showing how the Union Station and the Rapid Transit Lines are connected by the subway, which gives direct access between the Canal Street "L" station and the main concourse of the beautiful and wonderfully equipped new railroad terminal.

"L" Subway Joins Station

The Union Station is connected with the Canal Street station of the Rapid Transit Lines by means of a subway, and hundreds are taking advantage of this convenience to go there from the Loop and other parts of the city for luncheon or dinner. An actual recent check showed more than 8,000 persons using the subway in a 24-hour period.

As the wonderful stores in the Union Station are all below the street level, they cannot be seen without going into the station itself. Do you know that the Union Station contains the largest and best equipped drug store, not only in Chicago but in the entire country? The perfumery section alone is worth one's time traveling from any part of the city to see. It is so convenient to reach it, too, for it is not necessary to set foot on the street. Just get off a Rapid Transit train at the Canal street station and take the underground passageway into the station.

"Best of Everything"

Then there is the restaurant, or rather a number of them. The

name of Fred Harvey is known everywhere in the west when good food is mentioned. He conducts everything in the restaurant, lunchrooms and all the other stores in the Union Station, which means that the patron gets the best in food and service.

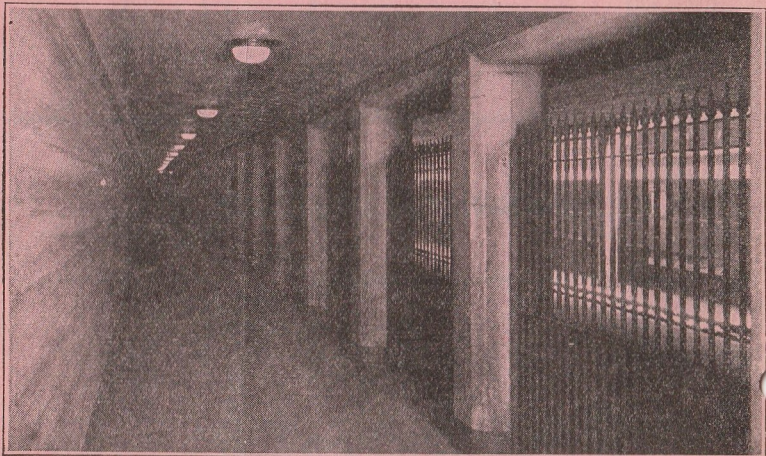
The Shoppers' Mart in the Union Station is an interesting place. It contains, in addition to the large drug store, gift and toy shops, a haberdashery, book store, news stands, pastry shop, fruit store, cigar store, soda fountains and a lot of others.

Many Places to Eat

In the line of foods the customer can have anything to suit his pocketbook, appetite or time. There is a luncheonette room, a lunch room, a cafeteria and a restaurant. The latter has its following of regular patrons, who travel daily from as far as Michigan Boulevard to eat luncheon or dinner there. The food and service are equal to those of the best hotels, and the surroundings cannot be excelled in any hotel in the city.

Has it ever occurred to you that

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Subway Connecting "L" Lines with Union Station



Courtesy Bouquets

The following commendations of Rapid Transit Company employes have been received from "L" patrons since the last issue of this publication:

North Side Trainman J. Kinnevey, badge 1860, is commended by L. J. Bergoyne for his courtesy and attention towards the comfort of patrons.

South Side Trainman Clarence Lott, badge 4225, is commended by William G. Gibson for his courtesy and clear enunciation of station names.

North Side Trainman D. A. Kendall, badge 3865, is commended by Mabel Bennett for his prompt recovery and return of an umbrella left on a train.

South Side Trainman Joseph Schatz, badge 3530, is commended by J. F. Swanson for his neat appearance, gentlemanly manner and strict attention to duty.

North Side Trainman J. V. McGinn, badge 1797, is commended by Eleanor Walbaum for his courteous attention to a blind man who boarded his train.

Metropolitan Trainman Walter Knopik, badge 6405, is commended by James M. Bouga for his prompt return of a pair of glasses left on a train.

South Side Trainman Michael Conway, badge 4023, is commended by Alice Swanson for his loud and clear enunciation of station names.

North Side Trainman John E. O'Brien, badge 1512, is commended by Walter M. Payson for his loud and clear enunciation of station names.

Metropolitan Conductor E. J. McIntosh, badge 6326, is com-

mended by Jack G. LeMaire for his courtesy towards all patrons and his loud and clear enunciation of station names.

North Side Trainman P. F. Maguire, badge 1867, is commended by the Rev. John R. Muir for his loud and clear enunciation of station names.

Lake Street Trainman J. Von Hilst, Jr., badge 8753, is commended by Genevieve Cook for his loud and clear enunciation of station names.

Metropolitan Trainman Frank Paris, badge 6260, is commended by Walter M. Kenworth for his honesty in returning a purse lost on a train.

North Side Trainman A. Foley, badge 1574, is commended by Mrs. E. C. Sumerfield for his courtesy and clear enunciation of station names.

Metropolitan Trainman A. Sandel, badge 6288, is commended by W. E. Marquam for his courteous attention to a blind man who boarded his train.

North Side Motorman P. J. Finland, badge 1683, is commended by G. A. Paro for his careful operation and safe handling of the air brakes on a train upon which Mr. Paro was a passenger.

Trainmen Ratigan, Becket, Gatejens and Ferrantelli are commended by Morris W. Shofield, who is blind, for their courteous attention and kindness to him when he is a passenger on their trains.

Metropolitan Despatcher J. A. Fischer is commended and thanked by I. Shaffer for recovering a valuable package left on a train.

RAPID TRANSIT NEWS

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LUKE GRANT, Editor
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A Letter to Jacob

RAPID TRANSIT NEWS is in receipt of the following plea from a pupil of the Englewood High School:

Dear Sir:

There are a great many pupils of Englewood High School coming tardy because of the "L." They say they do not come regular. If you would please fix it so they would run better I would thank you very much.

Yours truly,

Jacob Pikofsky.

Being anxious to help you out, Jacob, on receipt of your letter we paid a visit to the office of the Superintendent of Car Service.

"What's the matter with the service on the Englewood Branch?" we asked.

"Nothing that I know anything about," he replied, so we asked him to produce his train sheets.

Now, Jacob, these train sheets are quite interesting. We'd like to show you one, if you would call on us sometime. We studied the sheets for the whole month of March and found that every single train between the hours of 7:30 and 8:20 in the morning arrived at the Loomis Street terminal on schedule. That really is a remarkable showing, when you think of it.

From 8:20 to 8:40 the trains ran with perfect regularity but were from two to four minutes behind schedule in arriving at the terminal. There were no long intervals between trains, although each train was a little behind schedule during those 20 minutes.

There were five trains in the 20 minute period.

As you probably know, these Englewood trains run through from Wilson Avenue. They get on the Loop right in the midst of the morning rush and so, in spite of everything, they drop a little behind schedule in the Loop.

When you realize that from 190 to 200 trains get on to the Loop in a period of 60 minutes at that time in the morning, it is hardly to be wondered at that they would fall a little behind schedule. They do it in every large city in the world, Jacob, and few cities can show as good a record in that respect as Chicago.

From your address you probably board a train at the 31st street station. Now, from that point south there were no delays of any kind in the month of March. In the 20-minute period that trains were from two to four minutes behind schedule the delays occurred in the Loop.

We're sorry, Jacob, that we cannot help you out, but after the Superintendent of Car Service flashed those train sheets on us, we simply didn't have a word to say. When you have learned the facts, you probably won't have much to say, either.

We could suggest a way of helping you out, Jacob, without changing train schedules or operation. It would be to change your habits just a little and allow yourself five minutes more time to get to school. That would be so much easier than changing the operation of a great transportation system that is giving a service as nearly perfect, as shown by the train sheets, as human effort can make it.

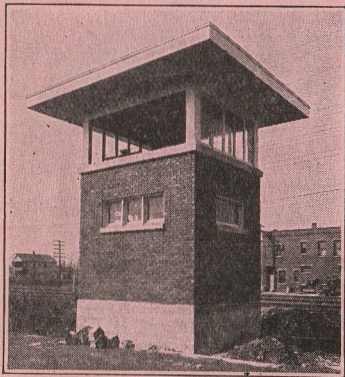
SMART FOR A BEGINNER

Mother—Willie must be doing splendidly on the stage. He writes me that he appears every evening as a villager, a gypsy and two kinds of soldiers, while Mr. Hamlet, the star, only performs one part.

Work on Westchester Line Near Completion

Construction work on the Westchester Line is nearing completion, bringing closer the date when Rapid Transit service will be extended westward from Des Plaines Avenue on the Garfield Park Line through Maywood and Bellwood and thence southward over this new line to Roosevelt Road.

The track and roadbed have been completed for some time, and the three new stations are practically ready for use. The picture shows the interlocking tower at Bellwood, which will insure maintenance of safe and reliable Rapid Transit service on the new line.



Interlocking Tower at Bellwood Junction

HOW MOTHER DOES IT

Little Girl—Daddy, I know where electricity comes from.

Father—Do you? Where does it come from?

Little Girl—From the wall.

Father—How does it come from the wall?

Little Girl—Oh, when mother wants a light, she just unbuttons it.

A REAL OBJECTION

He—And so your father objects to my calling?

She—Oh, no; what he objects to is your not having any calling.

SOME LINE!

"Well Reggie, what are you doing now?"

"Traveling in musical instruments. Sold thousand yesterday."

"Great Scott, man! Pianos?"

"No. Phonograph needles."

(Continued from page 2)

the Union Station restaurant is the most accessible in the city on a rainy day? From any part of the Loop you can board a Metropolitan elevated train and get off at Canal street. You do not need to go outside if the weather is inclement. The stairs to the underground passageway descend from the station. It is only a short walk to the station concourse and Shoppers' Mart, and one is under cover all the way.

"An Underground City"

If you visited New York, you would tell your friends of the beautiful Pennsylvania station or the Grand Central station and perhaps think that Chicago has nothing comparable with them. That is because you have not seen the new Union Station. There is no railroad terminal in the country that makes a stronger appeal than the Union Station of Chicago. Because it is so easy of access you may not have thought it worth while to visit it, unless you happened to be going to take a train.

Spend an hour in going through this underground city. You will find that the time has been well spent. It will increase your pride in the city in which you live.

During the severe snowstorm at the beginning of April, the Rapid Transit Company showed its superiority. Trains operated practically on schedule time and accommodated 65,000 more patrons daily than on the average day.

I HEREBY STATE

City feller—To what do you attribute your extreme old age?

Centenarian—I ain't sayin' as yet. They's several patent medicine fellers a dickerin' with me.

FOLLOWING DIRECTIONS

Mrs. Smith—Gracious, Mary! Why are you trying to feed birdseed to the cat? I told you to feed the canary.

Maid—Well, there's where the canary is, mum.

Where to Go And

THEATRES

(On Boards April 25)

ADELPHI—Stock Company (See Newspapers for Attractions).—11 N. Clark St., Clark Street Station.

APOLLO—"Gay Paree"—145 N. Dearborn St., Clark or N. State Street Station.

AUDITORIUM THEATRE — "Rose Marie"—58 E. Congress St., Congress Street Station.

BLACKSTONE—"Close Quarters"—60 E. 7th St., Congress Street Station.

CENTRAL—"The Last Warning"—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 Dybbuk"—21 W. Quincy St., Dearborn-State Street Station.

HARRIS—"The Duchess of Elba"—170 N. Dearborn St., Clark or N. State Street Station.

ILLINOIS—"Louie the 14th"—65 E. Jackson Blvd., Adams or Congress Street Station.

LA SALLE—"Betty Dear"—110 W. Madison St., Madison-Wells Street Station.

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

PLAYHOUSE—"The Sport of Kings"—410 S. Michigan Blvd., Congress Street Station.

PRINCESS—Houdini—319 S. Clark St., La Salle or Dearborn Street Station.

SELWYN—"Naughty Cinderella"—180 N. Dearborn St., Clark or N. State Street Station.

STUDEBAKER—"Pair o' Fools"—418 S. Michigan Blvd., Congress Street Station.

WOODS—"Ben Hur" (Motion Picture)—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—63rd 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.

NORTH-CENTER—Lincoln and Robey at Irving Park Blvd. Station, Ravenswood Branch.

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. & O.; 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.

MARRISON—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—Grand Park, Roosevelt Road Station.

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

COOK COUNTY NORMAL SCHOOL—Normal Parkway at Stewart 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.

COMISKEY PARK—American League Baseball, Home of the White Sox, 35th Street Station, South Side "L."

CUBS PARK—National League Baseball, Home of the Chicago Cubs, Addison Street Station, North Side "L."

HOW TO GET THERE—FAST

MAP OF THE LOOP DISTRICT

