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ESTABLISHED 1885

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THURSDAY, JUNE 15, 1911.

MOTOR CARS IN THE ALPS.

Motorists who desire to include the most picturesque parts of Switzerland in their itinerary have run up against a dead wall of opposition on the part of the people of the canton which contains the finest Alpine scenery, including the valley of the Engadine, the Maloja lakes, the famous resorts of Moritz, Pontresina and Davos and the passes of the Splugen, Maloja and Bernina, says the Philadelphia Ledger-Chronicle. The question of admitting motor cars to the Grisons was submitted to the people by referendum and the result was a vote of absolute exclusion. This came as a blow to many who hoped that the federal authorities to encourage automobile traffic and the active work of the Swiss Automobile club on the same side. The people, however, were unfalteringly hostile for the reason that the Alpine roads are narrow and that, if motor cars were admitted, the use of those highways would be fraught with great danger. Obviously, if the opposition so manifested is to be overcome the only means of accomplishing this end is by the widening of the mountain roads. Here again, however, the will of the people must be consulted and the issue is bound to be mighty uncertain.

A French paper is conducting a voting contest for the purpose of deciding what in the opinion of a majority of its readers are the virtues most to be desired in women. Each reader is requested to name ten virtues. So far thirty virtues have been named. The first seven have always been at the top of the poll since the beginning of the ballot, in the following order: Goodness, orderliness, devotion, tact, gentleness, intelligence and amiability. It is noted that will power comes seventy-second in the list, which is a fine way down, considering that devotion is third, and which indicates that not a few of the voters are men. However, the virtue of meekness is the situation at least in the list, and has received only 96 votes, while the votes for the first three in the list averaged between 17,000 and 19,000.

One man asserts that blondes are getting out of fashion and that more and more women are coming in. The critics of the sex will immediately seize upon these facts, especially the latter, to prove that women are walking too much over tradition and conservatism in their campaign for more rights, thus sacrificing fair complexion and small feet.

Dr. Wilay, the government authority on pure foods, makes a doleful indictment of the American people. He says we eat too much, drink too much, work too much, sleep too much, think too much and take medicine too much. Would the doctor admit that some of us talk too much? If so, could he do it without a self-conscious blush?

It is announced by an English scientist that our winters will gradually get warmer during the next 400 years, just he warns us that after the year 2284 there will be a change for the worse. He says he all means enjoy the pleasantries while we can.

A Philadelphia preacher announces that summer resorts are the starting places of disagreements leading to divorce. It is hard to believe that vacation will have a serious effect upon the summer resort business.

There may be merit in the plan to revise the Ten Commandments, but we have no doubt that this wicked world would be greatly improved if the original Ten Commandments were observed.

"Children lie by nature," says Dr. Williams, but a good many of our citizens have gone nature one better and developed a habit of lying, which is the growth of the Ananias club.

A Harvard professor tells us that a family can live comfortably on $600 a year. The professor is right—provided the head of the family has an influential pass to the baseball park.

The noisiest man is usually the one who has a flat wheel in his head.

In New York it has been made an offense for a driver of a motor vehicle to speed away after an accident, and if he is caught the penalty is so much the heavier. It is so comparatively easy for an offending motor driver to escape by speeding that every risk to his doing so should be put in his way. This speeding in city streets is getting to be one of the most serious menaces of urban life. More than one valuable life have been sacrificed to it, and what power there is in law and the law's enforcement to stop it should be done.

A Brooklyn man got blood poisoning from a blister caused by lawn mowing. Just as this man's case is being of the suburban season, this accident is a significant coincidence, if nothing more. At any rate the victim deserves the blessings of his kind for furnishing the average co mutter with a good and valid excuse. Ich ne wife worthy of the name cat sinsay.

A western university professor says that the blonde type will become extinct in this country and that the average American will revert to the Indian type. But here comes in the triumph of science over mere nature; even stavism cannot extirpate the chemical blonde.

Into each baseball season some rain must fall.

In may be true, as an occultist says, that little minutes pass the heels of ty of a woman's eyes, but we need no occultist to tell us that it discolors the fingers.

The logic machine is badly strained by those who argue that because vivid runs rampant in most of the great cities of the country, therefore it is vice that makes these cities great.

A deaf and dumb immigrant, when questioned by the officials, pulled out a roll of bills containing $26,000. His language was talkative—nay, even eloquent.

The automobile mile record is now 25.40 seconds, and the locomotive is discussed. The automobile may, however, become a competitor.

Oriental shippers tell us that China grows the finest peanuts in the world. But what are peanuts without baseballs?

From the way some persons disregard their doctor's advice you'd think it was a free sample.

Each year develops a new idol for the baseball iconoclasts to destroy the next year.

Why does not Paris set the women a good fashion once in a while?

Passenger Terminal, Chicago, Chicago & North Western Ry.

The new passenger terminal of the Chicago & North Western Railway represents the latest step in perfection of travel comfort.

While utility has necessarily been the first consideration, the architect and builder have wrought a monumental structure of classic design and great architectural beauty, typical of Chicago and the vast territory to the west and northwest to which this terminal is the main gateway. Planned on broad and generous lines, a quarter of a million passengers and a hundred trains can be handled daily without crowding or delay.

The new terminal is most conveniently located—just three blocks from the loop district, the business center of Chicago, with which it is connected by four main streets, Madison, Washington, Randolph and Lake.

The main entrance, from the broad, brilliantly lighted esplanade on West Madison Street, is through a magnificent portico supported on a colonnade of six massive granite columns opening into a lofty vestibule. From either end of the vestibule easy stairways ascend directly to the main waiting room on the train floor above. On the street level, within the vestibule, the main lobby extending the entire width of the building from Canal Street to Clinton Street, with entrances on each.

Conspicuously located near the center of the lobby and facing the ticket windows, is an information booth where uniformed attendants with true Northwestern courtesy answer every question.

There are thirty-three windows that can be utilized in selling tickets, so that it is hardly possible for a traveler, eager to expedite delay in securing his railroad, parlor and sleeping car tickets, even when travel is most congested. Just across the lobby from the ticket office is the baggage room where, on commodious and fully equipped for the prompt handling of baggage.

Adjoining the baggage room and also directly opposite the ticket office is the main parcel check room in which is located the department of lost and found articles, beyond which is the cab office and carriage entrance where a score of carriages, hacks and automobiles may leave or take on their passengers all under cover and sheltered by waiting vehicles for which a separate covered drive is provided just across Washington Street.

On the Clinton Street side of the lobby is a travelers' supply and drug store with a widely diversified stock. In this section of the lobby is also located the lunch room where excellent food at moderate prices is quickly served. A complete telephone service with an attendant will be found adjoining the lunch room. Approaching the grand stairway, the telegraph office is to the right and the Station Master's office to the left.

Tickets, baggage and other essentials all having had attention without leaving the street lobby, one ascends to the main waiting room and the directly facing the Madison Street entrance, or by elevators and stairs to the east or west side of the lobby. Direct access to the waiting room may be had by five stairways and five elevators. The main waiting room is the chief architectural feature of the building. The high barrel vault roof finished with tile and terra cotta, fluted with arches emblematic of the railway service, harmonizes perfectly with the light pink Tennessee marble pilasters and the delicate green of the Greek Tippelino marble columns. In this great room the illuminations, in effect, represent lights of 75,000 candle power are used, yet none of the lamps are visible. At the east of the Canal Street section of the waiting room is the news and cigar stand and another parcel check room. Off the foyer are the ladies' waiting room and the public and pay toilet rooms for men which are handsomely finished in the most modern and sanitary style.

For the convenience of incoming travelers a second information bureau is located in the main waiting room at the head of the grand stairway. At the western end is a beautifully furnished ladies' waiting room, toilet rooms and telephone booths with separate elevator service from the lobby and to the new entrance on the Clinton Street side. On the main dining floor, there is the main dining room, a second dining room and serving room on the train floor above. On the street level, within the vestibule, the main lobby extending the entire width of the building from Canal Street to Clinton Street, with entrances on each.

Conspicuously located near the center of the lobby and facing the ticket windows, is an information booth where uniformed attendants with true Northwestern courtesy answer every question.

There are thirty-three windows that can be utilized in selling tickets, so that it is hardly possible for a traveler, eager to expedite delay in securing his railroad, parlor and sleeping car tickets, even when travel is most congested. Just across the lobby from the ticket office is the baggage room where, on commodious and fully equipped for the prompt handling of baggage.

Adjoining the baggage room and also directly opposite the ticket office is the main parcel check room in which is located the department of lost and found articles, beyond which is the cab office and carriage entrance where a score of carriages, hacks and automobiles may leave or take on their passengers all under cover and sheltered by waiting vehicles for which a separate covered drive is provided just across Washington Street.

On the Clinton Street side of the lobby is a travelers' supply and drug store with a widely diversified stock. In this section of the lobby is also located the lunch room where excellent food at moderate prices is quickly served. A complete telephone service with an attendant will be found adjoining the lunch room. Approaching the grand stairway, the telegraph office is to the right and the Station Master's office to the left.

Tickets, baggage and other essentials all having had attention without leaving the street lobby, one ascends to the main waiting room and the train concourse by the grand stairwaye facing the Madison Street entrance, or by elevators and stairs to the east or west side of the lobby. Direct access to the waiting room may be had by five stairways and five elevators. The main waiting room is the chief architectural feature of the building. The high barrel vault roof finished with tile and terra cotta, fluted with arches emblematic of the railway service, harmonizes perfectly with the light pink Tennessee marble pilasters and the delicate green of the Greek Tippelino marble columns. In this great room the illuminations, in effect, represent lights of 75,000 candle power are used, yet none of the lamps are visible. At the east of Canal Street section of the waiting room is the news and cigar stand and another parcel check room. Off the foyer are the ladies' waiting room and the public and pay toilet rooms for men which are handsomely finished in the most modern and sanitary style.

For the convenience of incoming travelers a second information bureau is located in the main waiting room at the head of the grand stairway. At the western end is a beautifully furnished ladies' waiting room, toilet rooms and telephone booths with separate elevator service from the lobby and to the new entrance on the Clinton Street side. On the main dining floor, there is the main dining room, a second dining room and serving room are equalled by very few hotels.

Reached by elevators and by stairways at both lobby and train floor rooms are two suites of rooms on the third floor which are in addition to anything heretofore offered for the comfort and ease of the traveling public. The women's suite is in charge of a matron and comprises a reception room with soft rugs, subdued decorations, several rooms for the use of the public with ebonized easy chairs and lounges. Adjoining is a tea room where refreshments and service are daintily enough to satisfy the most exacting tastes. On the other side of the reception room are lavatory, toilet and bath rooms with every modern convenience in charge of a trained nurse.

The men's suite comprises a lounging room, a barber shop and several reception rooms adjoining each bath, where the suburban dweller or traveler is required, after a strenuous day's work of travel and change to evening clothes to retire and refresh and recuperate and proceed to his social appointments.

The main waiting room and the grand staircase open directly on the train floor, which is 45 feet wide and extends across the entire width of the building, with six stairways leading directly to Clinton Street and to the carriage entrance on the Madison Street side. Instead of the usual iron railing between the concourse and the train shed, there is a wire glass partition from floor to roof through which open sixteen doors to the sixteen tracks of the train shed, which alone covers six acres. The train shed is covered with a concrete roof of a new type so constructed that the locomotive smoke is discharged from it directly into the open air, keeping the air of the train shed entirely free from smoke and gases.

The baggage is handled to and from the waiting rooms, which are on the street level, with electric trucks and huge electric elevators located at both ends of the train shed. All confusion and annoyance of trucking baggage the length of the train is done away with. There are special chutes for handling mail to and from the post-office substation, which is directly beneath the train shed. Provision is made for the heavy suburban traffic by a stairway leading to the train floor and platform about midway the length of the train shed. The suburban waiting room, which is on the street level below and opens directly into the suburban train shed, which runs under the station. Suburban residents may go quickly to and from their trains without passing through the main station unless they desire to do so.

The emigrant waiting room is one of the features of the station and is also reached directly from the train shed. The room is on the street level, but on outside entrance on Canal Street, and is commodious and sanitary, with a separate lunch room where emigrants can purchase wholesome food at economical prices. The men's toilet rooms are equipped with tub and shower baths, and the women's room is provided with baths, laundry tubs and a laundry dryer.

No matter how many people may pass through this great terminal in a day, it can never seem crowded. The numerous entrances and exits, independent of each other, and opening to the streets, assure the easy and direct movement of traffic to and from the train shed and waiting room without crowding and confusion. Telephones are in demand everywhere. Booths for local and long-distance calls may be found in the main waiting room, in the women's waiting room, in the men's waiting room and in the third floor suite. In the train shed and waiting room, for thirteen electric clocks, all wound and regulated from the main clock, are also disposed about the building in conspicuous places. Even the seats in the main waiting room are numbered and the baggage of all railways are delighted in a novel manner.

The ventilation is as perfect as modern science and generous expenditure can make it. The public toilet rooms are arranged on a most extensive scale and several rooms are provided where mothers and nurses are in attendance and where a small fee is required. All drinking fountains are the new bubbling-up type and cooled by refrigerating coils and through a circulating system. In winter the building is heated and ventilated by fresh air drawn from above the roof, passed over steam coils, and then filtered through a sheet of falling water. In summer the air is drawn in the same system.

For the electric lighting system in the station building, train shed and various street subways on the approaches, the operation of elevators, ventilating fans, refrigerating system, signaling and interlocking systems, and the heating plant complete, providing in each case a surplus for future growth, nearly 3,000 H.P. is required. The boilers, engines and generators are housed in the power plant at the extreme northern end of the station. It is equipped with modern mechanical stokers, regarded as the most inventory of new million dollars.

Fat Pocketbook Isn't Bad.

Miladi says a cook book is the best guide book on how to manage a husband.—Memphis Commercial Appeal.

Peat General Russian Fuel.

Peat constitutes about one-third of the fuel used in the central industrial districts of Russia.

Paper From Millet Stalks.

The Japanese manufacture much of their paper from millet stalks. Manchuria furnishes about 245,000 tons of pulp a year.

Lifelike.

Bigamy: Three hearts that beat as one.—Life.

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