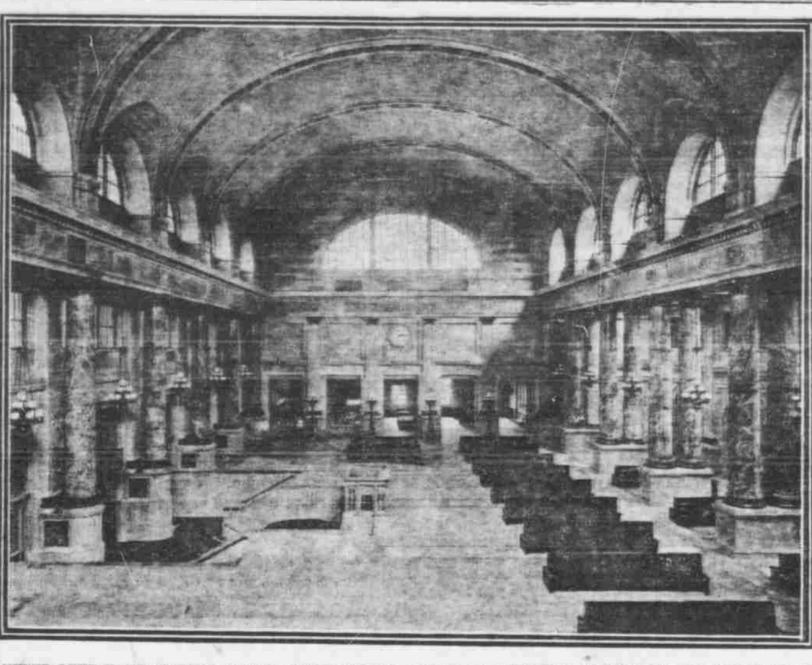
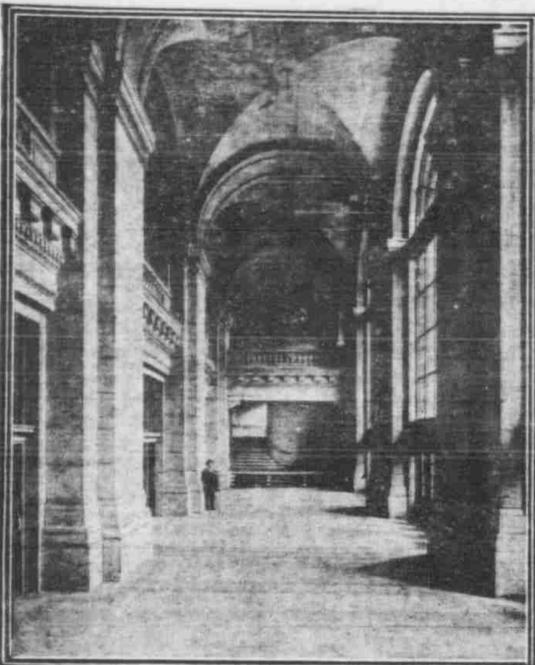
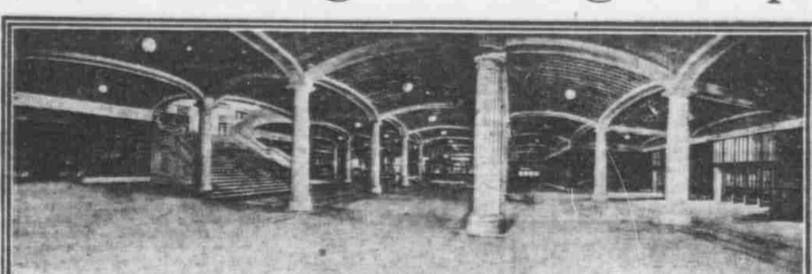


Northwestern's \$23,750,000 Chicago Passenger Depot



UPPER LEFT HAND PICTURE—THE MADISON STREET FRONT OF THE NEW NORTHWESTERN DEPOT IN CHICAGO. UPPER RIGHT HAND PICTURE—THE WAITING ROOM ON THE TRACK LEVEL. LOWER LEFT HAND PICTURE—THE MAIN ENTRANCE VESTIBULE. LOWER RIGHT HAND PICTURE—THE MAIN WAITING ROOM.

NEW CHICAGO STATION OPEN

Five Years and \$23,750,000 Required for Northwestern Depot.

FIRST TRAIN OUT THIS MORNING

New Terminal is Declared to Be One of the Finest Architectural Features of the Windy City.

Five years of work and a cost of \$23,750,000 have brought to a finish the splendid new Chicago station of the Chicago, Northwestern railroad. Train No. 6, the Omaha-Chicago train, will be the first to pull into the new station at 6:45 this morning.

The new terminal is one of the finest architectural features of the city—a splendid structure of classic design, the essential features of which is a great colonnaded entrance or portion of lofty proportions, monumental in type, that towers to a height of 130 feet above Madison street. Before this imposing front is a broad pavement or esplanade from which rise the granite columns that guard the lower vestibule. The esplanade is lighted by monumental bronze lamp standards, from which clusters of electric lights blaze at night; and four big clock dials, each twelve feet in diameter, look down from the granite walls.

There are six other public entrances to the building, and the stairways are so ample that if placed side by side they would form steps 100 feet broad.

250,000 Capacities. Growing traffic requirements have made this improvement a necessity. The Wells street station, with capacity for handling 60,000 passengers per day, was overtaxed, and the new terminal, with facilities for taking care of 250,000 people every twenty-four hours, needed to take its place.

The train shed. One of the most important features, from an architect's point of view, is the treatment of the train shed. This structure is 180 feet long, extending over three city squares. The station long tracks which occupy the shed are covered by what is known as the "iron roof," in which the graceful curve of the roof over each pair of tracks is broken by a concrete pier or pier, running the length of each track and so placed that the locomotive funnels discharge through it into the open air. The roof is of course, covered with waterproofing material. Skylights are of wire glass and sufficient in extent to light every part of the train shed. In this, as in track elevation and various other transportation improvements, the Northwestern has taken the lead and acted as the pioneer line.

Nothing of the kind has ever before been tried in Chicago, and it is said to be a marked improvement in the construction of railway terminals. The train shed enclosure has also received in the architect's plan a treatment that is far superior to that usually seen. Instead of being an open space, fenced off from the train shed proper by wire or iron work, it is, as a matter of fact, simply a great waiting porch, completely enclosed in glass and metal, with a glass and metal roof, making an airy, bright, clean room 215 feet by 80 feet. At either end of the enclosure great stairways communicate directly with the street, and cab stands are reached without going through the station. There is also a stairway to the street floor of the station proper. This broad stairway between the street level and the train shed level of the terminal are of such extent that placed side by side they would form a stair over 100 feet broad.

Trackage Facilities. The fact that there are sixteen separate gates leading out to so many different tracks in the train shed shows the vast size of this grand enclosure and its capacity for disposing of the continual throngs of incoming and outgoing travelers in an orderly manner, without error or confusion.

Viewed from one of the balconies above, it presents a most impressive picture, as does also the top view of the steel and concrete construction roof of the train shed, stretching out for three solid blocks from the Madison street structure to the extreme end of the train shed on Lake street.

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 directly beneath the train shed. Provision is made for the heavy suburban traffic by a stairway leading down from each platform about midway the length of the train shed, to the suburban concourse, which is on the street level below and opens directly upon Washington street, 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 information bureau is upstairs upon the train level floor, in the great waiting room. Ample means of communication by wire is provided in elaborately equipped telegraph offices, and telephone booths are placed in various parts of the building for the use of both city and long distance wires.

The cab and motor carriage stands are under cover. In fact, everybody can arrive and leave the terminal under cover, either by cab, motor carriage or street car. Another part of the great space is devoted to the care of immigrants. Here, in a clean and well lighted apartment with a sitting room and enameled walls, is a waiting room which, with its amenities, surpasses anything that has heretofore been provided for that class of travel. There are bath rooms, toilet rooms and a dining room, where for a small sum the immigrant can get excellent service, lunch room, kitchen, laundry tubs, and every conceivable means of adding to the comfort and cleanliness of the immigrant who is so fortunate as to hold a ticket reading over the Northwestern line.

Lobby is important. On the street level, the essential feature of the whole floor is the great lobby. The Madison street entrance opens directly into this public concourse, which has an area of 90 feet by 50 feet. Surrounding it are ticket offices, cab offices, news stands, baggage checking rooms, telephone booths, a motor carriage office and a well stocked shop or store in which may be purchased practically everything that a traveler is likely to be in need of, from a handbag or package of shoe polish to the usual fruits, candies and materials for luncheon. There is a lunch room, occupying a room 50 feet by 30 feet, where luncheon can be had quickly, conveniently and at reasonable prices.

The ticket offices immediately adjoin the entrance to this great lobby on the street floor level. They are commodious and fitted with a number of features that enable ticket sellers to handle large crowds of people in the shortest possible space of time.

On the second floor, which is the train shed level, is a splendid marble-lined waiting room, 100 feet long, 200 feet wide and 50 feet high, with a vast barrel-vaulted ceiling. The walls are treated with a series of columns or colonnades corresponding somewhat with the main entrance. The lighting arrangements of this room are of a most brilliant character. On this floor there is, in addition to the great waiting room, one of the finest dining rooms in the country.

On this main floor is also a ladies' waiting room, a beautiful apartment, reached by separate elevator service. Connected with it are retiring rooms, baths and toilet arrangements, all of which are in charge of a corps of maids and attendants. The sanitation is as perfect as modern science and generous expenditure can make it. Even the public toilet rooms are arranged on a most extensive scale, and several rooms are provided where uniformed servants are in attendance and where a small fee is required. All drinking fountains are the new bubbling-up type and cooled water is supplied to them through a circulating system. In winter the building is heated by steam, and 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 cooled by the same system. For the electric lighting system in the station building, traffic toilet 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 1,500 H. P. is required. The boilers, engines and generators are based in the power plant at the extreme northern end of the station. It

ECHOES OF THE ANTE-ROOM

United Workmen to Have Floral and Memorial Day Celebration.

RIVERVIEW PARK NEXT SUNDAY

Program of Speeches and Music Both Afternoon and Evening—Grand Master Walling of David City to Speak.

Floral and Memorial day exercises of the United Order of United Workmen will be held under the auspices of Union Pacific lodge, No. 17, Ancient Order of United Workmen, Sunday afternoon, June 11, at 2:30, at Riverview park. Meet at Tenth street entrance to park at 2 p. m. and march to location of grandstand, where the following program will be offered:

Song—America—Assemblage, and Ancient Order of United Workmen, No. 17, band. Invocation—Rev. Charles W. Savidge. Introductory Remarks—Chairman, Past Grand Master Jacob Jankiel. Dirge—Delores—Ancient Order of United Workmen, No. 17, concert band. Address—Grand Master Workman A. M. Walling, David City. Song—Nearer My God to Thee—Assemblage and concert band. Ritualistic Exercises—Assisted by No. 17, degree team. Music—Selected—Concert band. Benediction.

Followed by a concert by Union Pacific lodge, No. 17. Concert band both afternoon and evening.

All lodges in Douglas county are earnestly requested to attend and assist in the exercises. AFTERNOON CONCERT. March—Mollie Lee. Overture—Lullaby. March—Frolic. Intermesse—First Heart Throb. Waltz—Come, Josephine, in My Flying Machine. INTERMISSION. Quickstep—Young America. Patrol—America. Waltz—Woman's Love. (a) Reverts. (b) Evening Song. Rag—Trombone—Sitting Jim. EXERCISES—CONCERT. March—Stop, Stop, Stop. Overture—American Triumph. Spanish Intermesse—La Paloma. Corset Solo—in After Years, When I Am Old, Mr. Nametick. March—EXERCISES. March—American Triumph. Overture—Village Life. Saxophone quartet—Cupid's Charming. Quickstep—Ancient Order of United Workmen, No. 17. Waltz—Le Baiser "The Kiss." Melodies of Our Own Country.

Independent Order of Odd Fellows. The members of the Patriarchal militant branch of the order are looking forward to a successful meeting of the cantons of this jurisdiction, which will be held at Odd Fellows' hall in this city on Friday, June 16. A business meeting will be held in the afternoon at which the question of changing the order from a regimental formation to a battalion formation will be taken up and decided. In the evening Canton Ezra Millard No. 1 will confer the

is equipped with modern appliances and represents in itself an investment of nearly \$1,500,000.

Regarding the exterior of the new terminal, too much cannot be said in commendation. Messrs. Frost and Granger, the architects of the LaSalle street station, have had charge of the design and have visited and studied the world's principal railway terminals at London, Liverpool, Paris, Vienna and Edinburgh, in search for suggestions that would help to make this new station at Chicago the best that money would build, not only as to general architectural effect, but particularly with a view to making it most nearly perfect for the practical use to which it is to be devoted.

More than 30 trains a day use the Wells street station for arrival and departure and in order that the natural increase in this number would be provided for the train capacity of the new terminal is five or six times that of the old station. It is with one exception the largest railway terminal in the United States, and involves an estimated expenditure of about \$23,000,000. Many plans have been investigated, studied, exhausted and discarded, but this may be said to be an improvement upon anything ever built by any railway.

GRAND MASTER WORKMAN TO SPEAK IN OMAHA.



A. M. WALLING.

canton degree on a class of candidates. All of the cantons in the state have been asked to bring their candidates to this meeting for initiation.

Omaha lodge No. 2 will have work in the first degree next Friday night. Beacon lodge No. 30 will have two candidates for the initiatory degree Tuesday night. Crusader encampment No. 37 will have twelve candidates for the Royal Purple degree next Friday night. South Omaha lodge No. 194 will put on the initiatory degree tomorrow night. Benson lodge No. 33 will hold memorial services at Mount Hope cemetery at 2 o'clock next Sunday afternoon, June 11. Wassa lodge No. 133 will have work in the initiatory degree next Wednesday night. Dagmar Rebekah lodge No. 147 will meet next Wednesday evening at its hall, Twenty-second and Cumine streets.

Respectful announcement No. 2 had eleven candidates for the Patriarchal degree last Thursday night. This announcement will put on all three of the camp degrees this month and expects to have twenty candidates for the Royal Purple degree on Thursday, June 23.

Ruth Rebekah lodge No. 1 will have degree work next Saturday night. Nine of the seventeen Omaha Odd Fellows lodges elected officers last week as follows—State lodge No. 10: William M. Tarrey, noble grand; W. T. Ewart, vice grand; Beacon lodge No. 30: Samuel DeWald, noble grand; H. W. Howdill, vice grand; South Omaha lodge No. 145: C. F. Sutton, noble grand; D. M. Redden, vice grand; Wassa lodge No. 133: P. A. Anderson, noble grand; Helax Venant, vice grand; Benson lodge No. 33: E. C. Fuller, noble grand; Jonas Fry, vice grand; Dannebrog lodge No. 211: Chris Jorgensen, noble grand; Wipe lodge No. 141: Secie Smith, noble grand; Mrs. Burdick, vice grand; Mrs. William McFarland, secretary; Mrs. Fred Eiter, treasurer; Otis Eiter, assembly delegate. Crusader Encampment: arick Lush, senior warden; Remos Aights, high priest; Albert Howe, junior warden. Ivy Rebekah lodge No. 33 will have degree work next Thursday evening. Dannebrog lodge No. 211 will put on the first degree next Friday night.

Fraternal Order of Eagles. Omaha lodge No. 38, met Thursday evening and enjoyed one of the largest sessions of brothers held this season. In view of the hot weather, it was determined upon to eliminate the weekly meetings and to meet semi-monthly. Next meeting will be held Thursday evening, 25 inst. Worthy President William Kennedy, who presided, announced that in view of the forthcoming convention of the State association in Columbus (O., it and it inst.) a special visit would be made to Plattsmouth Thursday evening, next. All brothers who may find it convenient to visit Plattsmouth are re-

quested to notify the secretary, so that, if possible, automobile accommodations may be provided.

C. W. Britt, chairman of the boosting committee, announced that some valuable prizes would be offered to the member securing the largest number of elected candidates during the lifetime of the special dispensation secured by Worthy President Kennedy from Grand Worthy President Grady, on his visit to New York some two weeks ago, and which dispensation is good until the August 15, providing for an initiation fee being reduced to \$5. The first prize will be a handsome gold watch, and several other valuable prizes will be put up.

Woodmen of the World. Alpha camp No. 1, Woodman of the World, will celebrate the twenty-first anniversary of the organization of the camp and the order on Wednesday next, at which time and come out and elect your candidates. Refreshments will be served and a good time promised. It is expected the sovereign officers will be present to assist in the celebration.

Royal Achates. Union lodge, No. 118, elected the following officers for the last half of the year last Thursday evening: President, James Rich; vice president, George W. Smart; secretary, C. F. Slingerland; treasurer, Kate Champeol; chaplain, Minnie Davis; marshal, Rosa Mathewson; guard, Jeremiah Darrell; sentinel, August E. Grise; captain of degree staff, Mary Walsh; trustees, H. C. Dunn, Lizzie Peirson, Alice L. Slingerland. Refreshments of punch and nabiscoes were served. Omaha lodge No. 1, Royal Achates will elect officers next Tuesday night, June 5. Members are requested to bear this in mind and come out and elect your candidates for the several offices.

Entertain Woman's Relief Corps. Mrs. Peter Gerrie and Mrs. Margaret M. Crum entertained the members of "Mother Goose" party Thursday afternoon at the residence, Six South Twenty-fourth street. The house was decorated with flags and pink and white pommes. The centerpiece was of small white flags entwined with ferns. Those present were Mesdames Remond, McKenna, Ashun, Wood, Yorton, Allen, Peppow, Smith, Tarko, Austin, Byrd, Foley, Stone, Clark, Knies, McElrida, Gwynn, Lockner, McKann, Elmer Fossan, Schien, Pepper.

U. S. D. of 1812. The United States Daughters of 1812 held its regular meeting at the home of Mrs. Clinton Miller Friday afternoon, after a short business session a musical program was given: Piano solo, "The Butterfly"; "To a Wild Rose"; Miss Nina Garrett; vocal solo, "Night"; "Come to the Garden"; Miss Blanche Bohn. A social hour followed, during which refreshments were served by the hostess assisted by Mrs. C. W. Maulin and Miss Elizabeth Fry.

Royal Arcanum. Union Pacific council No. 103 of the Royal Arcanum will meet Tuesday evening at the Metropolitan club. New members will be admitted and a general discussion indulged in as to the nature of the meetings during the summer months.

Miscellaneous. The P. E. O. society will meet Thursday afternoon at the home of Mrs. P. C. Newcomb, 205 West street. Mrs. Newcomb will be assisted by Mrs. J. A. Bryan.

Ladies auxiliary to the Brotherhood of Locomotive Engineers will give a card party at their hall in the Ancient Order of United Workmen temple Monday, June 5. Omaha Tent, No. 5, Knights of the Masked Ball met in regular review on Friday evening in Barrett's hall. There were two candidates present and received the three degrees; there were three applicants who were balloted on. Several visiting Sir Knights were present and were heartily welcomed. A picnic is being talked of by the Sir Knights to be held jointly with the Lady Macabees.

Deadly Fight. Mesdames suffers from lung trouble (ill) they learn Dr. King's New Discovery will help them. See and B. For sale by Beaton Drug Co. The Omaha Bee's Great Book-Lovers' Contest—Thirty-nine prizes. You can enter at any time.

Firestone Stock Tires Won Indianapolis 500-Mile

International Sweepstakes Race with three of the original Firestone regular stock tires on Ray Harroun's victorious Marmon still running and in perfect condition at the finish.

Cars that used competing tires were compelled to make as high as fifteen stops for tire changes.

Firestone Tires Outclass All Others in Durability.

Use Them on Your Own Car

The Firestone Tire & Rubber Co.

Akron, Ohio
"America's Largest Exclusive Tire and Rim Makers"

Are You a Lover of Nature?

If so, take a ride down to Bellevue or Fort Crook on the interurban line. Lots of wild flowers and the foliage is beautiful. You will find Fort Crook an interesting place to visit. The ride is delightful, and refreshments can be had at the Bellevue waiting station.

On Saturdays, cars leave 24th and N, South Omaha, every thirty minutes from 12:30 p. m., until 7:30 p. m.; Sundays every twenty minutes from 1:00 p. m., to 7:00 p. m. Next car 7:30 p. m. Service thereafter hourly from 8:00 p. m., to 12:00 midnight.

OMAHA & SOUTHERN Interurban Railway Co.

Come in and see Dr. T. E. Sample, the Florida land man, and find out how you can buy a good piece of land and improve same and make you an income and home in a few years. All high rolling land. No low land. No waste land and on main line or railroad. Investigate by seeing 50 to 75 Omaha people who have visited the land and bought, and been in our homes at Haines City, Florida, where six brothers of us live.

410 First National Bank Bldg.
4 or 5 good men wanted to sell good land.

The Satisfactory Move

is the one that's made promptly—where everything keeps moving along until the work is completed. These are the kind of moves we make.

25 years of experience, courteous willing employees and ample equipment is your guarantee of our ability—as well as your satisfaction. When you're ready to move, phone us.

GORDON

FIREPROOF WAREHOUSE & STORAGE CO.
(Expressmen's Delivery Co.)
210 So. 17th St. Ground Floor Bee Bldg. 17th St. Side
Phones D-194, Ind. A 1314.

An attractive office, cool and well ventilated, in the heart of the city, is a business asset.

THE BEE BUILDING

has a few vacant offices that are as choice as any in the city. They are kept thoroughly clean, and are inviting rooms during the hot summer months. New elevators that will give this building excellent service are being installed. Janitor attention, light and water are the best.

Here is a list of a few choice offices which are now vacant:

ROOM 419—Having a south and west exposure, protected from west by the City Hall, and most always a cool breeze from the south. This space is 12 1/2 x 20 1/2 and is well lighted, with very reasonable rent, per mo. \$12.00

ROOM 246—On the sixth floor next to the southeast corner, where the afternoon sun will not roast during hot weather. There is a vault about 4 feet square in this room which affords storage space for stationary or valuables. The room is 9-8x19-6, and rents for, per month, \$12.00

ROOM 230—Northwest corner room, and the only large single room vacant in the building. There is a total of 250 square feet of space and has a large fireproof vault. This could be arranged to make two private offices and a reception room, and rents at the small sum of, per mo. \$42.00

IF INTERESTED IN LARGE SPACE SEE US REGARDING FIRST FLOOR ON EAST SIDE OF BUILDING.

The New elevators are being installed.

The Bee Building Company

Bee Business Office. 17th and Farnam Sts.