

NEW CHICAGO P. O. PLANS ADVANCED

Sale of Site Authorized; Building to Be 12 Stories; Other Details

Sale of land in Chicago for a site for erection of the largest postoffice building in the world, including the so called Railway Mail building or Van Buren Postal station building, by the Chicago Union Station company, to the United States government was authorized in an order issued by the Illinois Commerce commission. The consideration involved is \$5,500,000 and easements or reserved rights in the land to permit operations by the station company as at present.

The Railway Mail building involved in the deal now is leased by the Union Station company to the federal government and will be included as part of the new postoffice building.

Twelve Stories

The new postoffice to be erected on the site will have a maximum height of 12 stories. Its location contiguous to the union station will result in large savings of money to the government in the expense of handling and distributing mail, according to evidence submitted to the commission.

The tract of land involved comprises 273,945 square feet, being the block bounded on the north by West Van Buren street, on the south by West Harrison street, on the west by South Canal street and on the east by the easterly limits of the Railway Mail building.

The money consideration of \$5,500,000 is at the rate of about \$12.75 per square foot for the land, counting the value of the Railway Mail building at \$2,000,000.

Trains to Operate

Under the commission's order, the Union Station company retains the right to maintain its tracks and operate its trains through the site to be sold. Operation of trains will not be interfered with unreasonably during the time the new building is being constructed.

Tracks of the railroads involved will in reality be protected by the new building from ice and snow and the safety of the public will be consequently increased, according to the evidence submitted to the commission.

Negotiations for the deal were launched by the federal government, and under the terms of the agreement reached both the Union Station company and the government secure all the rights and protection that they desire, the commission was told.

The evidence showed that the outstanding capital stock of the Chicago Union Station company is owned one-half by the Pennsylvania Railroad company, and one fourth each by the C. B. & Q. and the Chicago, Milwaukee, St. Paul and Pacific railroads. The Chicago and Alton railroad also uses the station.

No Extra Detour For Grade Separation Work at Lake Villa by State

Supervisor William Rosing, of Antioch, and the county highway department members, who had sought another detour at the Soo Line grade crossing at the request of Loon lake merchants, last week were advised by G. N. Lamb, district highway engineer of the state highway department, that no change would be made.

In the following letter Lamb set out his position:

"I do not feel justified in recommending the construction of a temporary gravel road around the construction of the grade separation on Route 21 at Lake Villa.

"The probable length of time such a temporary road could be used does not in my opinion justify the expense in view of the fact that two very good detours are to be had. One all paved detour into Antioch adds only about two miles to through traffic. Traffic to the lakes west of Antioch

is inconvenienced little if any.

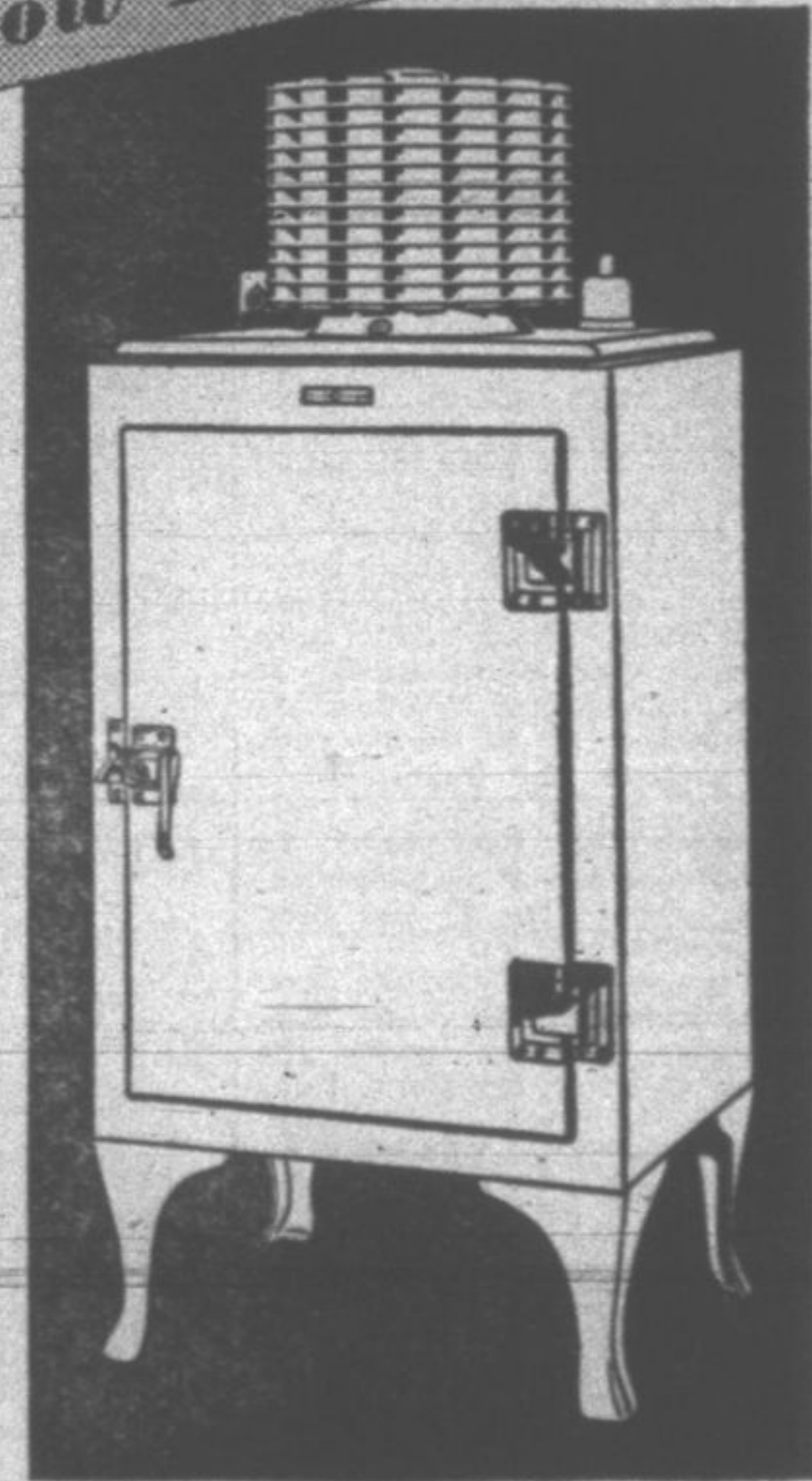
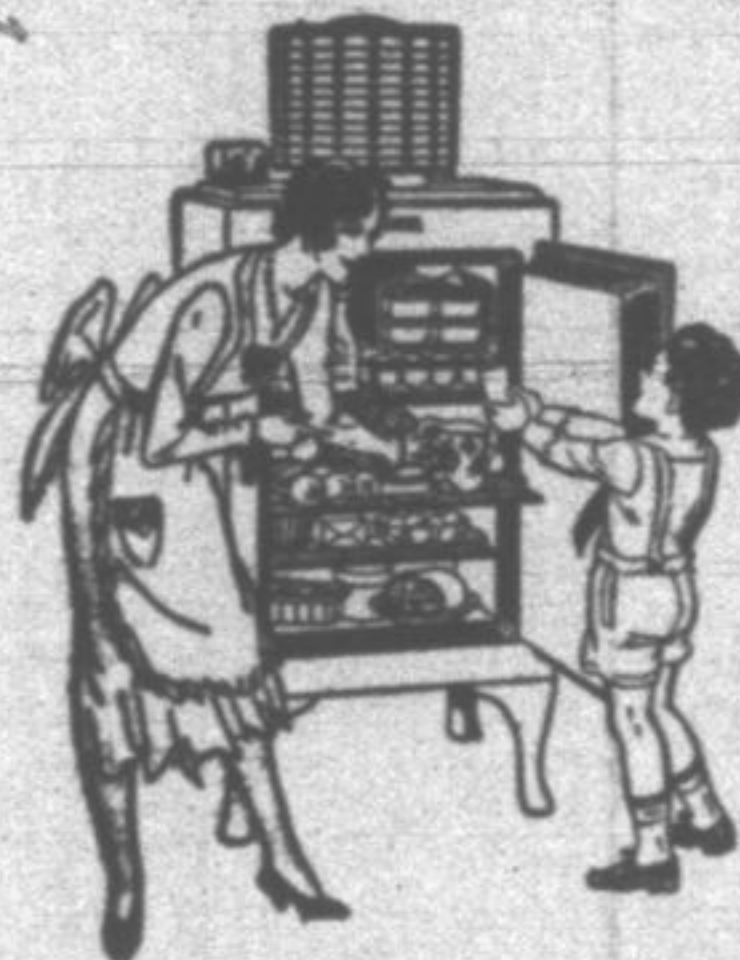
"The gravel road detour around Lake Villa will be maintained by this department.

"Should a temporary road be built it could be used only until the grading contractor begins work on the fill approaches. The contract for this work has been awarded and the contractor is anxious to begin work as soon as the construction of the abutments has progressed sufficiently," he wrote.

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