

**PORTANCE OF  
S TERMINAL  
TO CITY CITED**

in Building Traction  
Terminal Building Is  
Revealed.

In the new era of transportation motor busses there has been no development in Indiana more important than the establishment by the Indianapolis Street Railway of the motor bus terminal to the west of the Traction Terminal Bldg.

Twenty-five years ago the electric railways seeking entrance to Indianapolis realized the necessity of adequate terminals, conveniently located. The result was the building of the present traction terminal with its large train shed and all the conveniences desired by the traveling public.

At that time faith in the future growth of Indianapolis prompted the acquiring of more land than was immediately necessary for the passenger terminal. For many years this land was used in the handling of freight. Eventually, the freight business of the interurbans outgrew the facilities and economy dictated the erection of the interurban freight terminal in a less congested territory.

Consequently, when the demand came for the provision of bus terminals the local street car system was fully able to meet it with ample facilities conveniently located.

**Easily Accessible**

The traction bus terminal, midway between the Statehouse and the Soldiers' and Sailors' Monument, with a frontage of W. Market St., constitutes a part of what has been called "Indianapolis' Front Door." It is accessible from both Market and Illinois Sts., through the interurban terminal.

A large shed, in which concrete loading platforms have been installed to facilitate mounting the busses, contains also sufficient space to allow parking of coaches between trips. A commodious steam-heated waiting room is well-lighted and fitted. In another part of the building is a complete lunch room, easy of access from the street or the waiting room. Bulletin boards for the bus schedules are in easy vision and attendants are always at hand to care for the needs of the travelers.

Originally used only by those bus lines that were affiliated with the electric railways, the terminal has now been adopted by a number of the so-called independent bus lines, and is gradually approaching the scope for which it was designed.

**Beyond State**

Not only does this terminal have the advantages of location in the center of the business district of Indianapolis, but it is more convenient because of its proximity to the terminal of the electric lines. Without going beyond overhead protection, the traveler may enter the terminal by bus from almost any part of the State and transfer to an electric car going to almost any other part of the State. In fact, the State boundaries do not mark the limits of the service that centers at this State, as both busses and electric trains leave these twin terminals for points outside of Indiana.

The establishment of the bus terminal alongside the interurban terminal tends further to demonstrate the conveniences of co-ordinated operation of these two transportation mediums. Electric railways here feed bus lines as the bus lines feed the interurbans.

In its layout the bus terminal conforms to the layout of the electric railway terminal. Busses enter from Market St. and depart from Ohio St. The terminal has a capacity equal to the needs of all bus lines operating into Indianapolis and a more intensive use of it is in prospect for the year of 1926.

**PRINT SCHOOL STAYS**

**Civic Organizations Fight Efforts to Move From City.**

Efforts to have the United Typothetae School of Printing, maintained at Arsenal Technical High School, moved to Cincinnati during 1925 were successfully fought by local civic organizations.

Equipment worth \$250,000 is furnished without cost to the city schools, as is a large part of salary expense. The school provides a facility for vocational training otherwise not available.

**EDITOR WRITES FOR TRACTIONS**

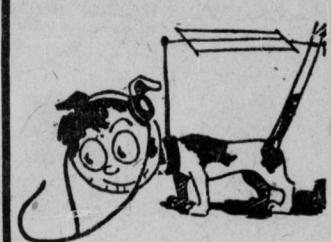
**Says Poking Fun at Companies Is Tragedy.**

Poking fun at failing traction companies is a tragedy in the opinion of the editor of the Nebraska City, Neb., Press.

"What is to be done after the street car companies are driven off the streets, their tracts torn up, their power houses reduced to junk and their securities repudiated simply because they cannot be redeemed?" it says. "Will the gentlemen who poke fun in newspaper editorial comment and the political aspirants who see in every passing breeze an opportunity to advance their personal fortunes provide us with something to take the place of the destroyed institutions?"

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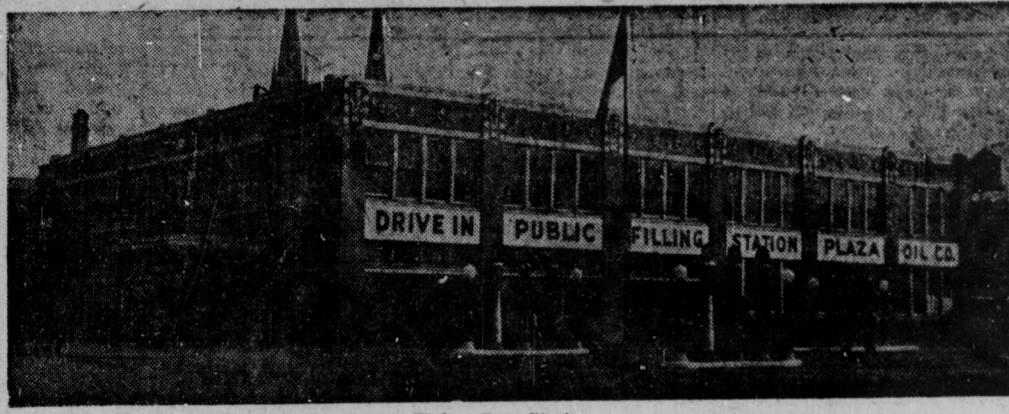
21-23 Virginia Ave.

Assets Over Forty-Three  
Millions

No Agents

No Commissions

**Bus Station Said to Be Biggest of Kind**



Union Bus Station

The new Union Bus station at Maryland St. and Senate Ave., said to be the largest of its kind in the world, was opened with a huge civic

celebration, May 19. It is headquarters for the Indiana Red Ball and other lines which operate to all

points of the State. W. B. Hiner

was the organizer who put the build-

**GAS RATES ARE  
UNDER AVERAGE**

A comparison of gas rates in Indianapolis and other cities shows the Hoosier Capital is paying less than the average. The Indianapolis rate is \$1.05 per 1,000 cubic feet, net, for the first 5,000 cubic feet. The average rate for all cities is \$1.182.

New York City has a rate of \$1.20. Rochester, N. Y., with a population slightly under that of Indianapolis, has a rate of \$1. Jersey City, N. J., with a similar population, has a rate of \$1.25. Seattle, Wash., with a slightly larger population, has a rate of \$1.38, while New Orleans, with about 400,000 persons, pays \$1.30.

Detroit pays 79 cents; Chicago,

79 cents; Cleveland, \$1.30; Cincinnati, which has natural gas, pays 50 cents

and St. Paul, Minn., 85 cents, while

its neighbor across the river, Min-

neapolis, has a rate of \$1.

Office, 620 N. Senate Ave.

Yards, 314 W. North St.

H. A. ROGERS, President.

A. K. ROGERS, Secy-Treas.

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**GAS**  
**A Mighty Servant  
in the City's Progress**

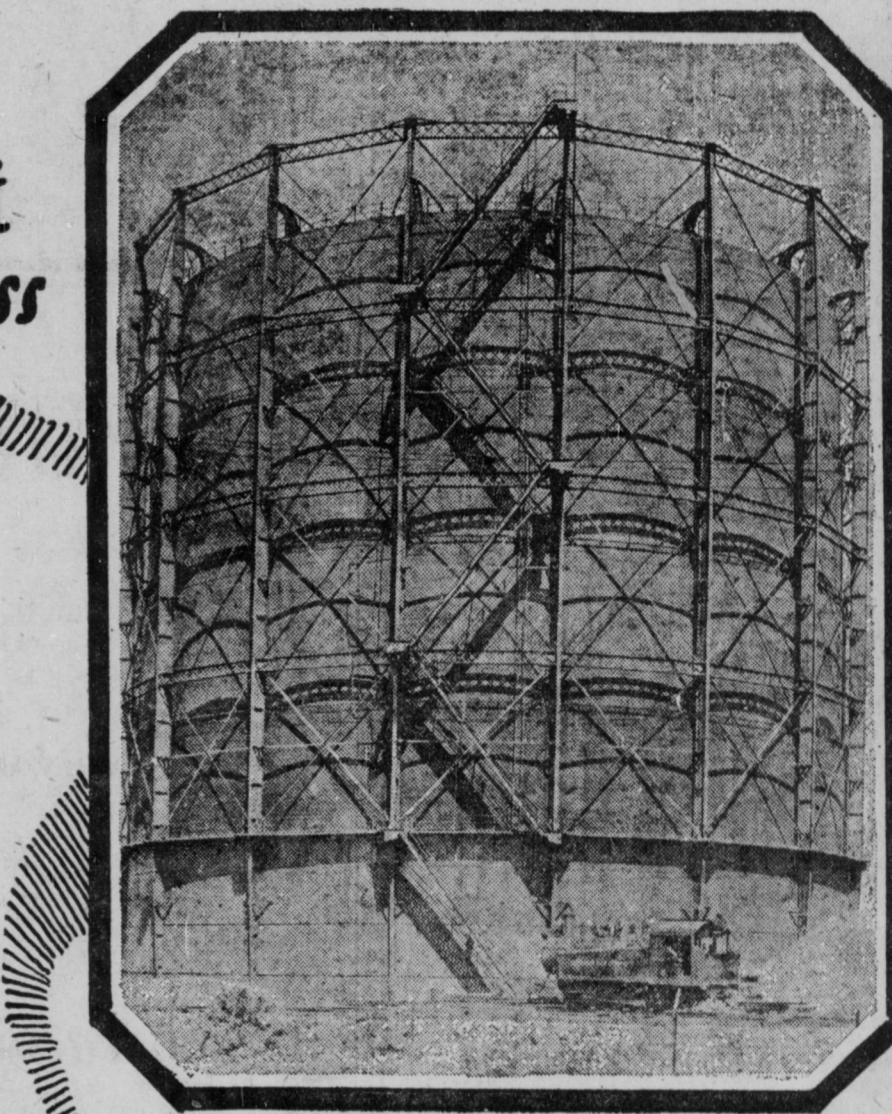
Twenty-four hours a day, 365 $\frac{1}{4}$  days a year, gas service is ready for instant use. Night or day, winter or summer, foul weather or fair, the organization and the plants are ready to serve.

Through over 71,000 meters, connected with 734 miles of mains up to 16 inches in diameter, gas is supplied to practically the entire population of the city, bringing leisure to the housewife and heat in its most convenient and efficient form for use in the numerous and varied processes of the city's industries.

Ever mindful of its obligation to keep pace with the growth of Greater Indianapolis, the company expended \$256,870 in 1925 for betterments to its plants and laid 31 miles of mains at cost of \$247,934.

Additional improvements contemplated for 1926 will cost approximately \$1,364,000.

Ninety-five per cent of the Com-



pany's stock is owned in Indianapolis and vicinity by about 4,000 stockholders. It is operated by Indianapolis men and women of whom it employs over 700.

Truly, gas service is intimately interwoven in every activity of the city's life.

**SERVICE**  
**CITIZENS GAS COMPANY**