

LARGEST FREIGHT YARDS IN THE WORLD

TO BE BUILT BY THE C.P.R.

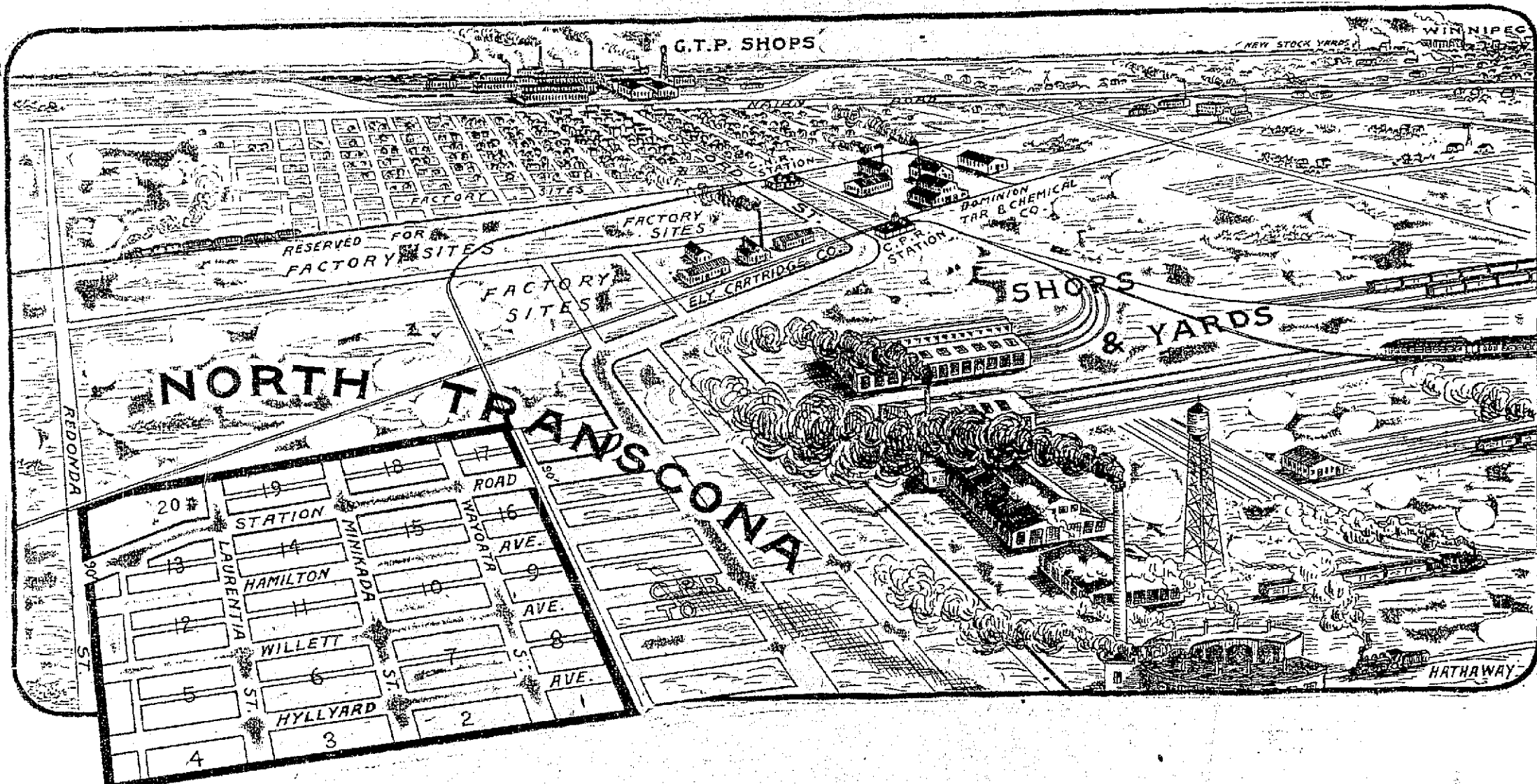
IN

NORTH TRANSCONA

2,000 Men Will Commence Work Immediately.
Immense Trackage, Roundhouses, Repair Shops,
and Vast Terminal Works to be Started at Once

Strike
While
The
Iron
Is Hot.

Secure
One
Or More
Blocks
Today



Think What
Fortunate
Investors
Have Made
In Old
Transcona.

North
Transcona
Is Your
Opportunity

Buy North Transcona Lots Today and Make a Fortune

The following news item appeared in the Tribune, Tuesday, April 2—
**CANADIAN PACIFIC NOW READY WITH
THE PLANS TO RELIEVE CONGESTION**

New Bridge Over the Red North of the City—Springfield Council
Agrees to Diversion of Roadways—Legislative Committee
Approves—One or Two Thousand Men Will Soon be at
Work.

There is no longer any doubt as to the intentions of the Canadian Pacific Railway company with reference to the long-considered plans for the removal of congestion of traffic in the gigantic yards which were planned some years ago by railway experts.

It is a striking commentary on the development of the West to say that Vice-President Bury and the other heads of the service here, considered months ago that further yard accommodation was absolutely necessary.

The site of the new yards is north-east of the city, adjacent to or actually in North Transcona.

The new yard plans involve large roundhouses, certain shops and another bridge over the Red river.

It is anticipated that the large expenditure of money incidental to the big works and the erection of the bridge will tend towards the more rapid development of Winnipeg north and the north adjacent country.

All the legal requirements sought from Springfield and the Provincial

Legislature have practically been granted.

Location of the Property.

The new roundhouses and shops will be located on the west half of subdivision 18, and the north-east quarter of 17, and lots between 17 and the two mile river road running north through Kludman.

It is expected that the railway line to the Red river will run on lot 58, crossing the Red river south of Kludman church and within a few hundred feet of the proposed new exhibition grounds.

A special meeting of the Springfield council was held on Saturday, when certain roads were diverted, in accordance with the wishes of the C.P.R., and necessary legislation was also approved by a committee at the Legislature this morning.

Employment for Many.

It is expected that the company will have from 1,000 to 2,000 men at work during the course of the next few days.

The Greatest Real Estate Movement in the History of Winnipeg

There will be more Real Estate activity crowded into the first six months of the life of North Transcona than has ever before occurred in the history of any town or city in the world.

This is your opportunity to make a fortune. Get busy.

We have 600 lots in North Transcona in the North East Quarter of Section 16, while the Shops and Roundhouses of the C.P.R. will be built on the North West Quarter of 16.

These will be sold in blocks at from \$3 to \$5.50 per foot.

Oxford Street, diverted, runs through our property. Compare the prices on Oxford Street in Old Transcona with the prices we are asking and you have the answer of the question as to what you can expect to make.

Prices \$3 to \$5.50 Per Foot, Wholesale in Block
Terms: 1/4 Cash, Balance 6, 12, 18 and 24 Months

CALL, WRITE OR WIRE

WILLETT, AFFLECK & McLENNAN ROOM 2 AVENUE BLOCK
265 Portage Ave. Phone M. 2846

C.P.R. Yards and Shops Will Develop North Transcona

Apr 1912

The most important announcement during the past week affecting real estate was the official confirmation of the report that the C.P.R. is to establish extensive railroad yards at North Transcona. It is fully two months since the Free Press made an exclusive announcement with regard to these new yards, even to the extent of publishing a map showing their exact location, so that the information was slightly stale. However, there existed in the public mind some doubt as to the real intentions of the company, and the news from an official source has served to accelerate the movement which was well under way.

In a bill before the legislature in which permission is asked by the municipalities for power to close certain streets and highways on the property, there appears a memorandum of an agreement made between the company and the municipalities. There is an important paragraph in this with regard to shops. It reads:

“Whereas the company has in contemplation the establishment of new yards, with necessary round-houses and other works incidental thereto, etc.”

The technical description as to the site of the new yards is described as “on a strip of land extending from a point on the fractional northwest quarter of section 18-11-4 east, to a point on the west half of section sixteen in the same township and range.”

It is announced that these will be the largest individual yards in the world. At the outset they will contain one hundred miles of tracks.

North Transcona was apparently destined to become a manufacturing centre, for factories were located there when there was nothing but bald prairie. With the addition of the new yards and shops there will no doubt spring up a community which will rival Weston.

C.P.R. TRANSCONA



SIX MONTHS FROM NOW

There Will Be a Tremendous Change in C.P.R. Transcona

Where a few weeks ago there was only the nucleus of the great manufacturing city of the near future, there will be nearing completion the trackage of the largest individual freight yards in the world, large terminal elevators, and, as rapidly as they can be constructed, repair shops, round houses and other terminal requirements, on which over \$2,000,000 will be spent this season.

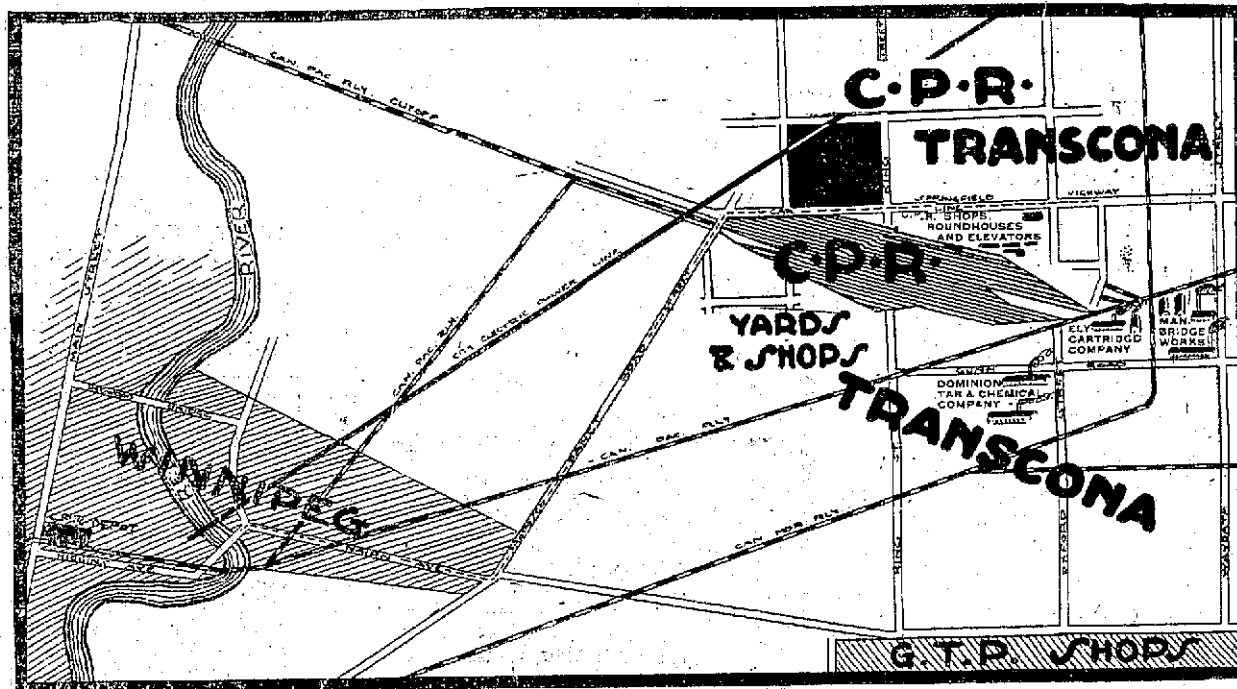
NORTH TRANSCONA will be a busy industrial and railroad centre and the mechanics, workmen and office staffs required in the various enterprises should in two years' time mean a population of at least 15,000 to 25,000.

Property Will Double in Value

many times over in the next two years, and the investor who buys to-day in the best location will make tremendous profits.

C.P.R. Transcona will be a repetition of G.T.P. Transcona, with the difference that the man or woman who buys in C.P.R. Transcona will make quicker profits, because development will be more rapid.

In G.T.P. Transcona, the first big advance in values did not materialize for nearly two years. In C.P.R. Transcona the development work has already started, the residential section will soon begin to build up, and up will go prices in the immediate future.



C.P.R. Transcona

A City of 25,000 in Two Years' Time

The growth of every young city depends upon the earning power of its citizens.

With eight to ten thousand mechanics and workmen steadily employed in railway work and in the various manufacturing establishments, C.P.R. Transcona's future will be assured.

No other city in Western Canada ever had as bright a future as this young sub-city of Winnipeg.

The investor who purchases lots in C.P.R. Transcona runs no risks whatever. You can absolutely count on doubling your money every year. There is no question about it. Study this map, and you will readily see the advantageous location of our property.

Note the Splendid Location of Our Property

The Commercial Centre of C.P.R. Transcona

Our property is located directly opposite the C.P.R. yards, and fronts on the Springfield highway—the only direct road to Winnipeg, and which will undoubtedly be the location of the street car line which will be built from the city to North Transcona. The round houses, repair shops, elevators and other terminal facilities will be located close to our property, which is the most desirable residential location.

Our property has more than mere location to recommend it. It has many slightly elevations, and parts of it are beautifully treed.

Two years from now people will wonder why they could not see the possibilities of North Transcona and the fortunes that would have been theirs had they bought in 1912.

Following are a few instances of the enormous profits that were made in G.T.P. Transcona, and which will be excelled in C.P.R. Transcona:

The corner of Oxford and Regent Street was bought for \$35 per foot. A few days ago it was sold at \$210 per foot.

The corner of Victoria and Oxford was bought for \$560, and sold recently for \$5,200.

The corner of Victoria and Bond was bought for \$600, and sold for \$6,000.

These are only a few of many hundreds of instances where investors made fortunes on small investments in G.T.P. Transcona. If you buy to-day in C.P.R. Transcona you can secure property at original subdivision prices which will pay dividends of anywhere from 100 to 1,000 per cent. in the next year or two. No other town or city in Western Canada to-day can offer you equally as good an investment.

Write for our Booklet which contains many valuable Pointers to Investors on Transcona

It tells why C.P.R. Transcona will become a vigorous young city in less than two years' time. It tells of the great construction programme outlined by the C.P.R.; it tells of the large manufacturing plants already there, and the industries that are coming. With from eight to ten thousand employees, in two years' time this young city will have a population of upwards of 25,000, and by that time manufacturers the world over will have grasped the advantages it offers from an industrial standpoint, and its future as a great manufacturing city will be assured. This booklet will be off the press in a couple of days, and a copy will be mailed free on request. Write to-day for a copy.

Think what this great development will mean to those who purchase property at present prices. All records in profits will be broken, and thousands of fortunes will be made by investors who buy to-day.

Prices and Terms

\$6 to \$18 Per Foot

TERMS—\$25 cash; balance \$10 per month

Our auto will leave office every evening at 7.30, or by appointment.

MAIL THIS COUPON.

SCOTT, HILL & CO.,
22 Canada Life Building, Winnipeg, Man.

Gentlemen—Enclosed find \$..... deposit on lots in C.P.R. Transcona at \$..... per foot, it being understood that you are to select the best available location.

Name

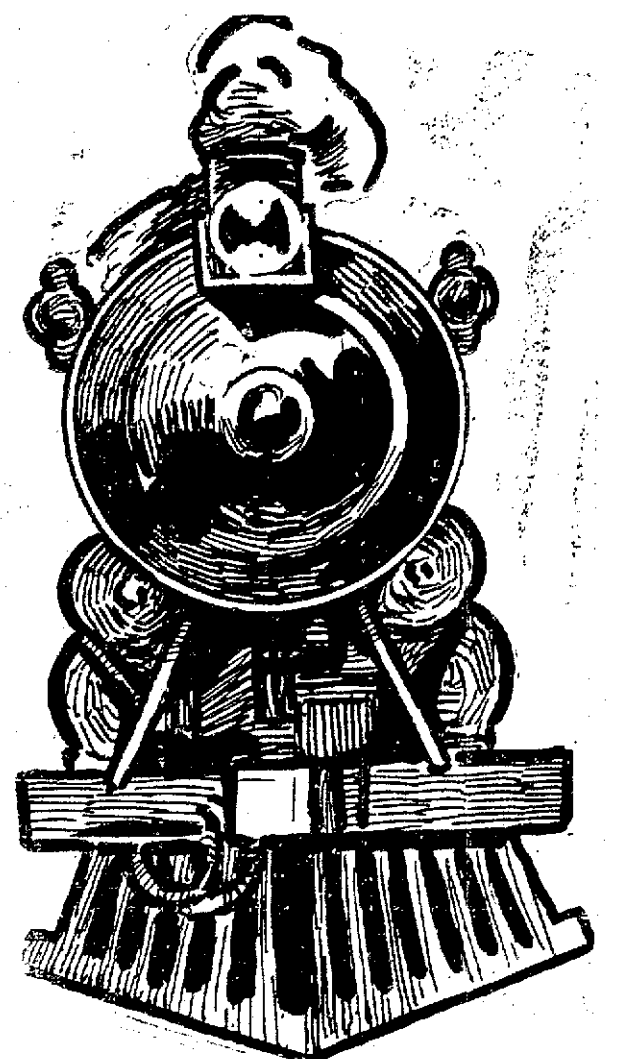
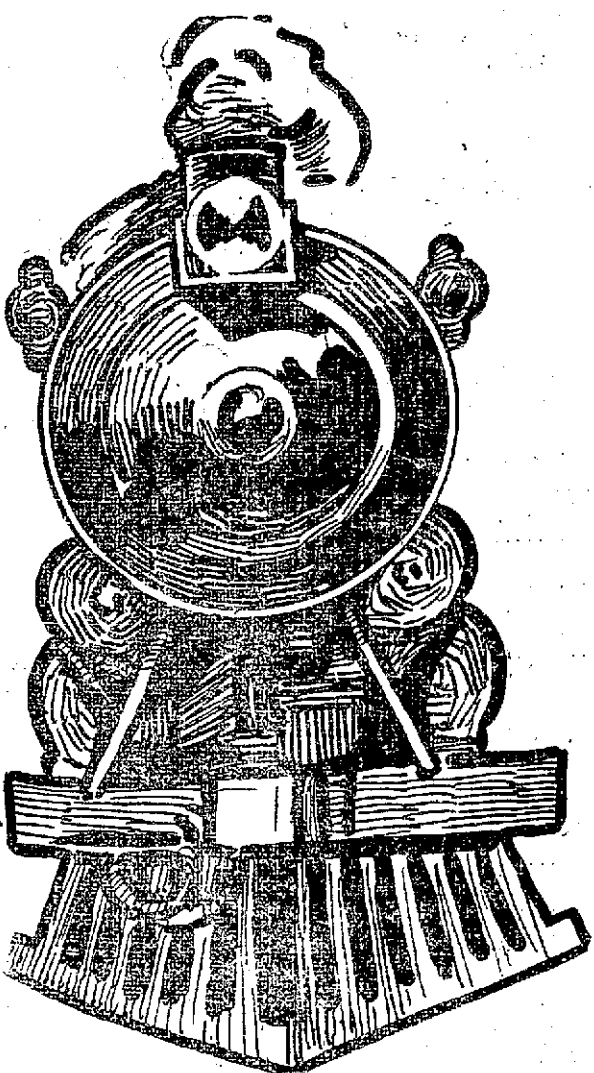
Address

Scott, Hill & Co.

22 Canada Life Building

Phones Main 666-667-668

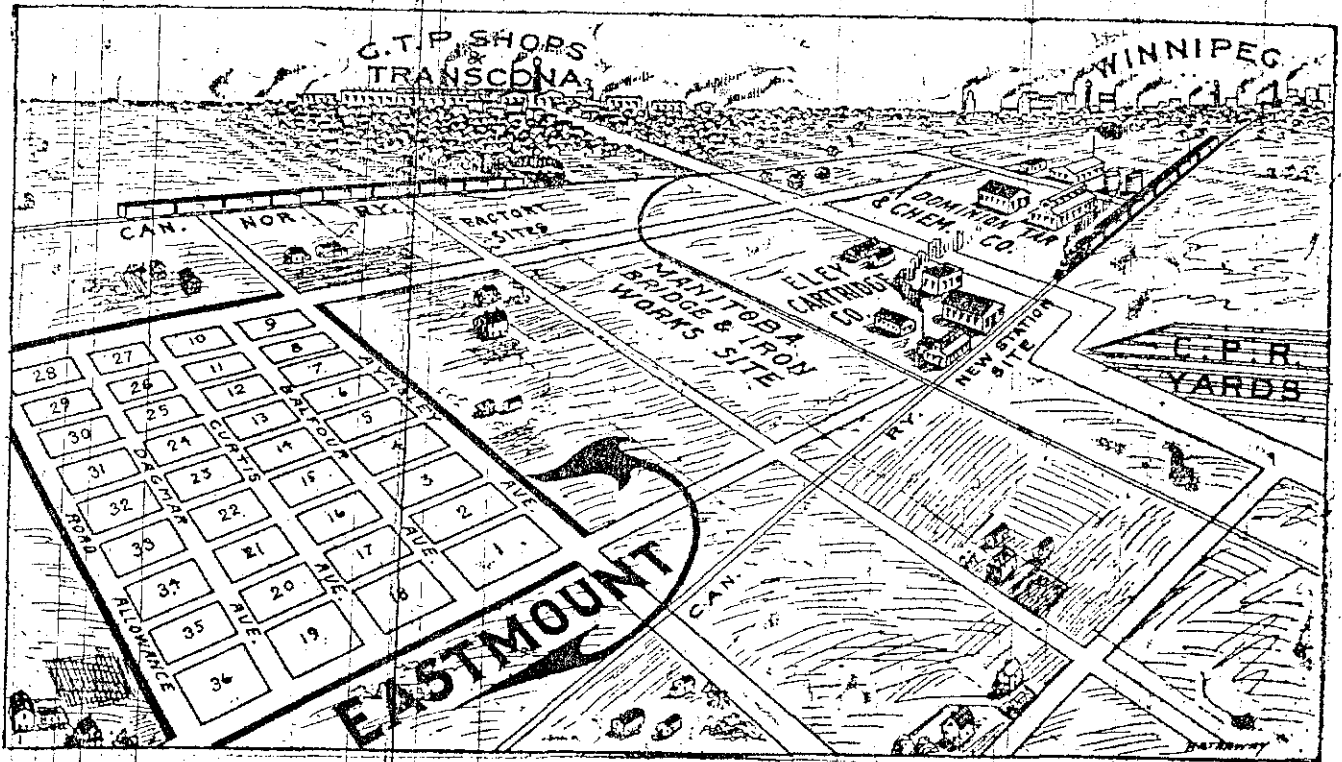
Reliable agents wanted to represent us in all points in the West.



JUNE 19 1912

NORTH TRANSCONA

Is Bringing Fortune and Luxury to Thousands of Investors



EASTMOUNT

Shown on the plan above, a choice residential area, close and accessible to the big industrial plants, offers a splendid opportunity for a quick turnover.

You've been buying real estate, no doubt. What good citizen of Western Canada has not? Because every resident of the West knows that this country has not only a splendid present but a magnificent future. And that future must mean an enormous increase in realty values.

How have you fared in your investments? Have you struck it right, and, if you have, can

you duplicate the performance?

Buy in Eastmount, in North Transcona, and you can't go wrong.

Because the developments already arranged assure for North Transcona a period of tremendous activity, independent entirely of general conditions, and the industries are just beginning to come.

Eastmount is one of the choicest home sites in North

Transcona. It is close and accessible to the big industries, and will be snapped up at good prices by the skilled workmen who will be employed in these plants.

The industries already assured in North Transcona will employ at least 5,000 men and will support a population of 20,000 to 25,000 people.

A few years should see over 50,000 residents in North Transcona.

Investigate values of property situated similarly to ours in Calgary, Edmonton, and other cities and you will have some idea of the value of Eastmount in a few years.

Present prices, \$4.50 to \$6.00 per foot. Easy terms. Torrens titles.

Come and see us in our big new offices and get full particulars.

THORNSTAD, ROED & LIDHOLM

Ground-Floor Bon Accord Block, 643 Main Street.

Phone Main 2874.

Real Estate Dealers & Financial Brokers

Office Open Evenings

FIVE HUNDRED MEN WORK

June 1912

ON TRANSCONA YARDS OF C.P.R.

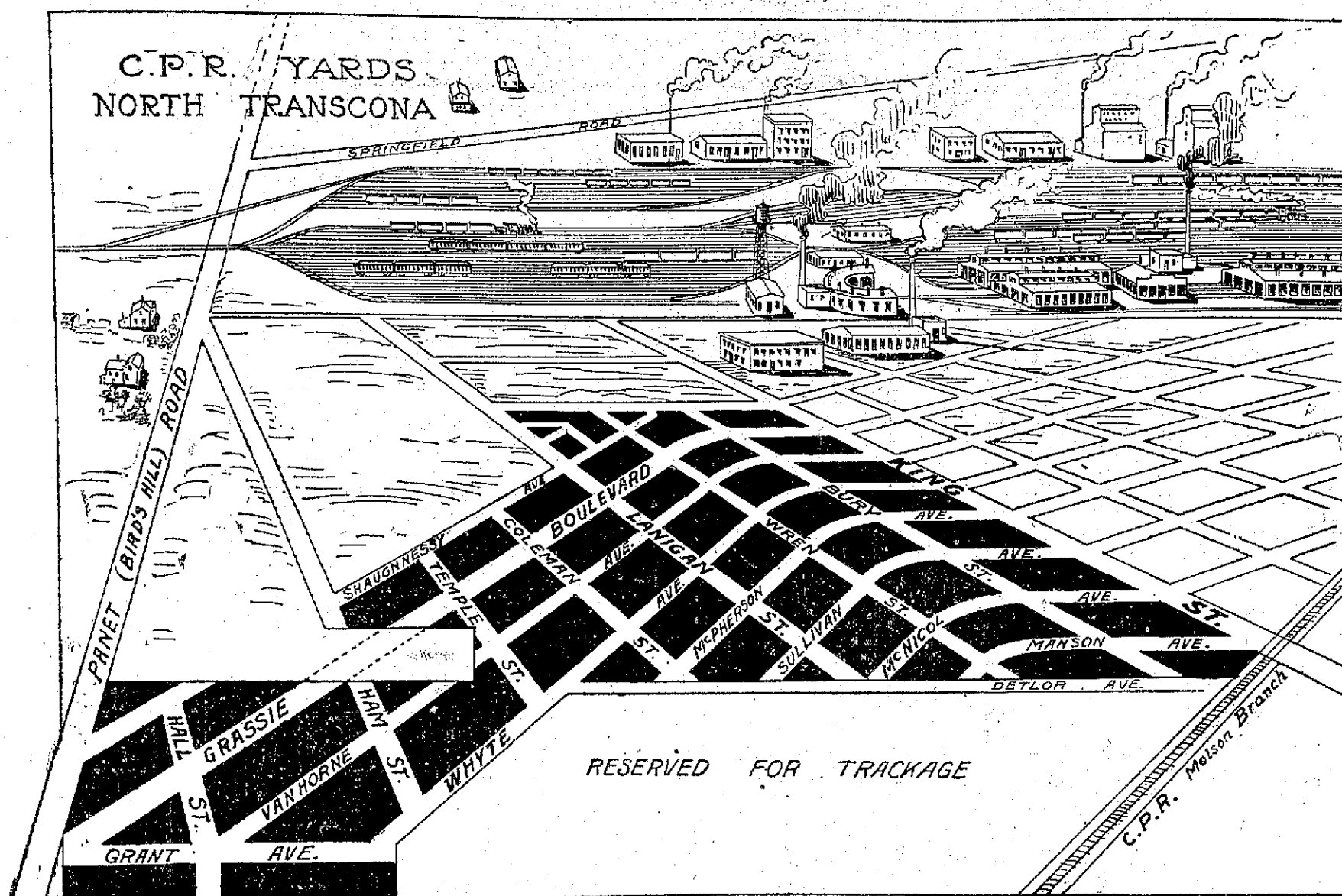
There are about 500 men at work on the improvements being made by the Canadian Pacific railway to their property at Transcona. This includes the construction of a gravity yard; an arrangement by which cars are received in one yard, pushed over a hump and run by gravity into a classification yard, thereby doing away with the old push and pull method. In connection with this work a 30-stall round house, boiler house and machine shop,

ashpit and coal chute to serve the engines will also be built.

The first development will amount to about 60 miles of track, necessitating about 2,000,000 yards of grading. The ultimate development of the yard will be 105 miles of track. The C.P.R. hope to have enough of this yard completed by September 1 to obtain some assistance from it in the next grain rush.

The Barnett McQueen company are excavating for the foundation of the C.P.R. elevator for which they have the contract. This elevator is a transfer elevator and will have a storage capacity of 1,000,000 bushels.

C.
P.
R.



North
Transcona

C. P. R. YARDS NORTH TRANSCONA

A glance at the above bird's eye view map shows clearly that this property is the natural townsite and residential district for men who will be employed by C.P.R. at this point.

You will also notice that the property lies between the C.P.R. yards and the city and will no doubt be the permanent centre of population.

Situated as the property is to the south of the C. P. R. development, home builders here will not have to cross any tracks or await the erection of bridges or the building of subways, but have immediate and direct communication with the city and all parts of the yards.

Features of the Property

The establishment of the eighty foot Grassie Boulevard, beginning at a point on the Panet Road and running in a straight line east to a point on King street a short distance south of the Round Houses and connecting with Kaiser Ave which runs east to the station, Grassie Boulevard when graded, will shorten the distance between the city and North Transcona Round Houses by almost two miles.

Street grading will begin at once and sidewalks will be laid, weather permitting, on all prominent thoroughfares. Streets are all 66 feet wide with 16 foot lanes.

Lots fronting on King street and Grassie Boulevard have a pepth of 120 feet, the remaining lots have a uniform size of 80 feet by 100.

PRICES run from \$12.00 per foot to \$22.00 per foot with the exception of the frontage on King street and Grassie Boulevard which runs from \$28.00 to \$32.00 per foot.

Terms one third cash, and the balance in six, twelve and eighteen months with interest at six per cent.

This property should appeal very strongly to C.P.R. train crews and employees. who will no doubt be moved out to North Transcona in a few weeks. To those men it is important that they make a selection of their home-sites at once.

Best Buy for Investors in Transcona

Investors contemplating investing in Transcona property need only study the map of Transcona to ascertain the facts that the greatest developments are taking place around the C.P.R. yards in North Transcona, especially will considerable business developments take place on King street.

Bank managers, business men, hotel men and others should make a personal inspection of this property at once and select sites most suitable for their respective business interests.

Builders and contractors would do well to study the features of this property as a desirable field for building operations next year, and should communicate with the owner at once regarding prices and terms.

All lots are high and dry and guaranteed suitable for building purposes.

Clear Torrens title guaranteed and no taxes till 1914.

Responsible Agents Wanted

For further Information, Plans, Maps and Pamphlets, apply to the Owner

W. GRASSIE,

221 McDERMOT AVENUE,

54 AIKINS BUILDING

Phone Garry 3244

Or to P. J. BOYCE, 403 Nanton Building, Cor. Main and Portage, Phone M. 2428

May 1913

RUSHING WORK AT NORTH TRANSCONA

Expected that C.P.R. Yards There Will Be Opened by Sep- tember 1.

So rapidly is the construction work being pushed ahead, that the C.P.R. North Transcona yards will probably be opened and ready for operation by Sept. 1. Altogether these yards will contain 90 miles of trackage, 45 of which is now completed, and the grading work is now well under way on the balance. The contract was formerly awarded to Foley, Welch and Stewart, of St. Paul, who have sublet it to the John Marsch company, of Chicago. Besides this big increase in trackage, there are also large roundhouses and machine and repair shops being put into these terminals, the work in this instance being taken care of by the Lyall, Mitchell company.

At the present time, the contractors are busily engaged in building a colossal roundhouse which, when completed will hold 55 engines at one time. The work is now well advanced and it is expected that the building will be completed by Aug. 1. When this is finished another one of similar dimensions will be constructed.

Work on the engine room and machine shop is also being carried on very rapidly and it is thought these will be finished by the end of July.

Largest Turntable in Canada.

Among the new buildings which are now being constructed in these yards, it is interesting to note that one of the installations represents a 100-foot turntable, which is the largest in Canada.

The only building which at present is in full operation is the 1,000,000 bushel elevator. At present this colossal granary contains 60,000 bushels of flax and 70,000 bushels of wheat, which are now being cleared out. This elevator can handle 100 carloads of grain daily.

Two hundred and fifty men are now busily employed in finishing up the work on the new union stockyards, which are expected to be finally completed and ready for use by July 1. The pens, which will take care of 550 carloads of live stock, are already finished, and so is the 150,000 gallon water tank. Great headway has been made on the administration building which is now almost completed, but energies now, are for the most part, concentrated on the construction of the loading and unloading platform, while there is a little ballasting to be finished on the tracks.

These stockyards will be run under the jurisdiction of what will be known as the Public Markets Limited, in which all three of the Canadian transcontinental railroads are interested. J. H. Tremblay, contractor, is looking after the construction of the buildings, fencing, scale house and loading platform, and the Hurst Engineering company has the contract for the sewers, water, paving the yards and force account.

Kildonan Cut-off.

Another important piece of work which the C.P.R. has undertaken in the vicinity of Winnipeg, is the Bergen of Kildonan cut-off. Here again the company is making rapid headway with the construction, and if the work is continued at its present rate it is expected that the line will be finished by the fall, in time for the grain rush. One of the most important features in connection with this work, is the construction of the Kildonan double span swing bridge over the Red river. A good start has been made here and the contractors are now well on with the construction of the cofferdam.

IMMENSE RAILWAY YARDS AT NORTH TRANSCONA

The new yards of the Canadian Pacific railway at North Transcona are the subject of a very complete article published in the January issue of the Canadian Railway and Marine World, and as there are a large number of people interested in the development taking place there it is herewith reproduced in its entirety and with the explanatory diagrams.

The C.P.R. have in course of construction at North Transcona, six miles east of Winnipeg, what will probably be one of the largest and most complete clearing yards on the continent, having an ultimate capacity when developed to the extent laid down in the present lay-out, of over 12,000 cars. The accompanying illus-

trations show the layout, profile and cross sections. The yards are situated a short distance beyond the point where the main line via East Selkirk and Whittier Junction, these two lines forming the west and east boundary lines of the property respectively. The Canadian Northern railway, Bird's Hill branch crosses the main line at the eastern extremity of the yards. The grounds lie almost due east and west. Along the north and south sides there is a thoroughfare track through freight traffic, clear of the several yards.

The yards are divided into two main divisions—the major and the minor yards. The major yards, consisting of the east-bound receiving yards and the west-bound classification and departure yards, the east-bound classification and departure yards and the west-bound receiving yard, are each large

track hump through a double ladder leading out over the hump into the west bound classification and departure yard which is to have four tracks for 100 cars and 36 tracks for 65 cars, giving a capacity of 2,740 cars. The present layout calls for 1,440 cars' capacity, making the initial development of all the major yards the same. The west-bound classification and departure yard leads out to the north of the grain yard to the main line through Whittier Junction to Winnipeg.

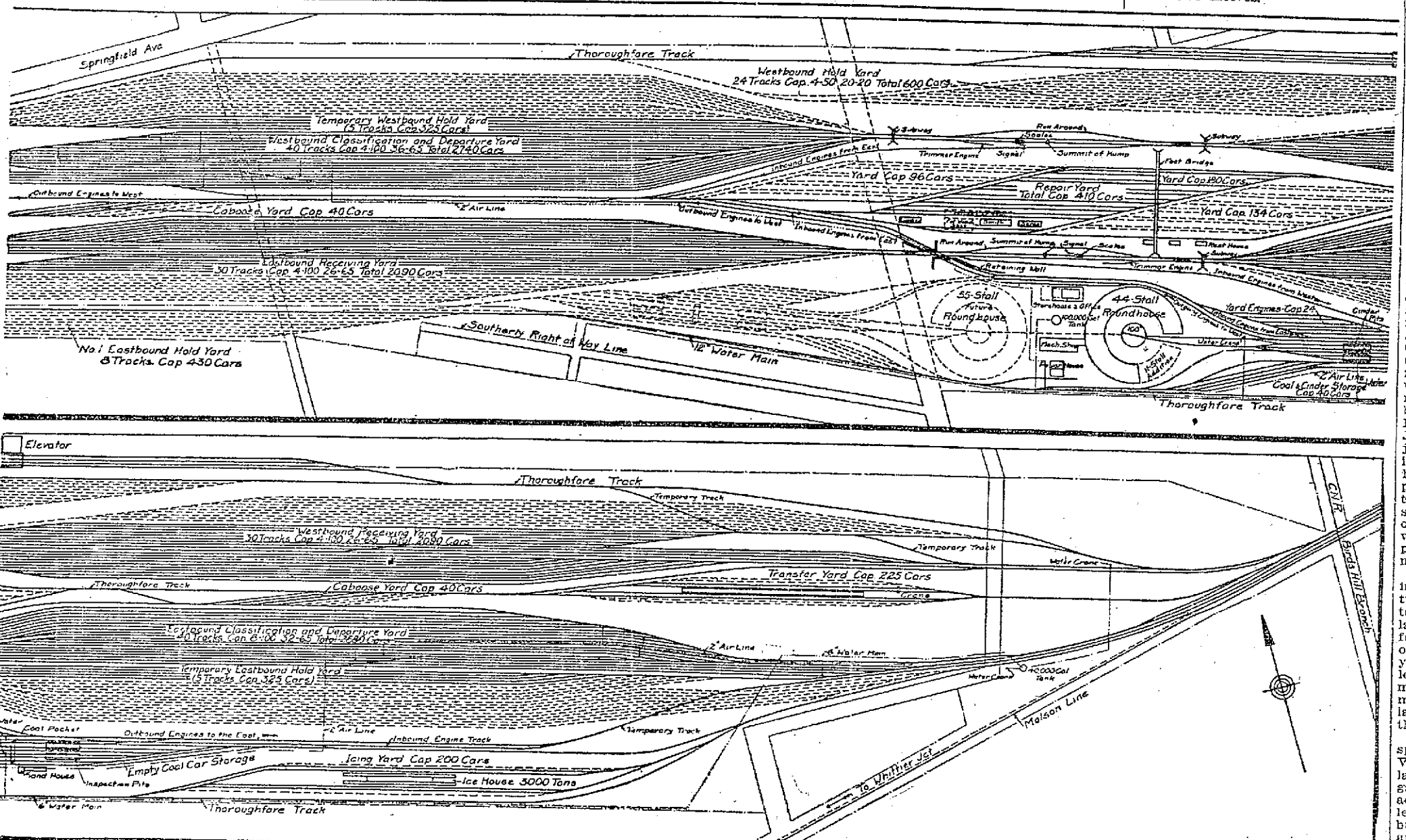
At a central point opposite the humps the plan calls ultimately for two roundhouses of 65 stalls each. At present only 44 stalls of the eastern one is under construction. These roundhouses are to be of the latest C. P. R. standard construction. The outside diameter will be 455 feet, and in the centre there will be a 100 foot

It is the intention to only complete the central yard at present, giving a capacity of 180 cars. Dividing the yard into three sections in this manner with 6 ladders will make nearly all parts of the yard accessible without disturbing the cars under repair. The present buildings for the repair yard will be a small smith shop, scrap bins and wood piles, with a couple of minor buildings. Plans are laid for the future construction of a car shop and wood shop adjoining the smith shop. The repair yard will be crossed near the easterly foot subways by a foot bridge.

To the north of the humps there will be a westbound hold yard, containing 24 tracks with a total capacity of 600 cars, 4 to hold 50, and 20 tracks to hold 20 cars each. This is planned for the future, none of this yard is to be constructed at the present time, provision being made for a westbound hold yard by using 5 tracks of the

and run into the caboose yard, and then removed from the other end of the caboose yard to the departure yard, without switching. Each caboose yard is to have seven tracks for 40 cabooses, but the initial arrangement is for four tracks to hold 24 cabooses.

Arrangements are well planned for the quick making up of trains and their ready departure. A 2-inch air line from the power house will run through both departure yards, branches leading out at intervals along the section through these yards with leaders between each pair of tracks in the yard. By this means it will be possible to charge a train ready to depart with the full requirement of air so that the locomotive will not require to wait to charge the train before departing, consuming as it does upwards of 10 minutes. The train will be ready to depart immediately the locomotive arrives.



Canadian Pacific Railway Clearing Yard at North Transcona, Laid Out for a Capacity of Over 12,000 Cars.

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The shape and size of the humps are shown in the sectional view accompanying and the profile of the yard through the hump. The hump ends of the receiving yard will ascend on a 0.4 per cent grade to within 1,000 feet of the summit of the hump, ascending the remaining distance on a 1 1/2 per cent grade. The summit will form a vertical curve descending on the other side for 15 feet on a 4 per cent grade which will change through a vertical curve to a 1 per cent for 100 feet in passing over the track scale which in both cases will be on the inner of the two hump tracks. The grade will then change to 2.5 per cent for 250 feet reducing then to a 1 per cent grade to a point 1,500 feet from the summit, again reducing to 0.4 per cent. This will carry the gradients well into the classification and departure yards. The summit elevation of both

proposed extension of the westbound classification and departure yard temporarily for this purpose, giving a capacity of 385 cars. At the easterly end of the grounds, between the ends of the two major yards there located, there is to be a 225 car transfer yard to contain 4 tracks each side of a central platform. The present development only plans to lay 4 of these 8 tracks, giving a capacity of 125 cars. Near the east end of this yard is a double track crane.

An landing yard, similar in many ways to the transfer yard, will be located immediately to the south of the east-bound classification and departure yard, close to the southerly thoroughfare track. This yard will contain 6 tracks, 3 on each side of a 3,000-ton ice house, to have a capacity of 260 cars. The initial development is to

Inbound locomotives from the east will leave the westbound receiving yard after pulling the train into the yard, passing along the side track along the south side of the westbound hump, coming to the pair of tracks between the two westerly major yards. They will then back down through the subway under the eastbound hump through the switch locomotive yard, coming into the roundhouse service tracks from the east. Inbound locomotives from the west, after leaving the eastbound receiving yard, will pass along the track immediately to the south of the eastbound hump to the east of the roundhouse service tracks, backing into the roundhouse in the usual manner.

Outbound locomotives from the east will have a straight course after leaving the roundhouse service tracks, proceeding to the east end of the depart-

ure yard, backing in on the awaiting train. Outbound locomotives from the west will leave on the track parallel to the one for the inbound locomotives, passing along the side track along the north side of the westbound hump, and proceeding along the tracks between the westerly major yards to the west end of the westbound departure yard.

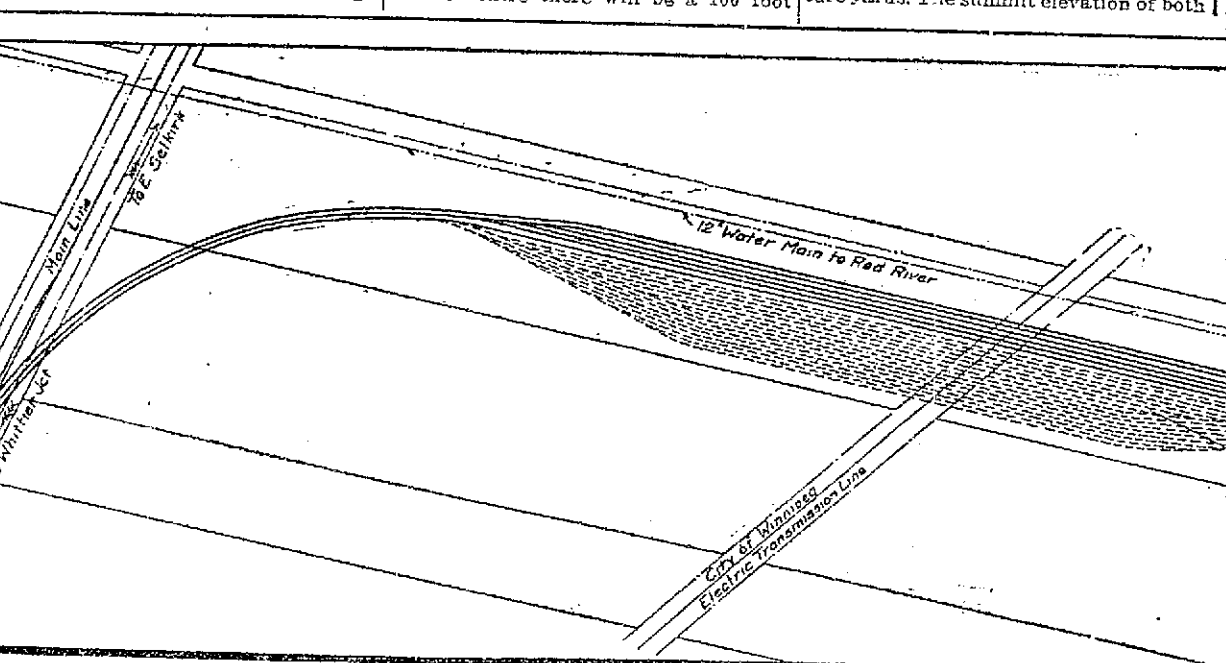
At both ends of the grounds there will be a 40,000 gal. water tank, connected with a water main which will enter the west end of the grounds from the Red River. At the outer ends of the four major yards will be water cranes for watering on arrival and departure in either direction.

A summary of the development as ultimately planned is as follows:

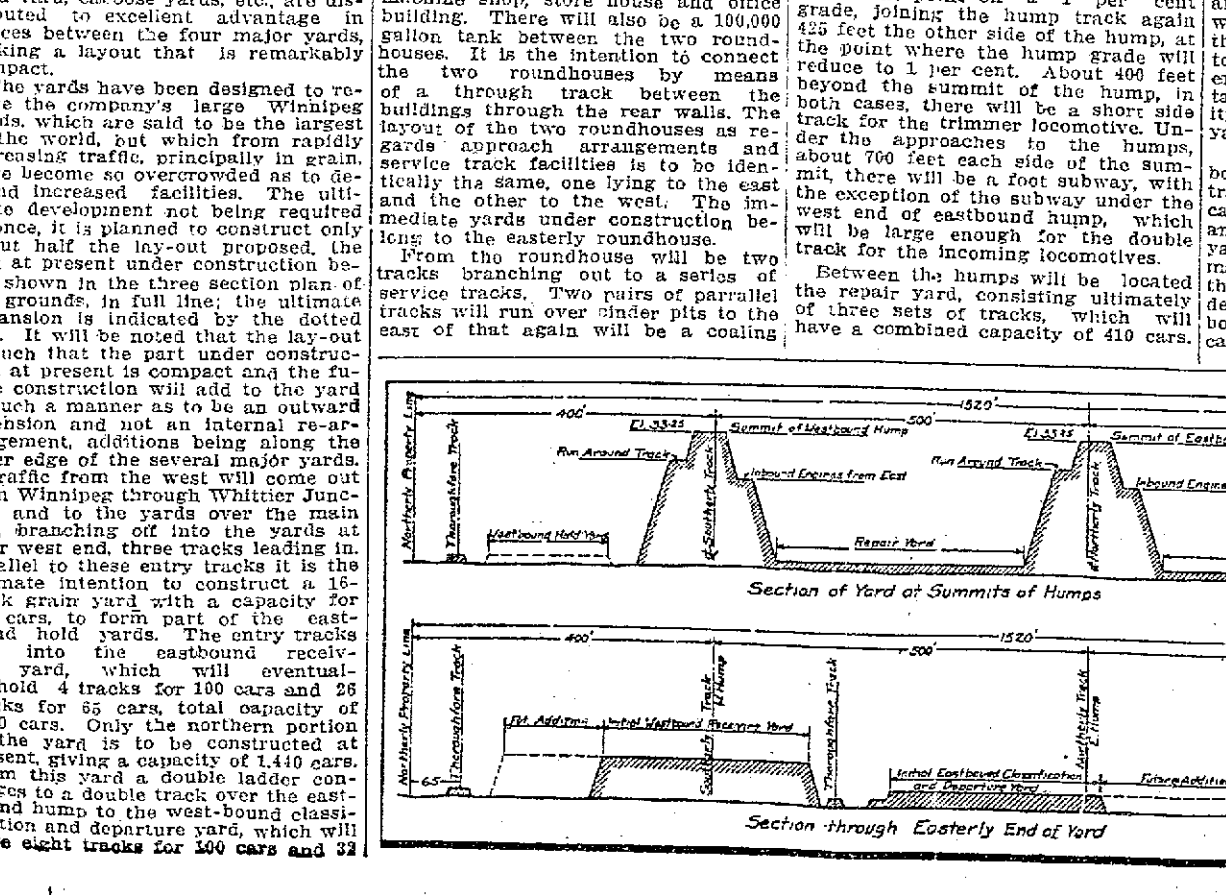
Westbound receiving yard, 30	Cars
Westbound classification and departure yard, 40 tracks	2,600
Eastbound receiving yard, 30	2,740
Eastbound classification and departure yard, 40 tracks	2,600
Westbound hold yard, 24 tracks	2,580
Eastbound hold yard, 24 tracks	1,600
Eastbound caboose yard, 7	40
Westbound caboose yard, 7	40
Repair yard, 32 tracks	410
Transfer yard, 3 tracks	225
Ice yard, 5 tracks	200
Coal storage yard	50
Engine yard	23

The yard was planned by Westinghouse, the direction of J. G. Sullivan, chief engineer western lines C.P.R., and the work is being carried out under the supervision of Frank Lee, assistant chief engineer western lines.

Prevent Importation of Serum. Ottawa, Jan. 10.—An order-in-council has been passed prohibiting the importation, manufacture or sale of dog cholera serum in Canada.



Section of Yard at Summits of Humps



Section through Easterly End of Yard

HAS MUCH FAITH IN TOWN OF YOUNG

Visitor in Winnipeg Enthused With Its Possibilities—Surrounded by Fertile Lands.

That Young is one of the coming towns of Saskatchewan is the opinion of S. S. Gaines, of that place, who has been visiting in the city. "It isn't a very large place yet," he said, "but in addition to there being no reasons why it shouldn't grow there are several things about it which are of great value to the thing is the agricultural land by which it is surrounded. It is in the very centre of the finest wheat belt in the world as is shown by the fact that up to Dec. 1 of last year 600,000 bushels of grain had been shipped out of the district. That the quality is right also is proven by the fact that the previous year's crop was practically all bought up for seed grain. The farming community alone will support a town of some four or five thousand people even if we never have anything else."

A considerable amount of building was done during last year while the outlook is that there will be much more this year. A combined town hall and fire hall has been erected, and nine or ten residences, while streets were graded and gravelled and the excavation completed for the Young hotel. This hotel, owned by local men, will be equipped with steam heating, electric lighting and will have all the requirements of a modern hotel. The company will install a water plant of sufficient capacity to supply the town with water for some time, while it will also be supplied with electric light from the hotel plant until such time as it has attained a sufficient size to install a plant of its own. J. J. McLean, F. J. Young, C. C. McLean, John H. Hunter and S. H. Gaines form the board of directors for the company and as soon as the weather moderates sufficiently to permit of building operations work will be commenced on the superstructure. It is hoped to have it completed by June 15. Among the buildings projected for this year is a bank building with a 50-foot front, two stories, a hardware, furniture, drug store, a pool room and bowling alley and a nice two-story stone confectionery store. A saw and door factory will commence operations and a wholesale grocery will be started, while there is a strong probability of an iron foundry and machine shop.

There will also be considerable building on Lake Manitoba, which is only two and one-half miles away from the town. A large pavilion was built there last year with hardwood floor and used for dances by the young people. Eight or nine cottages will be erected this year along the shores of the lake by local people and probably as many more by outsiders and as it is only miles from Saskatoon there will be a large number of holiday visitors from that town.

The yacht Wewoka, which won the speed handicap event last year of the Winnipeg yacht club will be on the lake, while a local man is building a gasoline launch with a seating capacity of 20, and there are other smaller boats being built. A road will be built along the north side of the lake and 66 feet from the water's edge. It will be graded and rock and will be four miles long. The lake, as is now well known, is three-fourths of a mile to a mile in width, and 14 miles long, while its surface is so great as to render drowning almost as great an impossibility as the motions of walking will easily support a person with head and shoulders out of the water. The railroads in the town have as their main line the G.T.P. from Winnipeg to Edmonton, the C.P.R. Regina-Prince Albert branch, The Young-Prince Albert branch of the G.T.P. is in operation 69 miles north and a line to Swift Current from Regina is under construction. It is in addition a line of the Canadian Northern railway surveyed from Yorkton to Zealandia, which passes through Young so that even without the backing of a good farming country, its railways would make it a town of considerable importance.

WINNIPEG MAN SPEAKS AT PITTSBURGH BANQUET

(Continued from Page Thirteen.)

not want to disappoint us. Every National committeeman here, should, and I hope will, return to his own local exchange with a conviction that no matter where he lives, Winnipeg is his near neighbor. Train service over four trunk lines either via St. Paul and Minneapolis, or Duluth, is excellent. Once there, hotel accommodations are ample. Our convention hall and industrial bureau building has just been completed with a full consideration of the requirements of such a gathering as this, committee rooms, information desk, restaurant and assembly rooms are all ready for our needs. The programme committee under Mr. Val J. Rothschild's able chairmanship is working up the best programme that has yet been arranged for our proceedings; and our automobile transportation, hotel, banquet and entertainment committee already have preparations well in hand. I will not take up your time by putting Winnipeg on the map with too big a splash of ink, but to one who has never been there it is every source of interest and surprised comment. Its wide streets and cosmopolitan life still have for me the same charm as when I first saw them some 15 years ago.

But this 1913 convention is really not to be a local Winnipeg affair. It is bigger and greater than Winnipeg. It is to be a Western Canada convention, for our sister real estate boards from Saskatoon, Regina and Moose Jaw, west of Winnipeg, are seeking to welcome you and all the delegates of the 1913 convention as their guests. And we are all one in spirit that you have been there is every source of interest and surprised comment. Its wide streets and cosmopolitan life still have for me the same charm as when I first saw them some 15 years ago.

Our plans during your stay in the city are somewhat as follows: Convention opens Monday, July 28; in session from 10 a.m.; Monday evening, informal smoker and band concert; Tuesday evening, informal smoker and band concert; Wednesday, August 1, in session from 10 a.m.; Wednesday evening, banquet. We shall go from the banquet di-

rect to the waiting special train which will take us on a three-day tour of 1,100 miles through the wheat belt of west of Winnipeg. We are hoping that the delegates will not regret from Winnipeg with the Canadian west. The itinerary of this special train has been carefully worked out so as to give a comprehensive view of the country and cities lying within the time allotted. Out east stop will be at Saskatoon, the wonder of the west shall be the guests of the band of boosters as ever made a city grow. The Saskatoon real estate board, of Winnipeg, will be met by train another 200 miles on again the beautiful capital of Saskatchewan where another royal welcome awaits us at the hands of their energetic board. From Saskatoon the glad hand of fellowship will be extended by the bustling of the Moose Jaw real estate board, who will do the honors of the evening. From Moose Jaw our train will proceed back to Winnipeg by a different route, giving a further view of the golden fields of waving wheat. Any delegates, and there should be many who desire to proceed west from Moose Jaw to Calgary, Banff, Laggan and the Canadian Rockies may do so and their through C. P. R. transportation will be honored by the Canadian Pacific railway without the necessity of returning to Winnipeg. We are anxious that as many members of the National association as possible will attend the 1913 convention. We can assure you a hearty welcome at Winnipeg and throughout the Canadian west, and we hope to be able at the time to return in kind some of the many courtesies which have been extended to us at previous national conventions. It is fitting that the Winnipeg Real Estate Exchange should be so notably mark the tenth anniversary of its incorporation, and we are one and all relying on you gentlemen, as members of the board of the National Association of Real Estate Exchanges, to make this for us the anniversary of the Canadian Association of Real Estate Exchanges. We are ambitious that its first convention should be a memorable one and that the two grand old flags, the Stars and Stripes and the Union Jack, should wave over our great organization as they have over our great nations for a hundred years, the emblems of freedom, good fellowship and peace.

FIRST PERMIT FOR APARTMENT BLOCK

The first permit of any consequence issued in 1913 is for an apartment block on Burrows avenue near Saker street and which will cost in the neighborhood of \$46,000. Hooper and Hooper are the architects and tenders will be called for in the course of a few days. The building will be three stories, of brick and stone construction and it will contain 23 suites. The suites will contain two and three rooms each, one of the features of it being that in the kitchens of each establishment the sinks and stoves will be usually take up so much room. Landlords will be put in the basement and the suite all through will be a full modern one. The owner of the building is H. Hirsch.

A BIG ASPHALT FIND.

Homesteader Near Edmonton Finds Strip of Black "Stuff" Which Proves Valuable.

In practically every part of Alberta (says an Edmonton journal), minerals are found, which, when operations are commenced, prove to be rich in value. Oil, asphalt, and all associates are beneath the ground in abundance, but it has not fallen to the north country until recently to probe the earth of its riches.

Not so very long ago a homesteader in plowing his land, sent the knife in to something hard and black. His curiosity was at once aroused, and digging deep into the ground to see what depth this black substance went he found that for three feet there was practically a solid bank of "something black."

He came to Edmonton with a sample of this new "stuff," and after it had been examined it was found to be asphalt of the richest class. He proved up on his homestead, and got his patent from the government; then commenced to make his fortune. Entrusting the secret to a few friends, an expert was called in and the soil examined, with the result that a rich asphalt bed has been found just 35 miles northwest of Edmonton.

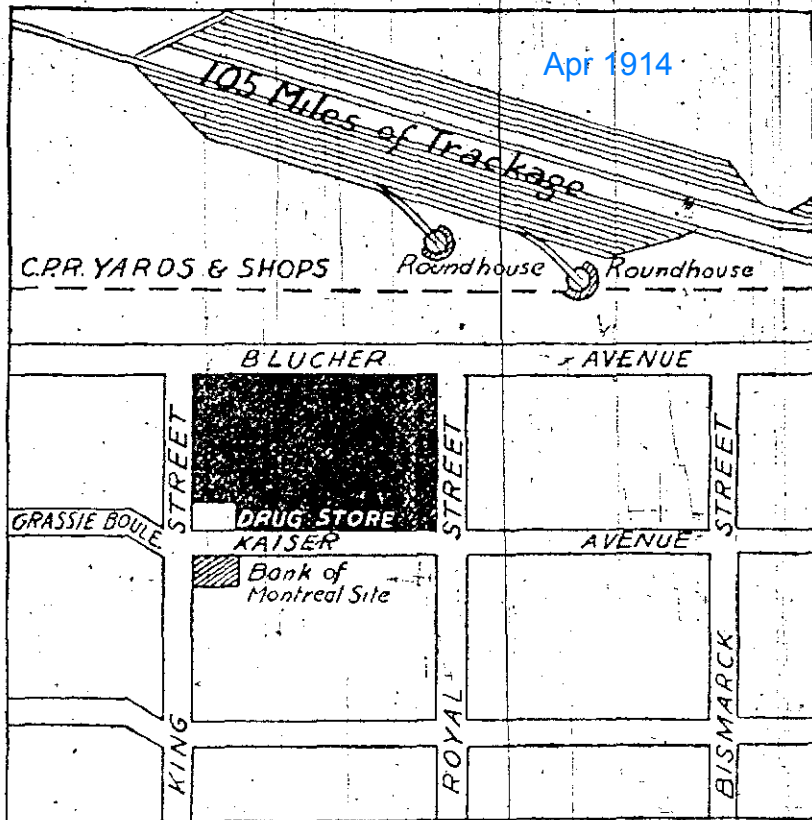
W. H. Williams, a mining engineer, and an ex-inspector of the United States mines, was called in and according to his report "the land is underlain by a considerable thickness of a highly impregnated tar and at depths of three to 20 feet from the main surface. Surface indications all point to petroleum fields and it may be proved by drilling that a valuable natural gas and oil field may be found there."

A company has been formed, known as the Nakamun Asphalt and Oil company, limited, capitalized at \$1,200,000, and it is selling shares at a reasonable sum, so that the field can be properly worked and the rich resources taken from it. When it is considered that Fort McMurray is the nearest asphalt and oil field to Edmonton this new find, situated as it is only 35 miles away from the city should prove a rich investment for those who speculate. The field is only 12 miles from the C.N.R. line which is being built to Grande Prairie and the Peace River, and as soon as extensive operations are made arrangements will be made for a spur track to the fields. This has already been done.

The city of Edmonton is having its asphalt shipped from Trinidad and California, and the charge per ton is \$38. When the Nakamun fields are opened and the asphalt shipped from there it can be laid right at the doors of the city almost for nothing. The company owns 2,400 acres of mining rights around Nakamun and it is closing for much more land in the vicinity of the find. The company also has 360 acres of tested coal lands, which alone make these shares a safe buy at the low price of 25 cents per share, par value \$1; no personal liability. Samples can be seen, engineers' reports and full particulars had by applying to

KARL K. ALBERT, 708 McArthur Building, Winnipeg. Phone Main 7323.

Apr 1914



This is North Transcona's year. No district of Winnipeg will be the scene of more activity in the building of homes from now on than North Transcona. Now that the Bergen cut-off is completed, all the handling of the through traffic will be done in North Transcona yards. This means hundreds of men and their families will locate there. It is safe to estimate nearly 2,000 residents by the end of this year, and even then the town will only have started to grow.

These residents will require stores, banks, hotels, etc., which will inevitably locate on KING STREET. Why? Because King Street runs right through the centre of the town, and is the thoroughfare to St. Boniface. Look on the map and see.

Property on King Street will go to a big price eventually. Get in now, while prices are low. The time is opportune. We have lots adjoining the Bank of Montreal site at from \$35.00 per foot upwards. Easy terms. See us for further particulars.

HOOD & LEE

305 FORT STREET.

PHONE MAIN 7989

Investors and Homebuilders!

New C.P.R. Terminals, Largest in the World, All Ready for Opening—Cost From \$3,000,000 to \$4,000,000—105 Miles of Track Laid and 44 Stall Roundhouse Erected—750 Employees of Company Get Orders to Move to North Transcona a Once—Nucleus of Town Started.

Apr 1914

The new terminals of the Canadian Pacific railway at North Transcona are ready for the formal opening that will take place in the course of the next two or three weeks, and Winnipeg people who think they know their city are due for something in the nature of a sensational surprise when they see them.

The same people will have their sensibilities awakened when they view for the first time the transformation that has taken place in the new town of North Transcona, just six miles east of Winnipeg. It is hard to believe that a development of such mighty proportions could take place and such a comparatively few people be aware of it.

The activities of the C. P. R. at North Transcona are certain proof that great bodies move silently as well as slowly. Without any hullabaloo or blare of trumpets they have quietly, during the past two years, converted a wide stretch of virgin prairie into the greatest individual railway yards in the world. In this work they have spent from \$3,000,000 to \$4,000,000. They have laid down 105 miles of track in these terminals, and the new yards will have an ultimate capacity of 12,000 freight cars. They have erected a huge 44-stall roundhouse, together with repair shops and other large structures, and concrete terminal grain elevators, with a capacity of over a million bushels. A cut-off has been built around Winnipeg from North Transcona on the east, to the town of Bergen on the west, necessitating the erection of a massive steel bridge across the Red river. In future all through freight will be sorted in the new yards, arriving and departing via this cut-off track. This will avoid the congestion which has long handicapped the company in its Winnipeg yards.

What Development Means.

This tremendous development to the east of the city means that 1,700 engineers, firemen, brakemen and conductors forming the C. P. R. freight train crews must live close to the terminals at North Transcona. It means practically this that houses must be

built for at least 5,000 people within the next few months. It means that the monthly payroll at North Transcona will run approximately \$150,000, making an annual distribution of wages of \$1,500,000. The new terminals will be greater than the present C. P. R. yards in Winnipeg, which have long been rated the greatest individual yards in the world.

The development of a great new town at North Transcona is just as certain as the development of a thriving town in G. T. P. Transcona, which adjoins it to the south and which has now a population of several thousand people. This development has already commenced and several stores and dwellings have been erected, as well as a large three-story hotel. The railway company has served notice on some 750 of its employees that they must immediately take up their residence at North Transcona in order to be near their work. Splendid opportunities are offered to contractors in the building of new homes for these men.

Manufacturers Locating.

Further on in this article the full magnitude of the work undertaken by the C. P. R. in North Transcona will be presented in detail. The future prosperity of North Transcona, however, will receive a spur from other directions. There is every indication that, because of its strategic location and the advantages offered, North Transcona is destined to become a great manufacturing town. Many cheap truckage sites are available, and any amount of the cheapest electrical power in America may be procured from the two transmission lines passing close by from the Winnipeg and street railway hydro-electric plants on the Winnipeg river. All three transcontinental railways come together near Transcona, offering an easy solution of transportation difficulties.

Two great manufacturing plants have already located in North Transcona, namely, the Dominion Tar & Chemical company, employing upward of 300 men with a pay-roll of approximately \$30,000 a month, and the Eley Cartridge company, employing some 50 men. Many buildings comprise the

plants of these two concerns, and the employees with their families all go to swell the population of the new town.

An area of land comprising 160 acres has been purchased at North Transcona by the Manitoba Bridge and Iron Works company, Ltd., and it is the avowed intention of this great industrial corporation to erect in the near future a plant costing several hundred thousand dollars. This will employ a great number of men. Other manufacturing concerns that have purchased sites according to information furnished the Free Press, include the Hughes Manufacturing company, which turns out steam radiators, the Minneapolis Automobile Plow company, and Goodland & son, brewers, of Newport, England.

Direct transportation facilities with Winnipeg are offered by the C. P. R. tracks, several trains passing to and from North Transcona daily, and in addition to this residents of the new town will be able to use the new street car line to Transcona, a branch of which will come within short walking distance of the community.

A summary of the development as ultimately planned is as follows:

	Cars.
Westbound receiving yard, 30 tracks	2,090
Westbound classification and departure yard, 40 tracks	2,740
Eastbound receiving yard, 30 tracks	2,090
Eastbound classification and departure yard, 40 tracks	2,880
Westbound hold yard, 24 tracks	600
Eastbound hold yard, 24 tracks	1,100
Eastbound caboose yard, 7 tracks	40
Westbound caboose yard, 7 tracks	40
Repair yard, 32 tracks	410
Transfer yard, 8 tracks	225
Ice yard, 6 tracks	200
Coal storage yard	30
Engine yard, engines	45

The yard was planned by Westinghouse, Church, Kerr & Co., under the direction of J. G. Sullivan, chief engineer western lines C. P. R., and the work is being carried out under the supervision of Frank Lee, assistant chief engineer western lines.

FREE PRESS MAN VISITS NEW C.P.R. TRANSCONA YARDS

Last Monday a representative of the Free Press, accompanied by J. M. Woodman, superintendent of terminals of the C.P.R., and a party of gentlemen, visited the new Transcona yards, which will be opened for traffic Monday. We left the C.P.R. depot on a special train at 2.30 p.m. and after a run of 30 minutes we were entering the largest and most complete yards on the continent with an ultimate capacity when developed to the extent laid down in the layout of 12,000 cars and with 105 miles of trackage. As we steamed through the yards, which extend for a distance of over two miles, it was with a feeling of amazement we gazed upon the apparently endless chain of tracks on which rested hundreds of cars. The magnitude of the whole undertaking is at once astonishing and wonderful.

The Transcona yards are situated six miles east of Winnipeg at a short distance beyond the point where the Molson cut-off branches from the main line via East Selkirk at Whittier junction, these two lines forming the east and west boundary lines of the property respectively. The grounds lie almost due east and west. Along the north and south sides there is a thoroughfare track for through traffic clear of the several yards.

Divided Into Sections.

The yards are divided into two grand sections—the major and the minor yards. The major yards, consisting of the eastbound receiving yards and the westbound classification and departure yards, the eastbound classification and departure yards and the westbound receiving yard, are each large yards symmetrically arranged about a central line through the summit of the humps, facilitating access to all parts of the grounds. The minor yards, consisting of various auxiliary yards that are necessary to a terminal, such as hold yard, caboose yard, and repair yard, etc., are distributed to excellent advantage in spaces between the four major yards, making a layout that is remarkably compact.

Capacity of Yards.

The entry tracks from the west lead into the eastbound receiving yard,

(Continued on Page Seventeen.)

FREE PRESS MAN VISITS NEW C. P. R. TRANSCONA YARDS

(Continued from Page Thirteen.)

which will eventually hold four tracks for 100 cars and 26 tracks for 65 cars with a total capacity of 2,090 cars. Only the northern portion of the yard is at present constructed with a capacity of 1,440 cars. From this yard a double ladder converges to a double track over the eastbound hump to the westbound classification and departure yard, which has eight tracks for 100 cars and 32 tracks for 65 cars, a total capacity of 2,880 cars. The west bound receiving yard has four tracks for 100 cars and 26 tracks for 65 cars or a total capacity of 2,090 cars, this yard being almost identical in layout as the similar yard for east bound traffic.

55 Engines Roundhouse

At a central point between the two humps is situated the roundhouse with a present capacity of 30 engines, but which will eventually be increased to accommodate 55 locomotives. The roundhouse is of the latest C.P.R. standard construction. Its ultimate outside diameter will be 425 feet, and in the centre is a 106-foot turntable, the largest in Canada, and not surpassed by any on the American continent. Space is reserved immediately to the west of the present roundhouse for another of the same capacity. Between the two, which will back up to one another with an intervening space, is located the usual auxiliary buildings, including the power house, small machine shop, storehouse and office building. Here also is located a 100,000 gallon tank.

From the roundhouse are two tracks, branching out to a series of service tracks. To the east are provided six short tracks which are to be used to help out the roundhouse in storing the engines, this small yard having a capacity of 24 switches.

New Gravity System

To the north of the roundhouse lie the humps, the eastbound one immediately to the north, and the westbound separated from it by the repair yards.

SYNOPSIS OF C. P. R. DEVELOPMENT.

Cubic yards of filling used, 2,058,454.

There are 105 miles of trackage.

Will accommodate 12,603 cars.

Yard consists of 156 tracks.

A 106-foot turntable, the largest on the continent.

Roundhouse to accommodate 55 engines.

366 switches are provided.

Opened for traffic May 4.

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C.P.R. DISMISSES 328 EMPLOYEES TODAY

Dec 1928

Majority Laid Off in North Transcona Yards Temporary Help

When the North Transcona auxiliary terminal yards of the Canadian Pacific railway close today at midnight, 328 temporary employees will find themselves without jobs. The remainder out of the 800 to 1,000 men employed there will be returned to their former posts in the car repair department of the Weston shops or transferred to the Winnipeg yards through which all further grain shipments bound for the head of the lakes will be routed from now on, W. M. Neal, general manager, stated today.

Those who are being let out are largely seasonal help, many of them coming up from the east for this particular job, Mr. Neal stated. Of the total being dismissed, less than 50 are from the car repair department, R. A. Pyne, superintendent of motive power, stated, under whose jurisdiction they come. These consist of unskilled and partly skilled men, who averaged \$120 a month. The remainder of these leaving who are in the operating department, are higher salaried men, including engineers, firemen and switchmen.

While the Winnipeg payroll will be considerably lightened by the closing down of the yards, the men affected in many cases go to other jobs in the east. The loss to the city is nothing like it used to be up to about two years ago, when conditions were stabilized to take care of most of the men let out at this time, it was stated.

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