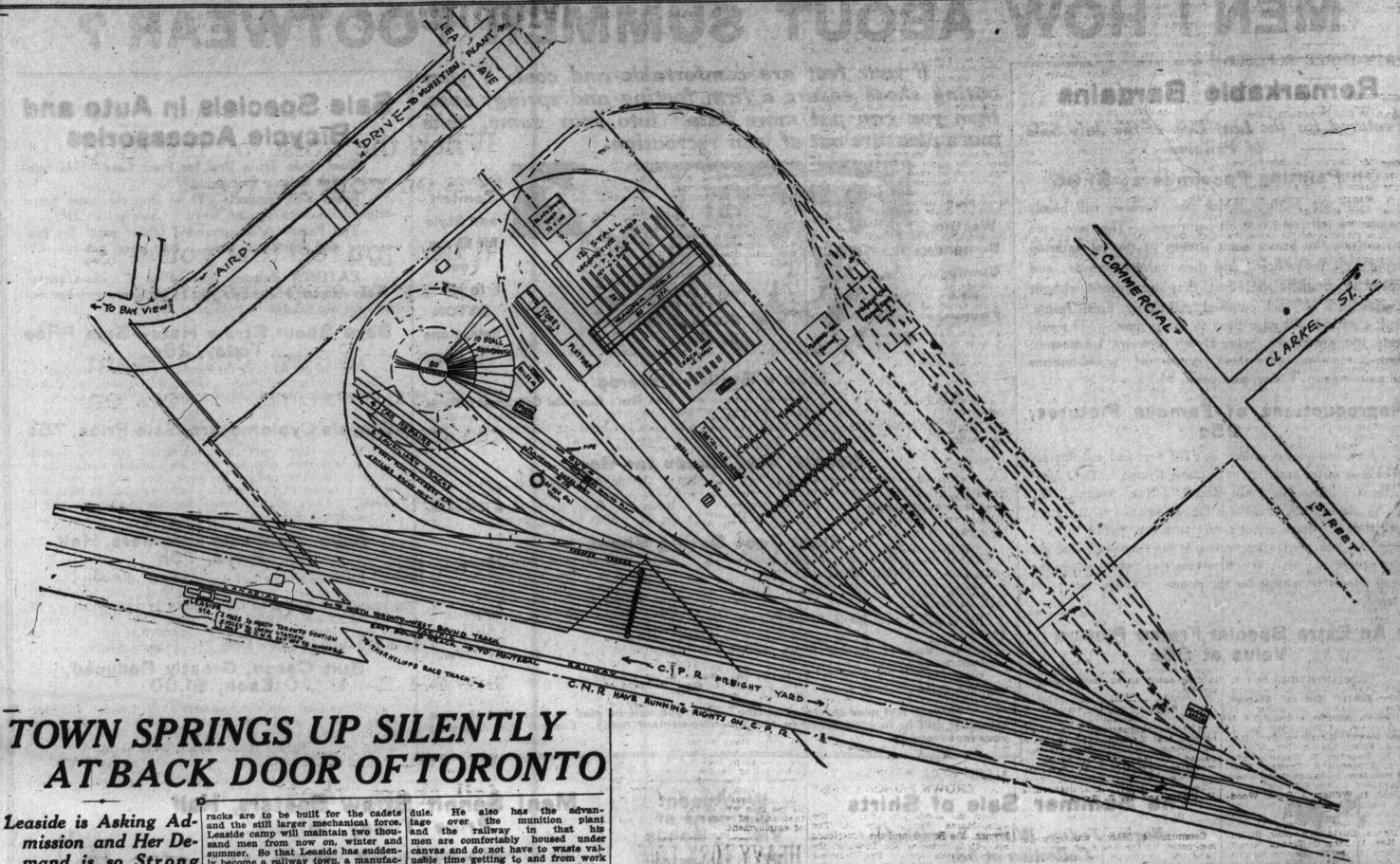
THE CANADIAN NORTHERN (NATIONAL RAILWAYS) LAYOUT AT LEASIDE

A Great Big Railway Town Now Being Organized Northeast of Toronto



mand is so Strong it Cannot Be Ignored.

Sand men from now on, winter and summer. So that Leaside has suddenly become a railway town, a manufacturing centre, a great military camp. And, lastly, it will be a great residential annex of the city.

The C.N.R.'s New Lay-Out.

for, made the beginning of the pros-perity of the old town of West Toronto, now Ward Seven of the city. All kinds of industries and businesses located around what was a new railway town. The same thing is about to happen in Leaside, the northeast suburb of Toronto, in connection with the Canadian National Railway system, which now includes the Canadian Northern.

great big new railway town, planned by the Canadian Northern years ago, is now well under way at Leaside, alongside of the Canadian Pacific's freight yard. It promises to be one of the most up-to-date railway layouts in Canada. It is more than likely of rumpets that the action of the C.N.R. may Before th stimulate the C.P. to further development at Leaside. But in the meantime the C.N.R. management is busy. had already been started by When the latter road first planned to Canadian Northern Railway enter Toronto, it secured 100 acres in pany, but the declaration of hostilithe Don Valley just north of the pre-sent Bloor street viaduct, for a freight The plans of months were dropped yard, for shops, for a ranway
But that was more or less temporary:
they made up their minds that a great
they made up their minds that a great
then amazing progress has been
made and this fall will see Lesside transcontinental road for Toronto ought to have its yards and shops on the upper level (like that of West To-bu: certainly the most modern and ronto or Leaside), and they bought the up-to-date in Americaproperty now being developed. They also planned to have a thru crosstown a \$2,000,000 proposition and that is line on the upper level, and they made but a fraction of what will ultimately line on the upper level, and they made an arrangement with the C.P.R. for joint use of its double track system from Leaside to West Toronto, also with common use of the new North Toronto station. The World believes that the National Railways (C.N.R.) will make North Toronto station their main city passenger terminal, the last state of construction, an eye has been kept on the future of the future of the future will be a company on the future of the future will be a company on the future of the future keeping all their rights in the new on the future, so that at a com-

up to Leaside as fast as the contractors | the near future. at Leaside can get the new lay-out finished. They have also built a cutoff from near Donlands (one mile east of Leaside), on the C.P., northward to Canadian Northern Railway yard and Duncan, on its Winnipeg line. This shops, the aviation camp of the Royal cut-off line will be ballasted in a fortnight and ready for use. They are plant which is now being duplicated also understood to be making arrange- so as to take care of an order from ments with the C.P. for joint trackage the United States Government for 12to a mile east of Agincourt for their inch shells. At present they only eastern line, which will give it a make 8-inch shells for the British straight and high level approach to its Government. new Leaside yards.

The new yards at Leaside will start with at least 500 employes, soon to be increased, and a big demand for houses. The town also enjoys all the conveniences of a city—water, sewers and lighting—but lacks a street car yardmen, the Canadian shops at Leasure and lighting—but lacks a street car yardmen, the Canadian shops at Leasure and lighting—but lacks a street car yardmen, the Canadian shops at Leasure and lighting—but lacks a street car yardmen. increased, and a big demand for houses. The government will have either to get some one to build houses or in the meantime run some kind of a shuttle train in and out of the city; or arrange with Toronto for an extension of the street cars out to Leaside. But a great centre. With the exception of the log new railway town is knocking at the northeast door of Toronto for recognition. And a munition plant, with six thousand hands, is now in existence right alongside the new yard: and

gardens, have disappeared and a townsite has taken their place. The C.P.R. was there, but only as a junction station with a small freight yard. Now it is to be a railway, industrial and residential centre with 20,000 inhabitants.

The gee and haw of the plowman has given way to the snort of the locomotive, the pistol-like explosions from the steam shovels and the general noise of a half a dozen building trades on a hurry-up job.

No Blare of Trumpets. The transformation of Leaside is being brought about without a blare

Before the war Leaside marked place by reason of its geo-graphical relation to Toronto. Work

The railway yards at Leaside are Union Station down town.

Removing Freight Tracks.

But at all events the C.N.R. is getting out of the Don Valley with its freight tracks and shops, and is going to the control of the Don Valley with its freight tracks and shops, and is going to the control of the little, so that at a comparatively small cost they can be enlarged as circumstances demand. They have the prophetic eye up Leaside way, and a second West Tofreight tracks and shops, and is going to the control of the little, so that at a comparatively small cost they can be enlarged as circumstances demand.

Are Working to Capacity

nable time getting to and from work because of the lack of transportation facilities. Their supplies are all

brought in by motor trucks.

Fourteen C. N. R. Tracks Parallel to the C. P. tracks the Canadian Northern will have 14 tracks of varying length to take care of this business. The coach yard will have 15 tracks with a capacity for 140 cars, each 80 feet long. A 2,000-ton icehouse has already been built to the south of the tracks.

The coach shop, a solid red brick building 300 feet by 160 feet, with 12 stalls, will give employment to about

The coach shop, a solid fed brick building 300 feet by 160 feet, with 12 stalls, will give employment to about 150 men in repairing, painting and general overhauling of all rolling stock other than locomotives. Adjactent to the coach shop is the transfer table 372 feet long by 80 feet wide. The locomotive shop will contain 12 stalls. It is 300 by 151 feet. The blacksmith shop is 70 by 100 feet. One large building 50 by 170 feet will be given over to offices and stores and be faced with a large platform.

New Repair Shop.

For repairing freight cars a separate building, 200 by 100 feet, is to be erected, and close by is a planing mill 100 feet square and another smaller building to house the stores for the coach yard.

The will of the late John Robs Rober'son was entered for probate yesterday. The estate is valued at \$1,858,350.63, made up as follows:

Real Estate.

Premises known as numbers 79 and 31 Ray atreet, Toronto, occupied by The Evening Telegram newspaper, frontage 54 feet, depth 140 feet, \$420,-424.72.

Sherbourne street, Toronto, frontage 78 feet, depth 180 feet, \$39,093.33.

Premises known as number 291 Sherbourne street, Toronto, frontage 57 feet, 10 inches, depth 180 feet, \$12,912.36.

Premises known as number 291 Sherbourne street, Toronto, frontage 57 feet, depth 180 feet, \$24.72.

Premises known as number 291 Sherbourne street, Toronto, frontage 58 feet, depth 180 feet, \$24.72.

Premises known as number 291 Sherbourne street, Toronto, frontage 58 feet, depth 180 feet, \$29,093.33.

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Prem

smaller building to house the stores for the coach yard.

To the layman probably the most interesting building in the yards is the roundhouse. For the present it will be capable of accommodating 10 engines at one time and its capacity can easily be increased as circumstances demand. It, like the other buildings, is of red brick. A 60,000-gallon water tank has already been completed nearby. The turntable is the most modern in Canada.

100 feet, depth 400 feet, more or less (irregular), \$32,163.43.

Total, \$504,593.84.

Sevening Telegram, as shown on books of account, which may be inspected at any time during business hours, \$107,568.33.

Securities for Money, Life Insurance, Cash on Hand and in Bank.

Dominion Victory Loan bonds, \$48,the most modern in Canada.

The destinies of the yard and shops will be controllable from the shops will be controllable from the shops will be controllable from the standard Life Insurance Company, Canada Life Insurance Company,

extreme northeast end of the yards.
There are about five miles of tracks paralleling the C. P. tracks and in the yard proper another five miles.
Grading Nears Completion.
The grading will be finished in about three weeks. As the earth is removed it is trucked on a light railway a distance of a couple of hundred yards, where it is used in raising the level of the land near the C. P. R. tracks. Considerable trouble has been experienced with water which is found a few feet beneath the surface to the componies of the part of the surface to the componies of the part of the surface to the componies of the part of the part of the surface to the componies of the part of the par found a few feet beneath the surface. It is interesting to note that the big

coach house now nearly completed, was only commenced on May 24. Similar rapid progress has been made on the other buildings. It is understood the Canadian Northern is anxious to get out of the Don Valley this fall when their lease with the Grand Trunk expires. Hence the rush at Leaside to have everything in

readiness by then. Many Workmen Employed.

cognition. And a munition plant, with of earth, all the work is being done that thousand hands, is now in existence right alongside the new yard; and right alongside is the Royal Air Force camp at Leaside, where big new bar-

struction of street railway facilities will thus be rendered more imperative than ever.

INVENTORY IS GIVEN OF ROBERTSON ESTATE

Robertson was entered for probate yesterday. The estate is valued at

value \$3,072. 10 shares Dominion Telegraph Company, common, par value \$500, fair

market value \$400.

120 shares Masonic Temple Company,
Ltd., common, par value \$3,000, fair
market value \$1,500. 1 share Canadian Press, Limited, common, par value \$100. 1 share Canadian Associated Press Limited, common, par value \$100.

1 share Island Aquatic Associatio common, par value \$100.

§ shares Motordrome, Limited, com

mon, par value \$80.00. Total—\$4,972. Household goods and furniture-\$8,000.00. Personal effects and jewelry—\$250.00. Stock-in-trade of Evening Telegram buşiness-\$47,813.21.

Plant, machinery, tools and equipment-\$251,524.15. Automobiles and delivery cars-\$16. Good-will of Evening Telegram bus ness---\$500,000.00.

Sundries-\$3,323.00. Total-\$827,060.00 Grand total-\$1,858,350.63,

of special liqueurs, if one has neither the spirit nor the sugar one can still camouflage a pitcher of water and call it brandy, anisette, rum, gin, Scotch, rye or even absinthe. A Quebec firm advertises very extensively in the dry provinces that it wants 100,000 clients for their new patent extracts, a small bottle of which is guaranteed to make a whole which is guaranteed to make a whole quart of fine rum. What the adver-

ranks of the 100,000 clients.
Samples of the extract have been

IMAGINATION NEEDED

TO CALL IT A DRINK

If one has the alcohol and the sugar one, can easily make various brands of special liqueurs, if one has neither

from the same source, but they have never been found to be the claims of other than manufacturers of common flavoring extracts which may give the color and somewhat the flavor of various diquors but can add very little "kick" to a bottle of water.

quart of fine rum. What the advertisement does not say, however, is that the extract will make the rum only if added to good alcohol, and a number of thirsty ones in this and other provinces, under the impression that water is all that is required in addition to the extract, are joining the ranks of the 100,000 clients.

Samples of the extract have been analyzed by the Ontario License Board's analyst and have been found to contain not even the slightest trace of alcohol.

J. D. Flavelle, the chairman of the board, stated that the advertisement was shown to him yesterday, that for the last few years similar announcements have appeared in the papers in this province apparently always

HIGHLANDERS TO HAVE REUNION ON SATURDAY

A big out-door attraction next Sat-urday afternoon will be the picnic and games held under auspices of the 48th Highlanders, at Woodbine Park, as a grand re-union for all 48th war veterans, and their wives and children-All 48th officers and men drafted to the 19th, 35th, 58th, 74th Battalions, or any other unit, and all members of the 15th, 92nd and 34th Highland Bat-talions are extended a cordial invita-tion to be present at the picnic. Invitations have been sent by the 48th to all its veterans but owing to the tie-up at the postoffice, the invi-

the tie-up at the postoffice, the invitations have not, so far, been delivered. Both the brass and pipe band of the 48th will take part in giving a splendid musical program. The afternoon will also be featured by twelve sporting events, and a punch and judy show for the children. Everything



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