

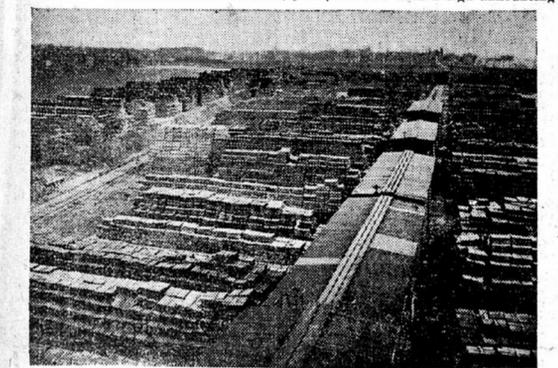
LUMBER INTERESTS IN THE MIDWAY DISTRICT

GREAT BUSINESS GROWING UP AT TRANSFER

It Will Become the Great Lumber Supply District for the Northwest--Huge Storage Yard for Pacific Coast Shingles Almost Completed by Transfer Company.

THE Midway bids fair to be the great lumber district of the northwest. Every year more sawmills tributary to the twin cities are obliged to shut down because of the giving out of their supply of lumber in the Minnesota territories. This is the beginning of the end in the local sawmill industry. But while the available timber in this section of the country is rapidly coming to an end, the demand for lumber is increasing, and increasing by great strides. There was only one thing for lumbermen to do to meet the demand, and that was to get the timber from a distance and ship it in by rail. Of course this method is more expensive than simply floating logs down a stream to a mill and selling them from the original millyard.

Lumber company established a yard here. This company carries on hand a large stock to fulfill the general requirements of northwest retail yard trade. Every variety of Pacific coast timber is on hand ready for quick-order shipment. The Citizens Lumber company also has a yard in this territory, and carries on hand a large assortment of lumber of all varieties and sizes, including Pacific coast cedar shingles and large dimension lumber. The R. B. Thompson Lumber company recently purchased a Transfer site, facing on University avenue and containing a large tract of land, and is contemplating erecting a lumber storage house for retail business. Their property is placarded with a sign announcing



VIEW OF SHINGLE STORAGE SECTION OPERATED BY THE MINNESOTA TRANSFER COMPANY.

And cut lumber is consequently much higher today than it was a decade ago. Pacific Coast Lumber.

The Pacific Coast is each year looked to more by local lumbermen for keeping up their stocks. At first, simply a few shipments to fill in stocks were needed. Today it is necessary to keep yards of Pacific coast timber on hand to meet the local demand. And what place could be more desirable for the establishment of Pacific coast lumber yards than that section of the Midway district adjacent to the Minnesota Transfer, a location convenient for receipt of cars, and where, from one point, cars can be reloaded and sent out on any line of railroad entering the twin cities with like convenience and without any additional switching charges?

This is that the Midway has already become an important lumber district. And because of the increasing necessity for the increasing quantity of timber at the most convenient point, it is assured that the Midway lumber district is now but in its infancy. The first lumber company to establish itself at the Transfer was the Brooks Lumber company. For many years not only has this company had a large yard there, but also a sash and door shop which has had a practical monopoly on the Midway business of this nature, being the only one in the entire Midway territory. The Brooks company is not located, however, where the new Midway district is springing up on the Minneapolis side of the Minnesota Transfer tracks, but is on the St. Paul side of the Transfer tracks, on the north side of University avenue. On account of the increased building thruout the Midway, the long established company is doing all the business its men can attend to.

The Brooks yard, however, now has important competition springing up and more in sight for the near future. A Big Storage House.

The Menz Lumber company of Minneapolis has recently erected an immense storage house, mainly for the storage of its Pacific coast timber. The building will be used also for general storage, and for convenience, the storage business has been incorporated separately under the name of the Midway Storage company. Their storage building is 250x210 feet, divided into six divisions, and these in turn, into 180 sections. The building is modern in every respect, and is equipped by a number of cupola ventilators. It is furnished with electric lights in every section, and has gravity carriers throughout. The building contains 50,000 square feet of floor space, is located on a generous site of 6 1/2 acres, with 2,000 feet of private railroad trackage. Already the establishment is proving a good venture. Every kind of lumber is kept on hand in quantity. George F. Newmyer, manager of the Midway Storage company's building, is an experienced man, having been in the lumber business a number of years.

A Center for Shingles. Not far from the big building of the Menz company the H. B. Waite Lumber company of Minneapolis has purchased a five-acre tract, at the corner of Wabash avenue and Montgomery. The Waite company will make this a great center for storage of shingles and lumber of small and large dimensions. All their lumber will be under roof. On the Waite company's land will be erected a number of substantial lumber storage houses. One will be 75x500 feet; another, 80x300 feet; and five shingle sheds in addition will each be 40x200 feet. Within these buildings will be carried all kinds of joists and timbers up to fifty feet in length. Washington fir, spruce, red cedar and California redwood. The stock will be between 4,000,000 and 5,000,000 feet of lumber. The whole will represent an investment of \$150,000 to \$200,000. The Waite company contemplates ultimately also doing a general storage business.

Other Companies Established. Some three years ago the Transfer

Midway District.
Special bargains in lots on easy monthly payments. Without interest. Prices from \$150 to \$200. Telephone 6913 Twin City. See fare to either city.
D. R. ELDER,
Manhattan Building - St. Paul.

TRACKAGE FACILITIES ATTRACT INDUSTRIES

Continued from Eighteenth Page.

rattan work of the finest construction and from the cheapest to the most expensive patterns. There is also a full line of boys' express wagons, coasters and propellers, wire doll carriages and various wheel toys turned out in large quantities with ready market. In this department there is competition, but with the freight rate favoring the consumption of the Minneapolis product. In the other two departments competition is practically a minimum. The wire feature of the business comprises novelties and special goods such as woven doormats, hammocks, spark guards or fire screens, finely woven tablemats for hot dishes, coat and hat racks and a variety of other articles for domestic use. The doormat is unique in that a name, street number or attractive device may be woven into it without adding materially to the cost, a feature controlled by the patents of Mr. Lloyd, who is widely known as a successful inventor.

The third or machine manufacturing department is without competition, the machine made there being the only one in the world which will automatically weave wire such as used in wire mattresses. This is put out on yearly rentals and less than 20 per cent of the possible users of this machine have been supplied. With this machine one operator can weave from 500 to 800 pounds of wire a day against from 250 to 300 pounds in the old way, and with less attention and better work.

The Lloyd plant is on Northern Pacific trackage at Central and Eighteenth avenue NE. Buildings and land are assets of the company. The buildings are two-story brick and are nearly new. The capacity of the plant was doubled about a year ago, and is still only half large enough with plenty of yard room for expansion. One building is a warehouse and the other the office with storage room above. It would require about a quarter of a million dollars to retain the business intact for the city. The business is capable of division into three departments, thus allowing for three different and well-defined industries instead of one.

One of the men most prominently identified with the progress of establishing industries in the Midway district is George H. Watson of 420 Guaranty Loan building. Mr. Watson is acting as an agent for several holders of property and his enthusiasm and diligence in showing the advantage to locate in this new district, is largely responsible for the wonderful development. Mr. Watson has located many of the industries now operating there, and expects several others to be installed soon.

Carey Cement Roofing grows better with age. See W. S. Nott Co., Tel. 378.

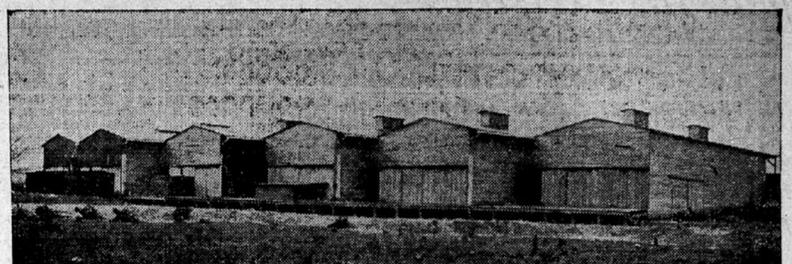
Lewis and Clark Exposition, Yellowstone National Park. During the coming summer tourist season the Northern Pacific will present some of the most attractive combination trips ever offered, both westward via the Yellowstone park to the Pacific coast, Alaska and the Orient and East via the Great Lakes. Now is the time to arrange plans for your party building. Mr. McNeill, City Ticket Agent, No. 19 Nicollet House, Block. If you want a hurry-up job of roofing done, telephone W. S. Nott Co., 376.

paint, varnishing and upholstering shop, 300x125 feet; mill, 150x100 feet; a motor repair shop, 250x200 feet; a machine shop, 250x60 feet; a truck, frog and blacksmith's shop, 150x100 feet; an ironing, 75x25 feet; a coal-house, same dimensions; power plant with building 100 feet square; and a fireproof oil storage building, 40x30 feet. The present plans also call for a transfer table, 605 by 90 feet, extending thru the center of the shop layout, so cars may be conveniently handled. The buildings, non-inclusive of the car-house, will cover 4.3 acres. Just adjoining the new car shop site, is the twenty-acre tract occupied by the Bohn Refrigerator Manufacturing company, with its big white building and large, well-kept lawn in the front.

CAR-LINE EXTENSIONS
The shops are not the only improvements being made in the Midway district by the Twin City Rapid Transit company. Already work has commenced building the long-talked-of cross line, commencing at the fair grounds, on Snelling avenue, and to extend across to the Grand avenue line. This cross line will necessarily connect with the Hamline line, the interurban system on University avenue, the Rondo line on Rondo street, and the Selby and Merriam Park cars on Selby avenue, ending finally with the Grand avenue line. The cross-town line does much toward building up the cross-town district thru which it runs. Snelling avenue is a broad, handsome street, but has not been much built up because of so little of it being convenient to the car lines.

The Merriam Park people especially are looking forward to the approaching day when their special line along Marshall avenue will be extended to Minneapolis, thus making a thru service and making Merriam Park still more popular as a place of residence for Minneapolisites. Further plans of the street railroad people include extending the terminal of the Hamline line so that it will come out at University street on University avenue, the Hamline line connects with the interurban. This, too, will be an advantage for Minneapolis people who desire to reside in the Midway district, for it will make Hamline and all adjacent territory much more accessible than it is at present.

The 5 cent fare, recently put into effect from Snelling avenue on the interurbans to Minneapolis will also be beneficial. It permits residents of Hamline and the St. Paul end of Merriam Park to ride to Minneapolis for 5 cents, where before they used to pay 10. Hamline, Merriam Park, St. Anthony Park, and the less thickly settled districts between these suburban residence parks are now accessible to either St. Paul or Minneapolis for one fare. The car service is also most excellent, large, roomy cars being operated on all these lines, the cars being but a few minutes apart. This frequent car service lasts at night till 1 o'clock, after which hour "owl cars" speed along every hour till 5 o'clock, when a more frequent service begins.



STORAGE-HOUSES OF THE MIDWAY WAREHOUSE COMPANY.

The building of the car shops at University and Snelling is bound to have its effect on surrounding real estate. The shops will employ upwards of 1,500 men. They will wish to reside in the vicinity of their work. Many of them, doubtless, will purchase property in the neighborhood. A new Midway village, bordering on Merriam Park on the west, and Hamline on the north, is bound to spring up. Property in this district is already looked on as a good investment for speculation, and many deeds for lots have of late changed hands, with a still greater number pending.

Barrett & Zimmerman, the well-known Midway horse dealers, are showing their faith in this district by having purchased considerable land at the corner of Snelling and University on which they will erect a brick block 140 feet deep, with 225 feet front on University.

GREAT TERMINAL PLANT
Minnesota Transfer is an enormous Traffic Institution.

There is one company in the Midway which employs more men probably than all the other Midway industries put together. It is the Minnesota Transfer Railway company. "All roads lead to Rome," so from thruout the northwest all roads lead into the Minnesota Transfer yards. There ten railroads center. There the freight of these ten big lines is sorted and reloaded where necessary, and all cars coming in from different parts of the country sorted out according to the respective bills of lading and made up to be taken out on what-

ever line of railroad is the shortest route to their various destinations. The extent of the yards of the Transfer company may be best appreciated by viewing them from the long University avenue bridge which crosses the tracks. And yet, even then their real magnitude is not appreciated. The total trackage of the yards aggregates a little over forty-two miles of rails. From the bridge, one end of an iron-clad building in the central part of the yards may be seen. This building is 200 feet in length by 50 in width and is the office building of the Transfer company. Within this 140 clerks are busy from morning till night. Alongside is a platform shed 800 feet in length, used for the loading and unloading of cars. Three hundred and fifty freight handlers are continually busy here. Thruout the yard, sixty switchmen are kept busy seeing to proper guidance of the hundreds of cars each day handled by eleven yard locomotives.

In all, the Transfer company employs continually between 600 and 700 men. Its operating expenses are about \$500,000 a year. About 450,000 cars are handled by the company every year and fifty trains are disposed of in the yards every twenty-four hours.

The Minnesota Transfer company is owned by the ten roads whose freight it handles, the Chicago, Burlington & Quincy, Chicago Great Western, Chicago, Milwaukee & St. Paul, Chicago, Rock Island & Pacific, Chicago, St. Paul, Minneapolis & Omaha, Great Northern, Minneapolis & St. Louis, Minneapolis, St. Paul & Sault Ste. Marie, Northern Pacific and Wisconsin Central. The board of directors of the

Minnesota Transfer company is composed of one representative from each of these ten roads. The officers of the Transfer company are prominent officers of the associated railroads, namely, President, A. D. Sewall; vice president, G. P. Lyman; secretary, L. A. Robinson; superintendent, M. J. Dooley, (the active head of the transfer company), and the agent, F. G. Marshall.

Every year the Minnesota Transfer company finds it necessary to enlarge its yard trackage. Recently spur tracks have been built all thru that adjacent section where so many industrial plants, storage houses and lumber yards are being located.

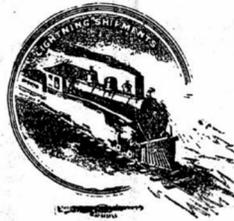
The expense of maintaining the Transfer company is met by assessing each railroad of the ten proprietary lines according to the amount of business for each respective line handled by the Transfer company.

\$57.90 Round Trip to California. Tickets on sale commencing May 1 via the Minneapolis & St. Louis R. R. Final return limit, ninety days. Stopovers allowed in both directions and tickets good going one route and returning another.

For particulars call on J. G. Riekel, City Ticket Agent, 424 Nicollet Ave.

"Omaha and Des Moines Limited" Trains leave St. Paul daily at 8:55 p.m. via the Minneapolis & St. Louis, arriving Omaha the following morning at 8:05 a.m. Des Moines 7:45 a.m. Through Pullman Sleepers and Buffet Library Car service. Direct connections in Union Deposits for points south and west. Call on J. G. Riekel, City Ticket Agent, 424 Nicollet Ave.

Transfer Lumber Co. WHOLESALE ASSEMBLERS Pacific Coast Lumber FIR SPRUCE CEDAR



Shipments from Minnesota Transfer in Straight or Mixed Cars
2080 Wabash Av., Merriam Park ST. PAUL - MINN.

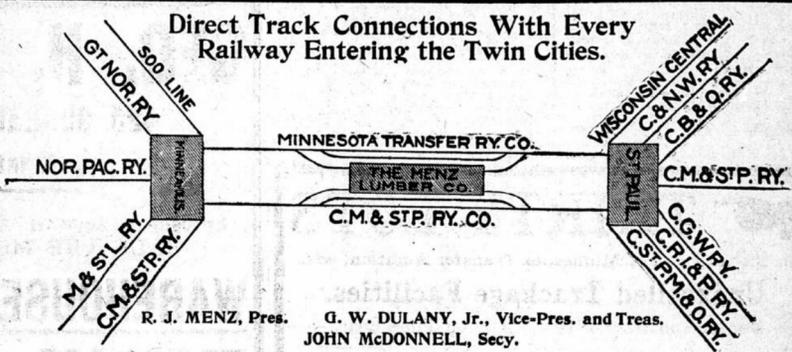
H. B. WAITE LUMBER CO. MANUFACTURERS AND SHIPPERS OF

White Pine, Washington Fir and Red Cedar Lumber RED CEDAR SHINGLES.

Minneapolis, Minn. MILLS: Clear Lake, Ballard, Getchell, Granite Falls and Parker's Spur, Wash.

We have the largest stock of long fir timber and fir joists 50 feet and under in the Northwest. Our sheds will contain a complete assortment of

California Redwood, Washington Red Cedar, Spruce and Fir Finish Siding and Pattern Lumber, enabling us to make immediate deliveries in straight or mixed car.



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Washington Fir, Red Cedar and Spruce Lumber Washington Red Cedar Shingles

Direct Shipments from Pacific Coast or Prompt Loading of any Mixed Car from Our Warehouse.

Our Transfer Sheds contain full stocks of
Fir: Flooring, Drop Siding, Ceiling, Deep Joists, Long Timbers.
Red Cedar: Bevel Siding, Mouldings, Shingles.
Spruce: Bevel Siding, Finish, Batters, Wagon Box.

Redwood Siding, Finish and Shingles, Basswood Siding and Ceiling. Turned Columns and Turning Squares, Hardwood Flooring, Yellow Pine Flooring and Ceiling, Building Paper.

Complete Transit Line of Red Cedar Shingles We are Wholesalers and Car Load Shippers, and sell to dealers only.