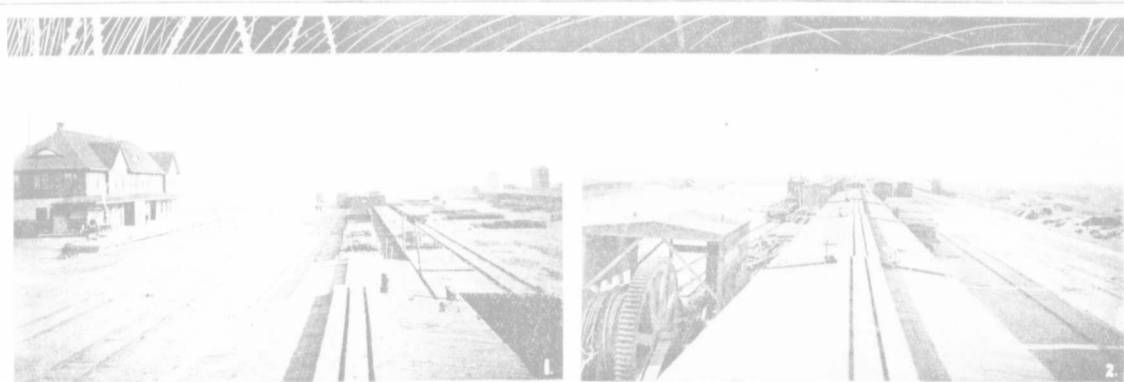


the town of Melville, which is now being built on the site of the railway constructed in 1905 and 1906 by the three of our railway companies. The vision and rate of growth of these young cities is nothing short of marvelous. Thus it may be seen that in this province new trading centres are constantly being formed, to which will gather business and professional men sufficient to supply the requirements of the different districts. All this indicates that there must be opportunities for business men of all kinds. For merchants, for carpenters and masons, for doctors, for druggists, for dentists, for veterinary surgeons, for lawyers, for school teachers, for tailors, for harness-makers and for blacksmiths, there are opportunities.



1. East View GRAND TRUNK PACIFIC YARDS 2. West View

Melville's Future Assured

"The towns have only begun their usefulness. The country has only begun to be settled. As the population increases and the area of cultivated land becomes greater the produce to be handled will be greatly increased. More banks will be established and modern institutions will be found in places where but a few short years ago there was nothing but the broad expanse of prairie."

To supply the needs of these numerous smaller towns, which are being built throughout the province, there will have to be manufacturing and distributing centres. These will of necessity be located where the necessary shipping facilities are to be found, such as are provided by the main and branch lines of the Grand Trunk Pacific and other lines which will centre at Melville. In the natural course of events, there must be a rapid growth in the population of the towns and cities, in order to keep pace with the growth of the rural population.

For these reasons no better opportunity is offered today for profitable investment, for big and quick returns, than in real estate in a town such as Melville, the future of which is assured by conditions which it is now practically impossible to change.

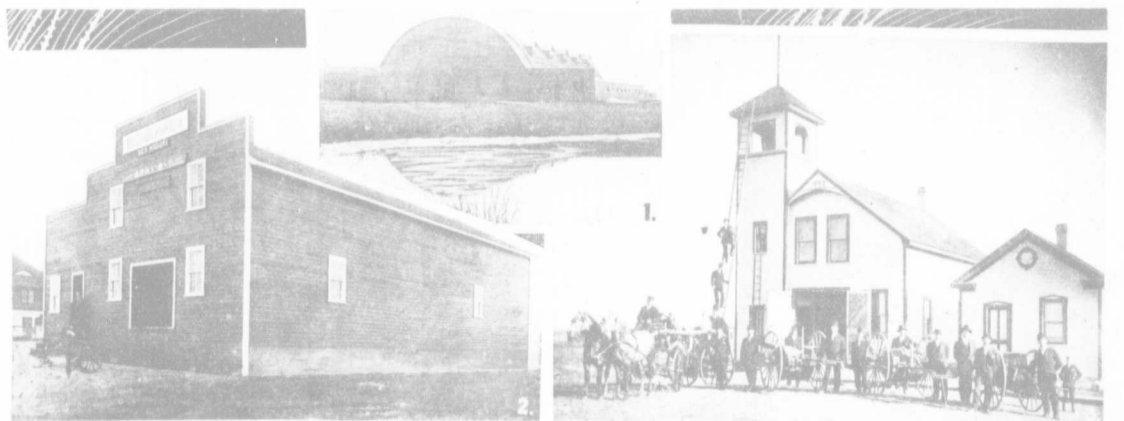
Melville Realty a Good Investment

From the Mercantile and Financial Times, New York:

Along the Grand Trunk Pacific has arisen Melville, where but two years ago was only a barren stretch of prairie. Now it is a flourishing town of 2,000 people, with banks, hotels, churches, schools, a fire department, a number of well-stocked stores and many fine residences. Melville is growing faster probably than any other town in Western Canada, and the reason for this is that it is a divisional point on the Grand Trunk Pacific with railroad shops and yards, and where a large portion of the population are employed by the railway company and are therefore permanent residents of the town. Wholesale houses are already being established to supply the surrounding territory which is being opened up.

Melville will be the operating base for about 2,000 miles of railway on the Grand Trunk Pacific, nearly 1,000 of which will be main line; and when the Hudson's Bay railroad is completed it will likewise be the operating base for that road.

With such tangible evidences of permanency it will readily be seen that real estate in Melville is an exceptionally good investment. Many have made large sums of money in investments in realty there, and everyone that has bought there has made some money, and many would have made more if they had held to their holdings long enough. Naturally the future growth of Melville has been discounted by the knowing ones and property in the centre of the town is held at high prices. However on the outskirts property can be picked up at prices especially attractive to the small investor, for besides being cheap it has also the advantage of being good.



1. Rink 2. Massey-Harris Warehouse 3. Fire Hall & R.N.W.M.P. Barracks

Melville Should Duplicate the Growth of Other Important Divisional Point Cities

An idea as to the rapidity of growth of a few Western Canada towns may be gained from the following figures, compiled and published by the Winnipeg Free Press:

	1901	1906	1909	Inc. % Yrs
Calgary	4,091	11,975	29,265	614 per cent.
Edmonton	2,626	11,167	25,000	852 "
Regina	2,939	6,109	13,500	560 "
Moose Jaw	1,558	6,219	12,600	670 "
Saskatoon	113	3,011	12,100	2,565 "
Lethbridge	2,072	2,313	10,000	382 "
Prince Albert	1,785	3,001	7,000	292 "

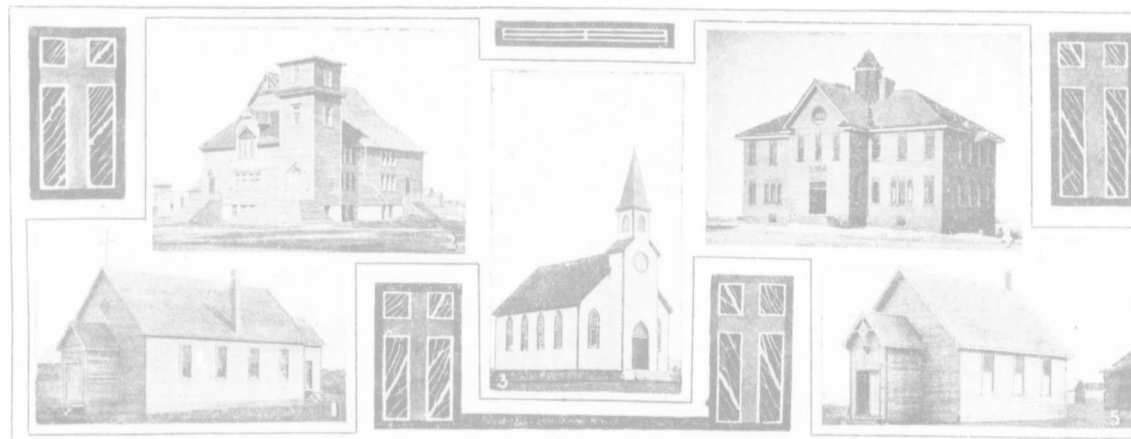
The cities included in the above table were but a few years ago no larger than Melville and probably had no advantages that Melville does not have. Skeptics there were in abundance who scoffed at the idea of these towns ever growing to their present size. Innumerable instances might be cited where lots located in these towns were offered to and refused by investors at from \$100 to \$300 a lot. These same lots, in some instances, are now worth upwards of \$25,000. Did you share in these large profits? If not you have an opportunity to purchase lots in Melville, which bids fair to duplicate the record made by these other cities.

From one frame store building in October, 1907, to a town of more than 500 buildings, 2000 population, and an assessed property value of \$1,792,000, from the open prairie to graded streets, cement sidewalks and handsome brick and concrete business buildings in three years' time, is a record of vitality and growth equalled by few cities, even in the land of wonders—Western Canada. Yet this is the record that Melville has made, and the greater part of this wonderful growth has been made in the past two years.

The same forces which caused this recent rapid growth are still operative, but their influence is cumulative, and the proportionate rate of growth in population and wealth increased from month to month. While the population doubled from 1909 to 1910, the assessed valuation of property jumped from a little more than half a million dollars in the former year to upwards of a million and three-quarters in the latter year, or an increase in the one year of 250 per cent. A large part of this increase in property valuation was due to the appreciation in the value of real estate, in short, represented the profit accruing to the early investors in town lots. The remainder of the increase resulted from the improvements put upon the real estate, business buildings, dwellings and the like.

The following figures show the increase in assessed valuation in a number of cities and towns of Western Canada for the four years of 1906 to 1909, inclusive:

	1906	1909
Calgary	\$ 7,771,921	\$19,824,978
Edmonton	13,980,242	25,584,990
Regina	6,448,092	16,237,181
Moose Jaw	3,561,770	10,781,035
Saskatoon	2,317,115	8,196,767
Lethbridge	1,630,586	5,022,545



1. Roman Catholic Church 2. Union Church 3. Lutheran Church 4. Public School 5. English Church

Practically every line of business is represented in Melville, yet the rapidly increasing population offers splendid opportunities to the business man wishing to make Melville his home.

20,000 Club Being Organized for Melville

Every day the traffic on the main line of the G.T.P. is increasing, and with every increase comes an addition to the force of railroad employees making Melville their homes and headquarters. With every additional mile of steel laid on the Hudson Bay, the Regina, Lethbridge and International Boundary branch lines, Melville's trade territory is increased. Under these conditions it is difficult to see how the growth of Melville can be checked. There is every indication that it will continue, and every reason to believe that the town will have a population of 20,000 souls within a few years. So confident are the leading business men of the town that this can be counted upon that they are formulating plans for the organization of a "Twenty-Thousand Club" for the purpose of working to this end.

A population of 20,000 for Melville means an increase manyfold in the value of real estate in all parts of the town, based upon present values. If real estate has advanced in some instances 500 to 1,000 per cent. in two years, during which time the population was increasing from 625 to 2,000, it is reasonable to expect a much larger proportion of increase in values while the town is advancing from 2,000 to 20,000.

History repeats itself. The fortunes that have been made by the far-sighted investors in real estate in other divisional point cities in Western Canada, such as Brandon, Moose Jaw, Medicine Hat, Calgary, Revelstoke, and Edmonton, will be repeated in Melville. The Grand Trunk Pacific offers, in its subdivision to the original townsite of Melville, an opportunity to the investor to share in the large profits that will accrue to him as a result of the rapid growth of the town. Its strategic position is unequalled by any divisional point city on the G.T.P. between Winnipeg and Edmonton.

Melville Has All Conditions Necessary For Growth

But few towns in Western Canada can approach Melville in the matter of transportation facilities. It is both a divisional and junction point on the greatest transcontinental railway on the American Continent—The Grand Trunk Pacific. The ardently desired Hudson Bay railway, the dream of the prairie pioneer, is now in process of construction, and is already completed from Melville to Canora and trains are running between these points. This road will bring past the doors of Melville the bulk of the grain crop of Western Canada, and make it one of the great traffic centres of the country. Another branch line is now being constructed from Melville to Lethbridge, by way of Regina, from which point another branch line is being constructed to the International Boundary. When completed this line will give Melville transportation facilities to all points in the United States. This road is already completed from Melville to Balcarres, and trains are now operating between these points. The main line of the G.T.P. from Melville will afford five water outlets, namely, Prince Rupert, B.C., on the Pacific Ocean, Halifax, N.S. on the Atlantic Ocean, St. John, N.B., on Newfoundland Bay, Fort Churchill, on Hudson Bay, and Fort William and Port Arthur, on Lake Superior.

Melville has many unquestionable points of superiority over other Canadian towns in the matter of transportation facilities. It resembles Chicago in "sitting at the gates of trade." The junction point of railways so important as the Grand Trunk Pacific and Hudson Bay Railway must, in the natural course of events, become an important City.