

# The Grand Trunk Pacific

Offers for Sale Its Splendidly Located Lots in the Townsite of

# Melville

## "the Wonderful"

### Melville's Astonishing Growth.

Three years ago Melville had but one building—to-day it has over 500 buildings, and this number is constantly being added to. The assessed value of Melville real estate in 1909 was \$521,380. The assessed value of Melville real estate in 1910 was \$1,792,000, an increase in the past year of 350 per cent. The same forces which have caused this rapid increase in population and realty values are still operative, but their influence is cumulative, and the proportionate rate of growth in population and advance in value should increase from month to month.

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.

A population of 10,000 for Melville will mean an increase manifold 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 10,000.

### Advance in Values at Melville.

Melville lots which originally sold at \$75 to \$100 a lot, are now being sold as high as \$500 a lot. The site of the Municipal Rink was purchased originally for \$225, and a year ago was sold to the city for \$1,250. Two other lots sold originally at \$100 and \$150 respectively. J. Rowan bought the two lots later for \$1,200, and sold one for \$1,200 and the other for \$1,500. Two other lots, which were originally bought for \$350, were recently tendered to the city as the site for a town hall at \$2,000 each.

A special correspondent of the Winnipeg Free Press writes of Melville real estate values as follows:

"In the central business sections lots average from \$300 to \$2,500, whilst upon the Main Street properties between Second and Third Avenues the sales have averaged \$100 per foot. Prices of lots in the residential quarter average from \$75 to \$500 a lot. Recently a corner site, comprising six lots on Main Street, was offered to the town council for the new town hall at the actual market value of \$16,000. Last year a large number of business premises and residences were erected, which, according to official statistics, approximated \$300,000. Judging from the rate of building activity which now obtains, these figures will certainly not be lessened this year."

### Buy Direct From Grand Trunk Pacific.

The rapid increase in population of Western Canada towns has made fortunes for thousands of investors who had the foresight to discern the possibilities for profitable investments and the courage to back their judgment. You cannot make a mistake in buying lots in a divisional point city. The railroad makes the city and, in the case of Melville, no new city along the line of the G. T. P. between Winnipeg and Edmonton is likely to grow more rapidly.

The Grand Trunk Pacific does not plot into townsites land located in swamps or so far away from the city proper as to make the lots of questionable value. The purpose of the Grand Trunk Pacific in selling these lots is to encourage the upbuilding of Melville, from which the Grand Trunk Pacific will receive more benefit than from the amount of money secured from the sale of the lots. It is for this reason that the Grand Trunk Pacific is offering lots in this townsite at such a low price and on such easy terms. No interest is charged on deferred payments, and when the final payment is made the purchaser can rest easy in the knowledge that he will receive perfect title to his lots and that they will be located exactly as represented.

### Melville Has no Near Competitors.

Melville's future as a commercial centre is as assured as are its transportation advantages. It has no dangerous competitors within striking distance. In a commercial sense it is strategically located—a point the Grand Trunk Pacific had in mind when selecting it as one of the chief divisional points on their system. It is 275 miles from Winnipeg, nearly 100 from Regina, almost 200 from Saskatoon, and over 150 from Brandon. These are the cities with which it must compete, and the distance from each is such as to permit Melville to expand and grow in friendly rivalry, and with even greater speed. To the north lies a vast territory, as yet commercially undeveloped, but which will be opened up by the building of the Hudson Bay Railway. Melville is ready to take immediate advantage of this development, and is of all other cities of Western Canada the one best qualified by geographical position to do so. The fact that it is sitting right at the gates of this coming business is one that is already recognized by wholesale and distributing firms. Manufacturers and distributors will here erect branch houses, as they have done at Regina and Saskatoon, and this will involve not only large building expenditures and monthly pay rolls, but also increased population and local business of a permanent and highly desirable character.

## An Important Grand Trunk Pacific Divisional Point

The Largest New Town on the G.T.P. Between Winnipeg and Edmonton

### Melville's Excellent Strategic Position.

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.

### Melville as a Manufacturing Centre.

It is inevitable that Melville must become a jobbing centre of much importance. Already several big concerns have made it a distributing point for their goods, others are seeking locations there for branch houses. Two big implement concerns, two brewing companies and one oil company now use Melville as a distributing point, and another oil company has established a branch at Melville and is negotiating for a tract of land near the railroad.

The lead taken by these institutions is about to be followed by others of similar importance, and in a short time the railway yards will be hedged in by warehouses and mercantile establishments.

As a distributing point, Melville has strategic advantages which wholesalers will not overlook. It will command a large part of the jobbing trade for a considerable distance up and down the main line of the Grand Trunk Pacific and the two important branch lines which centre there. Its shipping facilities make it an especially advantageous location for manufacturers. The completion of the Grand Trunk Pacific branch line westward to Lethbridge will give Melville direct connection with the coal fields of Southern Alberta and provide one of the main requisites for a manufacturing centre—cheap fuel.

Backed by a rich agricultural district, an important railroad centre, a distributing centre with the coal fields of Southern Alberta and continuing to grow rapidly, and continued growth means continued increase in real estate values and big profits for those who invest in real estate there at present prices. To-day is the time to buy lots in Melville.

### Why Melville Lots will Increase in Value.

A few years ago what are now the important cities of Western Canada were no larger than Melville is to-day, and probably had no advantages that Melville does not have. It is usually safe to judge the future by the past. Fortunes were made by the early investors in lots in Calgary, Edmonton, Regina, Moose Jaw, Saskatoon, Lethbridge and Prince Albert. Almost innumerable instances might be cited where lots located in these cities were offered to and refused by investors at from \$100 to \$200 a lot. These same lots, in some instances, are now worth upwards of \$25,000, but the opportunity to reap the large profits that were made by the early investors in these cities, at ground floor prices, is gone forever.

History repeats itself. The profits that have been made by far-sighted investors in real estate in the growing cities of Western Canada will be repeated in Melville. But these profits will be made by those who have confidence in the future of Western Canada and invest in well located lots at present low prices—not by those who delay from day to day until this opportunity is gone also.

The Grand Trunk Pacific offers, in its splendidly located lots in the townsite of Melville, an opportunity to the investor to share in the large profits that will accrue to him as the result of the rapid growth of the town. When Melville lots have doubled, trebled and quadrupled in value it will be poor consolation for you to look back and remember that you had an opportunity to share in these profits but did not take advantage of it.

Now is the time to buy—the prices for choice lots are extremely low and the possibilities for profit practically unlimited.

### We Will Select Your Lots.

The Building of the Railway from Melville to Hudson Bay will extend over a period of at least three or four years. During this time we believe Melville will be the best known Grand Trunk Pacific division point between Winnipeg and Edmonton. This will necessarily create a great deal of activity in Melville real estate and this will redound to the benefit of the owner of Melville lots.

In order to secure well located lots, it is not necessary that you specify the lot and block number. All the lots in this Grand Trunk Pacific townsite are practically level prairie land. The Grand Trunk Pacific does not offer for sale lots located in swamps or so far from the town proper as to make the lots of questionable value.

Mr. J. Rowan is our exclusive agent at Melville for the sale of lots in the G. T. P. townsite. Mr. Rowan is one of the pioneer residents of Melville, and a member of the Board of Trade. He will take pleasure in giving information relative to these lots to any one interested.

Our representative is well acquainted with the location of these lots and we will select for you the best ones remaining unsold. Don't wait to write, but telegraph us, at our expense, the number of lots you desire us to reserve for you and the price you wish to pay. Then forward your remittance direct to the Land Commissioner of the Grand Trunk Pacific.

If selection of lots made by our representative is not satisfactory, the Grand Trunk Pacific Railway Company agree, at any time within thirty days from date of purchase, to give the purchaser his choice of lots remaining unsold, at the same price, or refund all money paid.

All telegraphic reservations and correspondence should be sent to International Securities Co., Somerset Bldg., Winnipeg, Man., and it is important that Melville be mentioned in such telegrams and letters.

In case you desire further particulars, maps, etc., before selecting lots, use coupon below.

**INFORMATION COUPON**  
(Melville Dept.)  
International Securities Co.,  
Somerset Building, Winnipeg, Man.  
Please forward to me by return mail full particulars regarding the sale of town lots in the townsite of Melville.  
Name .....  
Address .....

Make remittances payable to order of and send direct to

### Buy to Your Limit Now for Big Profit

Price of Inside Lots ..... \$100 and \$125  
Prices of Corner Lots ..... \$150 and \$175

Where a corner lot and an adjoining inside lot is purchased, a discount of 25% will be allowed.

Lots are large, double size, 50 x 140 feet. If the purchaser should desire to sell his holding, each 50 foot lot can be divided into two 25 foot lots, which is the size ordinarily sold.

Lots sold on ten equal monthly payments: \$10 cash and \$10 per month for nine months buys a \$100 lot; \$12.50 cash and \$12.50 per month for nine months buys a \$125 lot; and so on.

Discount of 5 per cent allowed for full cash payments. \$95 cash pays in full for a \$100 lot; \$118.75 cash pays in full for a \$125 lot.

No interest on deferred payments.  
No taxes to pay by the purchaser until year 1912.  
Perfect title issued to purchaser direct from Grand Trunk Pacific.

Land Commissioner, Grand Trunk Pacific, Winnipeg, Manitoba.

### APPLICATION BLANK FOR PURCHASE OF MELVILLE LOTS.

Land Commissioner, Grand Trunk Pacific Railway Co.,  
Somerset Building, Winnipeg, Man.

I hereby make application to purchase ..... lots at the price of \$..... each, and enclose herewith remittance for \$..... being one-tenth the total purchase price. I agree to remit the same amount each month for nine consecutive months.

I desire your representative to select for me in the townsite of Melville what he regards as the best lots remaining unsold at this price. Title to lots to be clear and indefeasible. No interest to be charged on deferred payments, and no taxes until the year 1912. Please make out and forward to me your formal "Application to Purchase Town Lots" which I will sign and return.

Name .....  
Address .....

### Mr. H. F. Shortis's Lecture at Hr. Grace

Special Evening Telegram.

HR. GRACE, Nov. 25.  
Mr. H. F. Shortis lectured last night to a packed house in the Academy Hall, subject, "Conception Bay and its Great Dependency." Previous to the introduction of the lecturer by the Chairman, Rev. Wm. Finn, Rector of the Cathedral, the following musical selections were given: Song—"Tom Bowling," by Mr. R. P. Kennedy; song—"A thousand lives for you," Miss Casey; song—"Rosses," Mr. Arthur Abraham; song—"English, Irish and Scotch," Mr. T. Hanrahan. The piano accompaniments were played by Mrs. M. T. Jones, Miss Cody and Miss Hanrahan. Mr. Shortis then took the platform. He interested his audience at the start and held their attention to the close. He possesses the facility in a special degree of making his audience live in the past, so vividly does he conjure up the scenes and the adventures of the hardy fishermen of Newfoundland, and of Conception Bay in particular, those hardy pioneers who have left to their descendants the golden heritage of the never-falling harvest of the sea. The future prospects of Labrador were briefly touched upon, and the economic possibilities of its mineral and timber wealth pointed out, the lecturer could not emphasize too strongly the fact that for many years to come all other industries in Newfoundland or on Labrador must be subsidiary to our one great industry—the Labrador fishery. The lecturer, referring to the conditions of life in Labrador paid a high tribute to the clergy of all denominations, who had shared the hardships and dangers of the fishermen to bring to them the comforts of religious consolation to cheer and strengthen and protect them mid the dangers of their hazardous avocation. A brief account was given of the Norwegian settlements. The lecture was happily interspersed with anecdotes and stories racy of the soil, told in the lecturer's own inimitable way, which convulsed the audience with laughter. At the conclusion His Lordship Bishop March rose and in a brief but singularly well chosen speech moved a vote of thanks to the lecturer. The second was Capt. Michael O'Brien, a son of one of the old planters, whose memory Mr. Shortis dearly loves to cherish. The vote was carried with loud and prolonged applause. The vote was tendered to the lecturer by the Chairman, Rev. Wm. Finn, of the Cathedral. In reply Mr. Shortis took occasion to remark upon the prospects for Harbor Grace, briefly pointing out the recent developments in its industries and making complimentary allusion to the recent industrial exhibition, and to the Jubilee celebrations, which had been such an excellent advertisement for the town. He expressed regret that the Guy hospital movement was hanging fire, and stated that he held a letter received from Miss Roddick of Montreal, advocating some decided move in Harbor Grace and promising sympathy and material help once the project had assumed some definite shape and the promoters were showing active interest and determination. The singing of God Save the King brought to a close a most interesting lecture, probably the best given by Mr. Shortis in Harbor Grace. His reputation as a lecturer upon local history is firmly established, and his labors in gathering and preserving the treasures of our past documentary records lay posterity under a lasting obligation.

CORRESPONDENT.

### Harbor Grace Notes.

The funeral of the late Mrs. Tapp took place from Gordon Lodge yesterday. The service in the Kirk was very impressive. As the funeral procession was leaving the church the choir sang that beautiful anthem, "Sleep on beloved," &c.

Mr. William Harris, blacksmith, who had been doing odd iron work along the railway line to Trinity all summer, returned last week. Mr. H. says that he found work all right there and was well satisfied. When going there he knew he would have to work, and he did, and feels the better for it.

The ladies of Christ Church continued their sale again on Wednesday night, and the proceeds for both nights amounted to something like \$210. The ladies are to be congratulated on their success.

Mr. Shortis's lecture in the Academy Hall last night was well patronized and thoroughly enjoyed. Mr. S. always receives a warm welcome in this old town.

It is said that Bannerman House, that beautiful residence on Bannerman Street, lately owned by Mr. A. G. Munn, has been purchased by a rising young business man of the town, who is soon to take to himself one of our fair daughters. We wish the lucky purchaser very much success and many years of happiness in his beautiful home.

CORRESPONDENT.

### Schooners Collide.

While the schooners High Flyer and Luetta were coming in the Narrows last evening, and when tacking across near Hay Cove the Luetta ran into the High Flyer and tore her mainsail with the jibboom. The High Flyer dropped her anchor and let down her canvas, while the Luetta was brought up to the wind and had to drop her anchor, too. At 1.45 p.m. the steam launches from Bowring's and Job's went out and towed both vessels in. Both schooners left Seldom-Come-Bye last Saturday.

The Famous Needham Organ—Tens of thousands in use world over. Sold in almost every Cove and Hamlet in Newfoundland. Seven styles to choose from. Liberal terms. CHESLEY WOODS, Sole Agent, 149 Water St.—nov2,11.