

moters take an inaccessible or otherwise undesirable piece of land, getting up an elaborate selling plan concerning it, announce that it has all kinds of projected railways running into it, and by giving it a fanciful name and giving it claims they are able to sell very worthless property to parties who earnestly try to better themselves, and who knowing something concerning the growth of Western Canada wish to share its prosperity. The Grand Trunk Pacific's methods is entirely different. When the railway is announced for a Grand Trunk Pacific new town, the railway is going there. When the Grand Trunk Pacific states that such-and-such a point is to be a town on its line you may rest assured that the Grand Trunk Pacific trains are going to run there and that facilities will be provided, and in general the townsite is suitable for the building of a town, and that every claim we make concerning it can be relied upon. In a real Grand Trunk Pacific new town all these matters are handled in advance by the Railway. The townsite is laid where the land lies correctly; road allowances for the Government road are secured; arrangements for station grounds and depots are made and approved by the Railway Commission, and in general the public is protected because the Railway is engaged in a real development business, not a graft for the money there is in it.