PPOINTED AT SIR HLFRID'S SPEECHES

ic Question Still a Menace to British Columbia, Says Premier McBride.

NELSON, B.C., Nov. 18.—(Special.)—
Seaking at the fourth annual convenSeaking at Nelson, Premier Monot sitting at Nelson, Premier Monot state a declarrecent visit to this province. He declarrecent visit to the so by their
nown their ability to do so by their
nown their
nown their ability to do so by their
nown their
nown their ability to do so by their
nown their

with knowledge pewriting. Apply edit

with wheels --pay. Apply at a Company, Ltd.,

class ironmould-good wages and y Mr. L. E. Mc-Arlington Hotel,

For S.S. No. 12. 1911; Protestant.

ANTED

SALE.

novels, full lea-175 illustrations, rect condition;

80, Orillia. ed

type case frame

world Office.

n for lawns and 106 Jarvis-street.

aid for your bi-on, 249 Youge.

NTS, located and for cash. D. M. Building, Toron-ed?

wanted—Ontario

get rid of those send 20c silver

Mariel, born ce, son of Leny, icate with Mr.o. erche Midi, Paris,

uggist, 502 West, uer of marriage inged for. Wit-ed?

CENSES

TERIAL

SUPPLY CO.,

agons, at Jarvis

CARTAGE

orage, Removing ars' experience aln 1070. Ware-

DENNISON & King West, To-ttawa, Winnipeg, omestic and for-Fatentee" mailed ed?

in two hours

169 Bay-street, ed7tf

T-Latest New -Latest onge, Room 3.

Mrs. Robinson.
ione North 2493.

, 15 Bloor East,

nedical electrici-

dding announce v. tally cards: 30 ionery. Adams, of ed/th

r floral wreaths ollege 3769; 11, ght and Sunday ed?

street, Toronto.

of J. D. Larkin,

sts nothing for

ANTED

Columbia. The officers for ensuing year are: Honorary presidents, R. L. Borden and Richard. McBride; president, W. R. Foster, Revelstoke; first vice-president. M. McKay, Vancouver; second vice-president, Osborne Plunkett, Vancouver; secretary, John B. Williamson, Vancouver; treasurer, H. V. Edmunds, New Westminster.

TIPS FOR TYPISTS

A World-Famed Stenographer Gives
Advice.

An exhibition of fast typewriting on a Remington No. 10, of great interest to the stenographers of Toronto, was given in the local office of the Remington Typewriter Company at 144 Baystreet yesterday afternoon by Mr. Briest C. Wiese of New York.

This gentieman is employed as a stenographer by the Remington Company in New York, and has come to Toronto to show what can be attained

Toronto to show what can be attained on the typewriter by perseverance, and also to try and get local atenos to set a higher ideal for themselves not only in typing and shorthand, but in general education. This is a most praiseworthy object, for one can go into any office in Toronto and see typists slowly and laboriously pounding out misspelt and incorrectly punctuated letters, where a little intelligent affort would make the day's work

easier instead of a grind and incidentally be a salary raiser.

Mr. Wiese has been in the city all week giving exhibitions at the various ness colleges, and is giving one more demonstration at 144 Bay-street this morning between 9 and 12 o'clock. after which he will resume his duti in New York. His demonstration consists of four different tests: (1)

writing a memorized sentence. In this he attains a speed of 210 words per minute, which is going some; (2) writing from new matter at 140 words per minute; (3) an exhibition showing the dual capacity of the mind. In this he writes at 130 words per minute and carries on an intelligent conversation with any who will engage with him; (4) a test lasting minute, showing how many kes can be hit in a second. In this Mr. Wiese hits 13 2-3 strokes per

When asked to say something as to ow he acquired his phenomenal speed this clever operator said: "Speed is not acquired by inspiration but by perspiration. The foremost requisite for speed is evenness of overation. Every key and the space bar should be hit with the same force, producing a rythmetical sound. Most stenographers won't devote the time o becoming expert. They could easily do it if they would only make it a habit to write for speed and accuracy for a saort time each day, but it muct be kept up daily. Intermitteut work is no good at all. Then again too much repetition is not good. If you go in for this kind of practice, don't confine Fourself to one sentence, but vary four practice. Too much repetition monotonous. Personally, I write from new matter nearly all the time, getting in about three nours each

Mr. Wiese is an expert shorthand writer, being able to travel along at the highly respectable rate of 200 words per minute. He enjoys the unique distinction of being the only instrator who has ever appeared in the executive offices of the President of the United States, where he gave a largely attended demonstration last March. Mr. Wiese intends to go in for the next world's championship in October, and judging from his per-formance yesterday bids fair to bea rival to be reckoned with by any in

Will Take All Precautions. OTTAWA, Nov. 18.—G. W. O'Halloran, deputy minister of agriculture, within which department the control of quarantine lies, stated this aftern that the department had taken every possible precaution in regard to suspected case of cholera at Queterdent-general of public health, left for Quebec early this morning. Bacteriological examinations at Washington and McGill will decide whether

the case is one of cholera. LONDON, Nov. 18.-(C.A.P. Cable.)A letter accompanying the Crippen petition which was sent by Newton & Company to the home secretary, says:
"As a whole, the signatures have been obtained specified." obtained spontaneously and in way by canvassing or anything of that kind. We venture to think that a very large number of serious thinking people have a strong feeling that whatever the suspicion in this case may be, certainly the guilt has not been Proven against our client."

Building Obstacles. Building contractors report that sup-plies and workmen are very hard to obtain. Cement especially is difficult

Offers For Sale Its Splendidly Located Lots in the Townsite of

the Wonderful"

Melville's Astonishing Growth

Three years ago Melville had but one buildingto-day it has over 500 buildings and this number is
constantly being added to. The assessed value of Melville real estate in 1909 was \$521.860. 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 values 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 employes, 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 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 10,000.

Advance in Values at Melville

Melville lots, which originally sold at \$75 to \$100 lot, are now being sold as high as \$500 a lot. The

Melville lots, which originally 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 and \$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 \$3250 were receptly 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 \$800 to \$2,500, whilst upon the Main Street properties between Second and T. rd 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 like-

of the G.T.P. between Winnipeg and Edmonton is liked by to grow more rapidly.

The Grand Trunk Pacific does not plat into townsites land located in swamps or so far away from the olty 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 asystemsured 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 doubtless had in mind when selecting it as one of the chief divisional points on their system. It is 279 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 Rallway. Melville is ready to take immediate advantage of this development, and is of all cities of eWstern Canada the one best qualified by geographical position to do so. The fact that it is sifting 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 pemanent and highly desirable character.

AN IMPORTANT GRAND TRUNK DIVISIONAL PACIFIC POINT

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

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 Continentthe Grand Trunk Pacific. The ardently desired Hudson Bay Railway, the dream of the prairie pieneer, 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. being constructed to the international boundary.

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 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 manufactories. The completion of the Grand Trunk Pacific bragch 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 arich agricultural centre, an important railroad centre, a distributing centre and a manufacturing centre, Melville cannot help continuing to grow rapidly, and continued growth means centinued 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.

Melville's Excellent Strategic Position | Melville as a Manufacturing Centre | Why Melville Lots Will Increase in

A few years ago what are now the important sities 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 \$300 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. by the past. Fortunes were made by the early in-

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 fro mthe 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.

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 ordering lots, use coupon below:

> INFORMATION COUPON. (Melville Dept.)

International Securities Co..

Somerset Building, Winnipeg, Mas. Please forward to me by return mail full particulars regarding the sale of town lots in the townsite of Melville.

Name

Buy to Your Limit Now for Big Profit

Prices 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, 50x140 feet. If the purchaser should desire to sell his holdings, 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 payment. \$65 cash pays in full for a \$100 lot; \$113.75 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.

APPLICATION BLANK FOR PURCHASE OF MELVILLE LOTS. Land Commissioner, Grand Trunk Pacific Railway Co.,

Somerset Building, Winnipeg, Man. I herby 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. The 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.

Make Remittance Payable to Order Land Commissioner, Grand Trunk Pacific, Winnipeg, Manitoba of and Send Direct to

SOLE REPRESENTATIVES IN TORONTO FOR SALE OF GRAND TRUNK PACIFIC LOTS

THE TRUSTS AND GUARANTEE COMPANY LIMITED, 43-45 KING STREET WEST

BAR NEGROES FROM UNION I night, advocated the elimination of WHY TEACHERS ARE SCARCE severe in criticism of the commission and ordered them to pay all the costs.

CLIENT SHOOTS BROKER.

President Gompers Advocates Their Elimination.

ST. LOUIS, Mo., Nov. 18.—President Gompers, in his speech at the Window for Labor banquet last federation of Labor banquet last for the most part when the way necessary knowledge of what the very necessary knowledge of

HUNG IN TREE ALL NIGHT.

HARVARD, Mass., Nov. 18 .- An ex-

the open seaprosecuted ac-