

empties itself into the Saskatchewan River, and thence to the Bay. The contract is already let for the construction of 100 miles of this line north of the C. N. Railway line, and storehouses are now being built along the right of way, and the work of construction is also being proceeded with. When this line is completed, as it will no doubt be in the near future, the district will have two lines of railway crossing it—one leading to the Great Lakes and Eastern Canada, and the other to Hudson's Bay and the markets of the Old World, from whence we look for additional bone, muscle and sinew to help break, cultivate and improve our fertile lands.



## The Town of Melfort

Further information can be had on application to any of the real estate dealers mentioned herein.

The townsite of Melfort was surveyed over one hundred miles in advance of the Canadian Northern Railway; and the railway company—who owned all of Section 7 on which it was located and the first 25 blocks surveyed—afterwards made arrangements with A. H. Anderson and Geo. Ambury by which three more blocks were surveyed, making in all 28 blocks, or double what has been surveyed in all the other townsites in the Carrot River Valley up to the present time.

In November of 1902 the first building was erected by E. J. Crawford and occupied as a general store.

The following directory of Melfort places of business will give a comprehensive idea of the rapid and substantial growth of Melfort since the first building was erected in 1902—three years ago:

A. E. Wild—postmaster, sub-agent Dominion lands  
W. Fraser—general merchant  
W. W. Mansell—furniture and undertaking