

ping business alone, but when backed by a rich agricultural area, extensive timber and mining localities, there is no limit to the size and importance to which it may grow.

We are now entering a period of tremendous development in British Columbia, and the sea-board will be the scene of increasing activity.

Wherever railroads can reach the coast and find deep water there will be found the nucleus of the future metropolis of British Columbia. Recent operations have opened up great future possibilities on Howe Sound.

A new seaport is now in the making it is "Newport," and the last in Western Canada to receive attention. This place is the terminus of the Howe Sound Pemberton Valley and Northern Railway which is now building through to Lillooet, tapping an area of timber and agricultural land that is the richest in the Province. It is estimated that the timber properties adjacent to the route of this railroad contains between seven and eight billion feet of the finest varie-

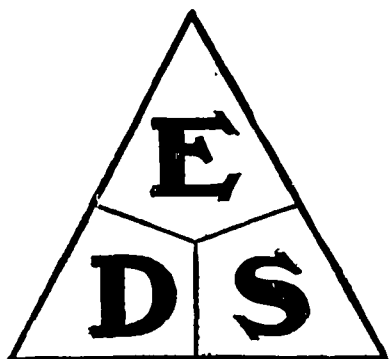
ties, while the copper and gold deposits will contribute bountifully to the further industrial welfare of Newport.

There is more water power going to waste in the vicinity of Newport than would supply all the cities of the western coast of North America, and it is only a question of very little time when manufacturing interests will avail itself of the cheap power that can be developed in the hills at the head of Howe Sound. Capital and enterprise has started out to use the gifts of nature in the building of a new seaport, the location is ideal, the climatic conditions agreeable and the opportunities for success limitless.

There is room for many such places in British Columbia but nature though lavish with so many of her gifts has been very sparing in localities for harbour cities, therefore what she has given will undoubtedly be made the most of and Newport will in due time take her place in the front ranks of maritime and commercial importance. She has started and will gain momentum that cannot be impeded.

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