

Smithers is to have a Class A passenger station, roundhouses, railroad shops and freight yards. General Passenger Agent Hinton of the G.T.P. states that 200 men will be continuously employed in the repair shops alone. The railway company is assured that Smithers will be a busy division point and that these facilities will be needed.

The new town starts off with a bank, two newspapers and an Anglican church, to the building fund of which Mr. A. W. Smithers, godfather of the town, was the first subscriber, and a modern hotel costing \$25,000, and many other stores and business houses. Arrangements have also been made for the early establishment of electric light and water plants. A telephone system will also be installed.

The central location of Smithers was probably the chief reason of the railway in making this its general divisional point. Around it on every side is an astounding natural wealth. Field, mine, forest and stream are seemingly in league to lavish their riches on this centre of New British Columbia. Not only is it amply favored by nature, but behind the new town are the resources and assured support of the Grand Trunk Pacific Railway.

Smithers townsite lies approximately 230 miles from Prince Rupert on the west and Fort George on the east, its nearest important railway neighbors. Within this great area between are tremendous resources. Great farming areas of rich land, mountains of mineral, and huge coal beds, forests of timber and immense waterpower, are all here waiting to be put to the use of man. It would be incredible if a great city did not spring up at a location such as this with everything in its favor and combining such remarkable advantages.

Seven hundred tons of timothy in this barn, product of the rich Bulkley Valley

