to serve a large area and will therefore be of moderate size. The water supply is very easily obtained from three lakes at a distance of slightly over one mile from the east boundary of the townsite. From these lakes, by gravity, an ample supply of pure water, for municipal and industrial purposes, may be otained at a minimum expense. It will not be necessary to have storage reservoirs on the townsite as these lakes are sufficiently close to serve as reservoirs. The water rights on the streams flowing from these lakes have been secured and the water already analyzed and passed by the Provincial Analyst.

Port Edward Supplies a Want.

Throughout the planning of this harbor and townsite the aim has been to supply a want which has been keenly felt at Prince Rupert and, in fact, all along the entire north coast of British Columbia, namely, industrial sites with the most economical means of serving them with water and rail transportation, and a townsite to serve the needs of those employed in the industries. To this end, the industrial sites have been laid out to utilize all the available waterfront, and the streets and lots have been laid out to provide for inexpensive and attractive home sites by taking advantage of the exceptionally easy lay of the ground, and by minimizing the cost of such grading as may become necessary.

It is only a question of a few months until the G. T. P. will have a daily train service on their main line, and it is believed that the fifteen-minute run between Prince Rupert and Port Edward will not prevent those working in Prince Rupert from making their home at Port Edward if they find that they can obtain homesite there with every advantage, more cheaply than they can in Prince Rupert. It is the pay roll that makes the town, and it is the pay roll that will make Port Edward.

Engineering and Supervision.

R. H. Thomson. A. M. Ph. D., Member of the American Society of Civil Engineers, for twenty years City Engineer of Seattle, and now Chief Engineer of Strathcona Park for the British Columbia Government, was engaged as Consulting Engineer and all preliminary plans of the harbor and townsite were submitted to him for alteration and approval. Mr. Thomson's work in the regrading of Seattle and in the construction of its water supply and water power, and many other large schemes, is too well-known to need comment. The detail work and field surveys were made under the supervision of Ritchie. Agnew & Co., Civil Engineers and Surveyorsof Prince Rupert, B.C., J. Fred Ritchie, P. L. S. and D. L. S., of this firm, represented the Provincial Government during the whole of the survey of the Prince Rupert townsite, and A. W. Agnew, Associate Member of Can. Soc. C. E., had charge of field parties for the G. T. P. for the topographical and hydrographic and townsite surveys of Prince Rupert.

Conclusion.

Port Edward, located as it is in the midst of a hilly country, is favored by especially easy grades, which make its avenues, even in their unimproved state, exceptionally level. It is situated on a harbor second to none on the Pacific coast, and one which offers every convenience required by modern shipping. Across the water front of Port Edward runs the main line of a great transcontinental railway; but a very few miles to the north is situated, at the terminus of this railway, a city which bids fair to grow to large proportions within the next decade. Port Edward, by reason of its geographic location, permits the shipment of cargoes west to the Orient at a saving of many miles over ship-