

A NEW INDUSTRIAL CITY

PROMOTED AND DIRECTED IN A NEW WAY



THE Coquitlam Terminal and Coquitlam Townsite Companies looked further into the future and planned a little better than most new townsite companies do, when they laid out Coquitlam Townsite, which must not be confused with the municipality as a whole. They felt they were planning what would become a real city and that adequate provision should be made for industries to take advantage of the opportunities provided by nature and man at Coquitlam. They therefore reserved their entire waterfront and a considerable portion of the abutting property for industrial purposes, and withheld them entirely from speculative sale. They were prompted to do this largely because they had observed that within the entire Vancouver Metropolitan District no considerable area of trackage or waterfrontage had been reserved for industrial purposes, but had been treated on a speculative basis, the result being that

it is extremely hard now for a new concern requiring either trackage or waterfrontage to get both or either without paying an enormous price, the price being so large in fact as to be prohibitive to industries of small capital requiring more than a very limited space. In Coquitlam Townsite, they have about two miles of waterfrontage which is to be supplemented by industrial railway spurs from the Canadian Pacific. In fact, the arrangements have already been made for the building of one of these spurs about two miles in length. The waterfrontage and trackage on these spurs is for industrial purposes, and the price is merely nominal. The Townsite owners realize that the new city requires industries and payrolls to build it up, and have decided from the first not to pursue any money-making policy that will discourage industries rather than encourage them.

The Original Coquitlam—Indian Village at the Mouth of the Coquitlam River—
Illustration opposite page.