

great railway system. As a necessary accessory to the terminal yards the Railway Company has laid out the grounds for a forty-eight stall roundhouse, and the first unit of twelve stalls is now completed. The new engine house, accessory buildings and terminals will be used for the first time this (1912) fall, and about thirty train crews, besides a large number of switchmen, yardmen, engine house, and machine shop employees of one kind or another will be located here, thus constituting the first portion of the permanent railway population of Coquitlam.

PACIFIC COAST SHOPS

The south side of the terminal property has been reserved for the Pacific Coast shops and waterfrontage on the Pitt River. If the terminal elevators are located at Coquitlam they will be erected on the waterfront on the south side of the terminal zone. It is not known just how large the shops will be, but as they will be the Pacific Coast terminal shops, and the only large shops near them are at Calgary, it may be inferred that they will eventually employ several thousand men. Work on the erection of these shops has not yet begun, but will start sometime during 1913.

THE TOWNSITE

The Townsite of the Coquitlam Terminal Company practi-

cally surrounds the terminal property and consists of land largely clear and generally level. The only marked exception to the latter attribute is the fine residence district of St. Mary's Heights which covers the slopes and summit of a beautiful hill, from which a commanding view may be obtained of the whole country for miles around. At present the Coquitlam station is at Westminster Junction, which is an old station long established some distance west of the terminal property. The new station will be established in the terminal property—about a half mile east of the Junction. The Coquitlam council decided in favor of this site on October 7, and on October 31 the railway company confirmed the location. The new station will be a handsome structure of brick and stone, costing \$30,000.

The terminal zone divides the townsite into two parts. An important commercial and mercantile section will be in that section of the property on the south side of the terminal zone known as First Division. The main industrial portion will be on or tributary to the waterfrontage or trackage on the north side of that portion of the Townsite known as the Second Division.

On Opposite Page—A
Panorama of Coquit-
lam and the Vancou-
ver Peninsula—Black
Areas Our Townsite,
surrounding C. P. R.
Yards and Shops—
Outline Map in the
Corner.