

It will be seen from the foregoing that consumers using as much as 501 horse power will be able to get it for \$18.00 per h.p. per year.

The great power resources of the B.C. Electric Co. are also available at Coquitlam.

CHEAP COAL

As for steam power; the great bituminous coal mines of Vancouver Island, the best in Western America, are only fifty or sixty miles from Coquitlam with cheap water transportation available. and coal can be laid down in Coquitlam as cheaply as in Vancouver or any other point on the Coast, that is, from \$3.00 to \$5.00 a long ton according to quality, as follows: pea coal, \$3.00; nut, \$4.00; lump, \$5.00.

RAW MATERIALS

The great native raw material supply of British Columbia is, of course, its timber, which consists chiefly of Douglas Fir, two varieties of Spruce and Hemlock. British Columbia has great deposits of iron ore, but these are not yet worked to any extent. That will come in time. Iron, coal, coke, and limestone are here in abundance, and Coquitlam is the ideal location for iron industries.

In the meantime however, the raw materials for manufacture not locally produced can be brought in very cheaply by water from the States, from across the Pacific, or from wherever else required. Tropical hardwoods from Mexico, Australia, and the Philippines, for example, can be delivered at Coquitlam fully as cheap as at any other point in Canada. It is cheaper to bring in the raw material by water, and ship the finished product from Coquitlam than it is to manufacture near the source of raw materials and ship the finished product. The completion of the Panama Canal will, of course, contribute to cheapness of delivery of raw materials. It is stated with the Panama Canal open, iron can be brought from Birmingham, Alabama, and shipped east to Calgary cheaper than from Pittsburg to Winnipeg.

COQUITLAM AND PANAMA

There is no doubt that a considerable change will be worked in railway rates as a result of the operation of the Panama Canal. The Canadian railways all announce their intention of diverting a large part of the Western Canada grain production to Pacific Ports. To do that, westbound rates will be reduced, and undoubtedly eastbound rates on all classes of