

company by Mr. William Owen, the English steel expert. When in Vancouver a few months ago Mr. Owen stated that the new works would be in operation in 18 months' time. The initial expenditure, which will be a very large sum, will be devoted to the establishment of blast furnaces, open-hearth steel furnaces, rolling mills and engineering shops and for renewals and repairs, and for the manufacture of cast-iron piping, which will be placed on the market direct. The company also proposes to expend \$2,000,000 on the purchase of ore properties.

Coquitlam, better known to Vancouverites as Westminster Junction, is only 17 miles from Vancouver, and it comes very near being an ideal townsite. It is situated on a vast agricultural plain, with soil of unsurpassed richness, and is protected by mountains that almost surround it. Nature and man have acted together to make it one of Vancouver's best industrial suburbs, that will in time be part of the Greater Vancouver extending from the sea to Pitt River.

To serve Vancouver and its enormous business the C. P. R. had to get out of the city, the nearer the better, of course, and obviously on the main line towards the east. For the 17 miles from the centre of Vancouver the railway either hugs the base of the hill that ascends to several hundred feet above the water or passes through a narrow ravine. Then the rich valley of the Pitt and Fraser rivers widens out before it in the Pitt Meadows or Coquitlam Plain. Here the branch line starts for New Westminster, seven miles to the west.

If the C. P. R. did not fully see 25 years ahead 25 years ago, it now sees at least 10 years ahead and realizes that the city it gave birth to on the shores of Burrard Inlet is destined to be one of the two greatest cities on the Pacific coast of America, if not, indeed, the greatest of all.

Coquitlam will be the front door of that Greater Vancouver, a door of such importance that the city would be strangled if it were not large enough.

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