

COQUITLAM

"The Industrial City"

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THE BUILDING

DIV. INDUSTRIAL SITES
& HARBOUR

HC 118

P 674

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1912

not catalogued

□	PORT COQUITLAM	□
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1912
(69)



HERE ARE TWO COQUITLAMs—the rural municipality of 64 square miles and the new industrial city within the municipality. The latter actually covers an area of about three or four square miles surrounding the C. P. R.'s new Pacific Coast terminals. The centre of this limited area—the very kernel of the nut—is the recognized townsite, our townsite. It is now proposed to incorporate the CITY OF PORT COQUITLAM to distinguish the new industrial town from the rest of the municipality. Incorporation will doubtless be accomplished early in 1913.

Coquitlam Terminal Company, Ltd.

Coquitlam Townsite Company, Ltd.

549-553 GRANVILLE STREET, VANCOUVER, B. C.
 COQUITLAM, B. C.

Coquitlam, the Industrial City." Copyright, Canada, 1912, by Theodore M. Knappen.

26441



TEN THOUSAND TON BOAT ON THE FRASER

The Pitt and Fraser Rivers constitute a Superb Fresh Water Port

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.



CLEAR, LEVEL SITE

British Columbia is a very mountainous country and therefore level land, or approximately level land, is more highly appreciated here than in prairie or flat countries. Coquitlam—the Townsite—consists of a level plain flanked by hills, and further back by high mountains, some seventeen miles east of Vancouver, and eight miles east of New Westminster, in the Valley of the Pitt and Fraser Rivers and on the main trans-continental line of the Canadian Pacific Railway. About two years ago, the Canadian Pacific Railway Company, finding that its Pacific Coast terminal facilities in Vancouver were altogether too restricted and congested, decided to create a supplementary terminus as near as possible to the already existing terminals in the city. The level plain at Coquitlam was found to be the site nearest to the city with the desideratum of level land adjacent to deep water.

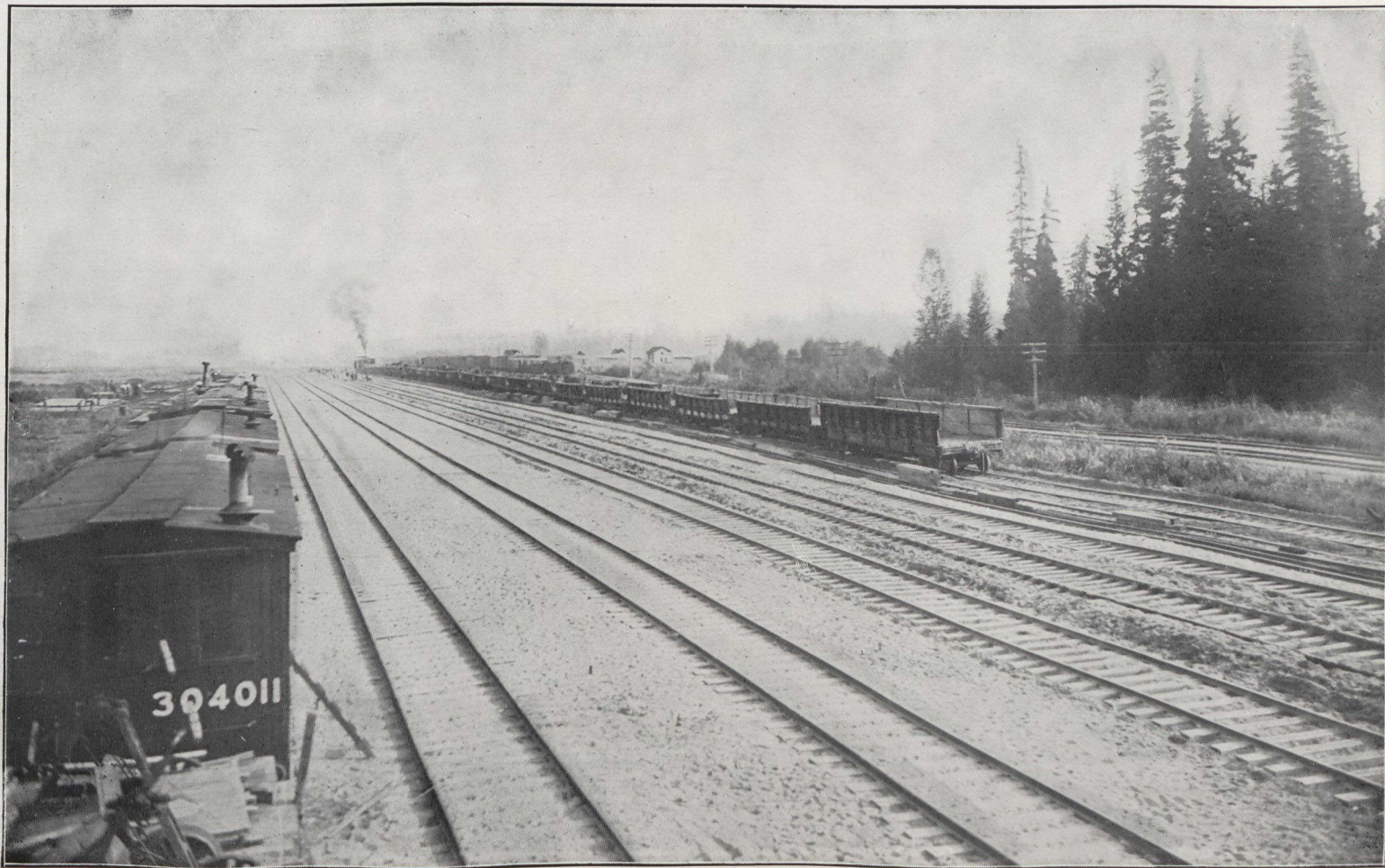
GREAT FRESH WATER HARBOR

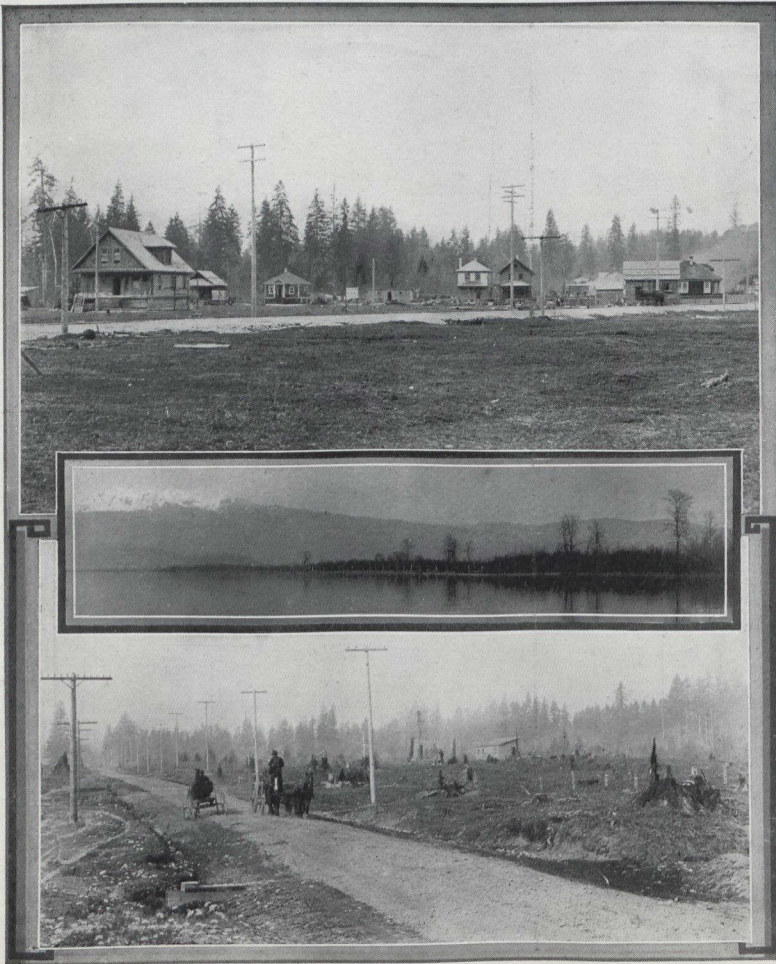
Deep water was found in the Pitt River, which here joins the Fraser River, and the two rivers together constitute one of the greatest natural fresh water harbors in the world. From Coquitlam to the Straits of Georgia is about twenty miles, and there is throughout this distance today a channel

at low water no less than twenty-three feet, and from thirty to thirty-five feet at high tide. The only exceptions are a bar at the mouth of the Pitt River and another bar at the mouth of the Fraser River, both of which can and will be easily removed by suitable engineering works, and these works have already begun at the mouth of the Fraser River. A hydrographic and harbor survey is now being made of the Pitt and Fraser Rivers, and there is no doubt that as soon as the development at Coquitlam requires deep water transportation, it will be available. At present vessels drawing fifteen feet of water at low tide, and vessels drawing twenty feet of water at high tide, have no difficulty in reaching Coquitlam. The Pitt River is from a quarter to a half mile wide, and the channel depth is from thirty to eighty feet. The river and tidal currents are both very slack in the Pitt River, making it the best harbor along the Fraser River.

The whole Fraser River from Coquitlam to ocean waters is destined to become a great harbor and centre of industry. Just below Coquitlam, on the south side of the Fraser River, is Port Mann, the supplementary terminal of the Canadian Northern Railway, and three or four miles farther down is the city of New Westminster. Between Coquitlam and New

Construction Scene,
Coquitlam Terminals.
Several Trains and
Hundreds of Laborers
have been busy here
for many months.





Westminster on the north side of the river are located the great Fraser River Sawmills, owned by the Canadian Western Lumber Company, which are said to be the largest mills in Canada, and in the same locality several industries are already located. Ocean going vessels drawing as much as twenty-seven feet of water have already been up opposite Coquitlam Town-site, and such vessels frequently come to the Fraser River Mills. The low flat shores of the Pitt River Harbor afford splendid sites for piers, docks and marine terminals generally, while great stretches of level land behind give ample opportunity for yards and buildings.

GRAIN SHIPPING PORT

The Canadian Northern Railway intends to locate its terminal elevators at Port Mann, and it is believed that the

C.P.R. will locate its terminal elevators at Coquitlam. Between these two elevator establishments, the Fraser River Harbor will be the Pacific Coast outlet for that large portion of the grain of the Western Canada prairies which the railways are now planning to export via western routes with the completion of the Panama Canal. The

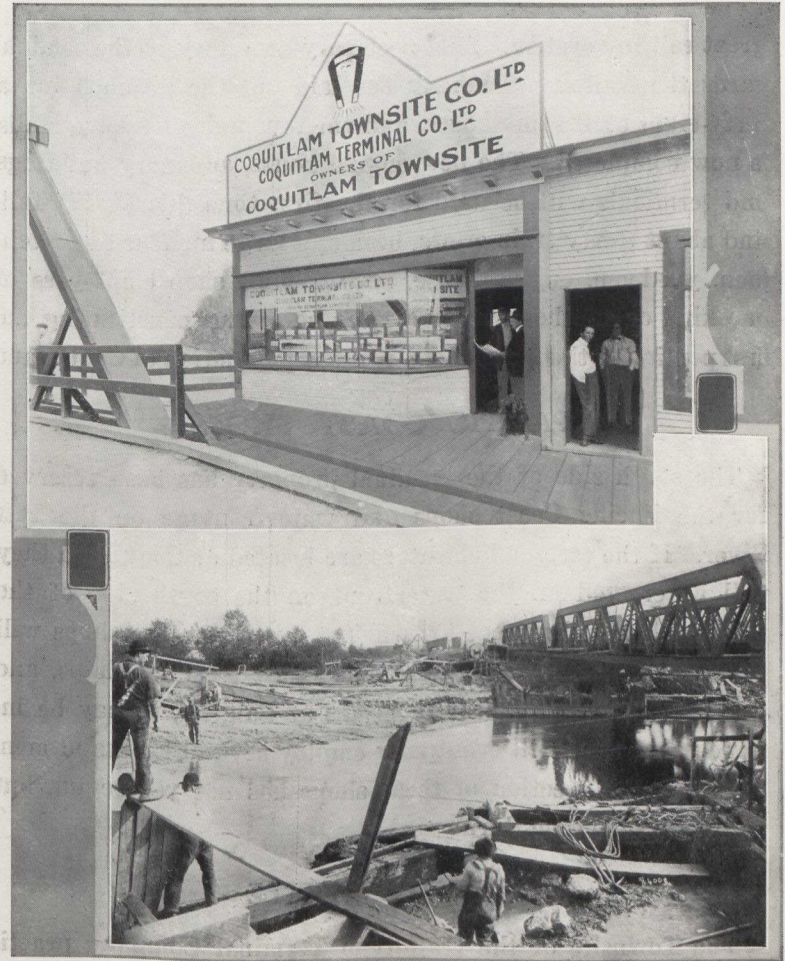
Coquitlam has Good Roads (Prairie Avenue in Illustration); Good Homes (Scene in Greenwood, where there wasn't a house a year ago); and Grand Natural Surroundings (Pitt River and Snow-Capped Golden Ears in Illustration).

centering of the grain elevators on the Pitt and Fraser Rivers will necessarily lead to the location of tributary and other industries adjacent to them. The great yards of the Canadian Pacific Railway at Coquitlam will take care of the bulk of all the freight cars arriving at Coquitlam over the Canadian Pacific westbound, and will therefore afford a supply of empty cars for shipments to the interior, which is another consideration that will make Coquitlam a desirable location for industries.

THE GREAT TERMINALS

The Railway Company owns 824 acres of level land at Coquitlam outside of its original right-of-way. This strip of land extends for about a quarter of a mile each side of the centre line of the railway, over two miles in length, widening out on the waterfront on the south side. There is room here for from 100 to 200 miles of trackage, and the company has already laid its plans for about 100 miles of trackage, the first twenty-five miles of which is nearing completion. These tracks are on the north side of the main line and will constitute the assembling and distributing yards for all Canadian Pacific freight trains arriving at, or departing, from all parts of that

Our Coquitlam Office
—Work of Repairing
Present Steel Bridge
over the Coquitlam
with a Three Track
Steel Bridge.



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

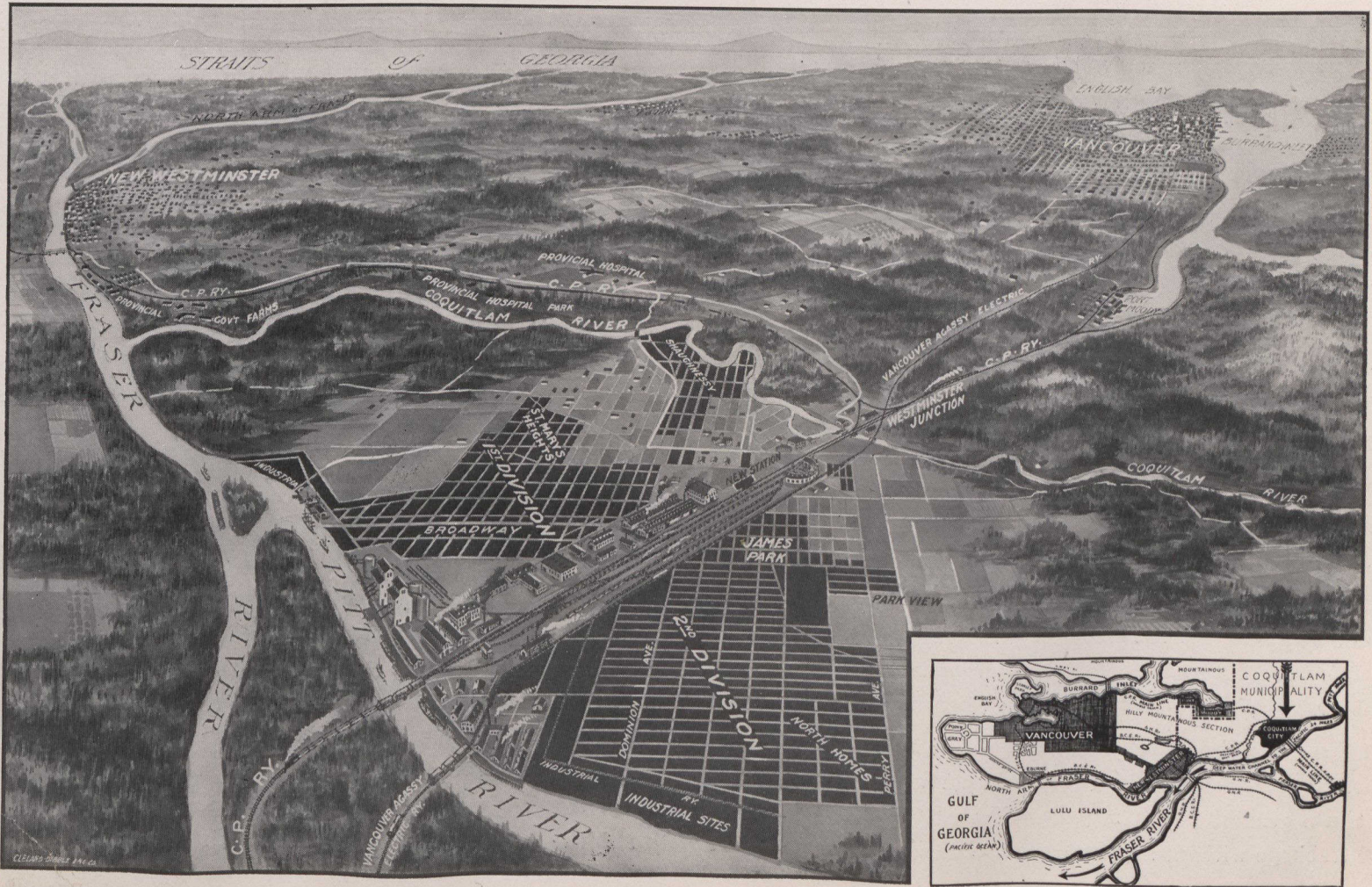
The Townsite of the Coquitlam Terminal Company practi-

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.

AND COQUITLAM A POTENTIAL PITTSBURGH



INDUSTRIAL TRACKAGE

As before stated, the waterfrontage on both sides has been reserved for industrial purposes, and the contract has already been let to the Canadian Pacific Railway for an industrial spur parallel with the waterfront on the north side. Along this industrial track some industrial lots have been laid out, having a frontage of fifty feet each, while between the track and the harbour, the land has been left in large acreage blocks suitable for the use of large industries requiring either trackage or waterfrontage or both. Not a foot of this large acreage is to be sold except to actual users, and only a few of the industrial lots will be sold to investors.

This is the only part of the whole Vancouver Metropolitan District where water frontage and trackage have been treated in this way. The prices on the industrial lots are merely nominal and they are practically at the disposal of bona fide industries which may decide to locate here. The trackage plan has been so laid out that many industries will be able to take care of their wants without building a foot of track themselves.

Others may find it necessary to build short spurs to the industrial trunk line to meet their own particular requirements, but in a general way it may be said that Coquitlam provides the trackage without any further expense or delay on the part

of the proprietors of any industry that proposes to locate here. The main industrial line is placed about six hundred feet from the waterfront, leaving ample space for large yards and buildings without interference from the railway. An industrial spur similar to the one on the north side will, in due time, be laid out on the south side where it is expected that the terminal elevators, flour mills, etc., will locate.

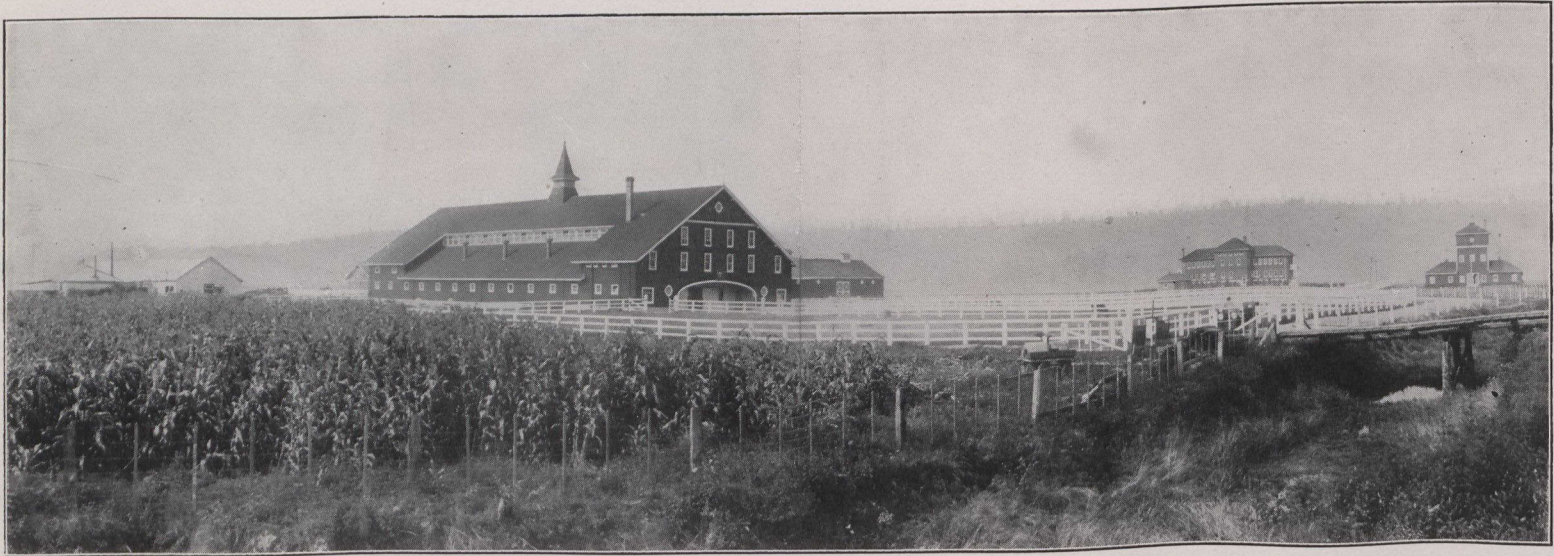
THE PITT RIVER

The Pitt River makes an excellent harbour. In the channel there is a depth of from thirty to eighty feet at low water. The bars at the junction of the Pitt and Fraser Rivers give a minimum depth of about fifteen feet, but as stated before, these can easily be removed so that thirty feet of water can be provided. This work has already been ordered done by the Dominion Government. From the mouth of the Pitt River down the Fraser there is a minimum depth at low tide of twenty-three feet, and for the most part, forty feet. At mouth of the Fraser the minimum depth now is about fifteen feet and a maximum of about twenty-seven feet at high tide. The Dominion Government is now at work on improvements, such as jetties, wing dams, etc., which will give a minimum depth of thirty feet at low tide at the mouth of the river. These

improvements are not costly and will not take long to complete, so that by the time there is any call for them the largest vessels of the Pacific will be able to enter the Pitt River Harbour with ease. At the outside, \$2,000,000 or \$3,000,000 will suffice for this work, whereas the United States Government is spending \$15,000,000 on the Columbia River. The Harbour lends itself readily to improvements because of the fact that the shores are low, that the soft surface material can be easily excavated or dredged, and because of the absence of dangerous tides or currents. The tidal rise and fall at Coquitlam on the Pitt River is only about four feet which is a great convenience to shipping as compared with salt water ports where the difference is as much as twelve and thirteen feet. Moreover, the water is fresh, which is an advantage highly praised by seamen, as vessels coming into a fresh water harbour, foul with marine growths, are cleansed by the action of the fresh water while lying at dock; moreover the fresh water is more favorable to piling, which is commonly used for docks and piers, than salt water. The destructive teredo, which sometimes destroys a large pile within eighteen months, cannot live in fresh water. Piling which has been in place on the Fraser River for forty years is as sound now as

The Upper View shows Langan Avenue looking East over First Division. The Lower shows Broadway, looking South over First Division.





THE GREAT COQUITLAM DEMONSTRATION FARM OF THE PROVINCIAL GOVERNMENT.

This Farm adjoins the Townsite and the Coquitlam Mental Hospital (Photograph on Front Cover) is at the North End of the Farm.

when put in. Docks can be put in and maintained, therefore, much more cheaply at Coquitlam than they can in salt water ports. The level nature of the land makes it very easy to build a system of tracks to supply industries and elevators and other users of this water frontage.

CHEAP ELECTRIC POWER

As for power, Coquitlam is as advantageously located, at least, as any other point on the British Columbia coast. The main line of the Western Canada Power Company, which is now developing about twenty-five thousand horsepower,

and is being increased to fifty thousand horse power, crosses the Pitt River here and passes through the townsite on its way from Stave Lake, where the power is generated, to Vancouver. The Western Canada Power Company is much interested in the development of Coquitlam as the following letter quoting rates shows:

Vancouver, B.C., May 31st, 1912.

Coquitlam Terminal Company,
549-553 Granville Street,
Vancouver, B.C.

Gentlemen:—Responsive to yours of the 30th inst. we beg to say that the cost of our power service per horse power per year, based on a ten hour day, will work out as follows:

For 25 h.p. motor \$35.40 per h.p. per annum

For 50 h.p. motor \$35.40 per h.p. per annum

For 75 h.p. motor \$35.40 per h.p. per annum

For 100 h.p. motor \$35.40 per h.p. per annum

For 101 h.p. to 500 h.p. in motors \$25.00 per h.p. per annum

For 501 and over in motors \$18.00 per h.p. per annum

We appreciate fully the fact that the future city of Coquitlam is entirely distinct from the present village of New Westminster Junction, and from an industrial standpoint it is one of the most promising territories covered by our lines, and with this in view we are ready at all times to meet the pros-

pective user of electric power half way, as we stated in our letter of the 29th inst.

We are now in a position to reach most any point within a reasonable distance of the present business centre of Coquitlam with our main and distributing lines, and can provide, on short notice, power in such quantities as may be required.

Whenever the prospective business is sufficient to warrant a still further extension of these lines, we will be glad to make them, and in the meantime would say that you are perfectly justified in promising a continuous and uninterrupted power service to any of your industrial prospects whenever required. All we would ask would be for you to anticipate your demands soon enough to enable us to prosecute the work of building lines, etc., in time to meet requirements.

We should be glad to receive the map you are sending us showing your Second Division on which you are outlining the course of the industrial railway as well as the key map of Coquitlam, and when we receive this we will be very glad indeed to indicate thereon the location of our present power feeders and additional lines which we have in contemplation.

Yours truly,

WESTERN CANADA POWER COMPANY LTD.,

By John Montgomery, (Sig) Contract Agent.

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

commodities and merchandise will be correspondingly reduced, thus extending the zone of profitable distribution for Coast industries far into the Prairies. With its timber, coal, and iron, and its access to the world, by reason of its location on the ocean, British Columbia is doubtless to become the great manufacturing province of Canada, and the ports along the Coast which are advantageously situated with respect to railway transportation will become the great manufacturing cities. Viewed from the standpoint of rail and water transportation no place in British Columbia is more advantageously located than Coquitlam. In the first place, it now has the great Canadian Pacific Railway System, by far the greatest and most important railway system in Canada, which is building here its great Pacific Coast terminal yards and shops which will make Coquitlam the strategic location for the establishment of industries shipping via the C. P. R. The Canadian Northern system with its main line is just across the Fraser River to the south, and will probably bridge that river via Douglas Island opposite Coquitlam within the next few years thus bringing that system into Coquitlam. The Great Northern Railway is already in the municipality and its line can be easily extended to the townsite.

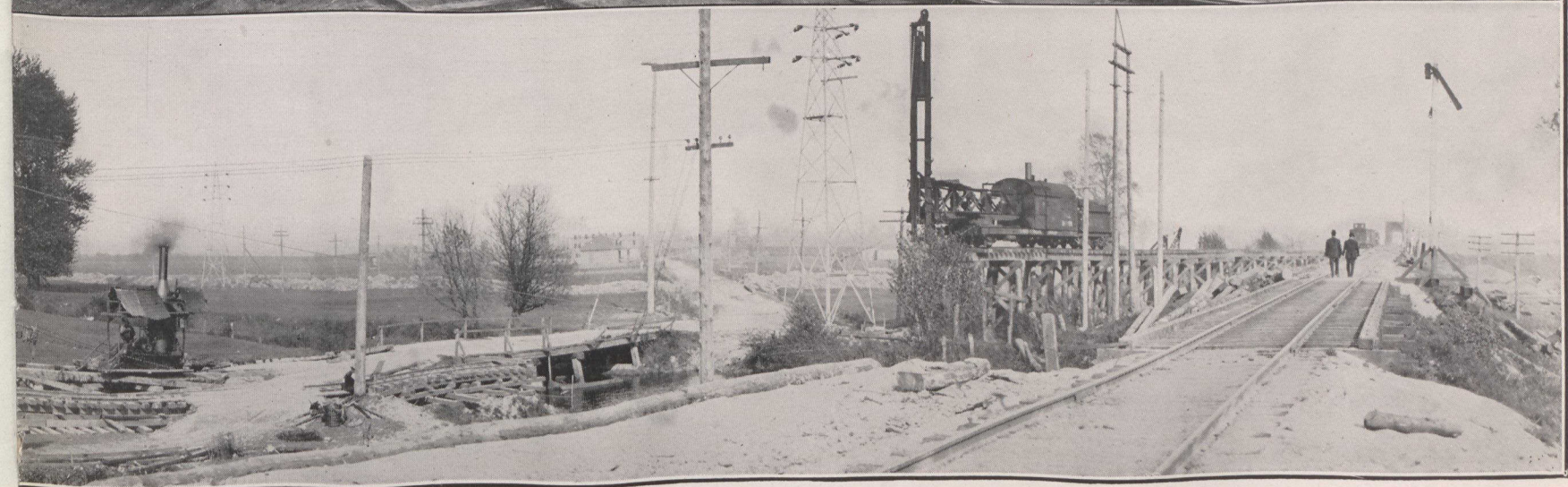
Our Main Offices, 551-553 Granville Street, Vancouver, occupy the whole of the First Floor and the front of the Ground Floor of the Leigh Spencer Building.



COQUITLAM'S GREAT GRIP ON RAILWAY TRAFFIC



BUILDING THE EXTENSIVE TRANSCONTINENTAL CANAL
 Locomotives, Donkey Engines, Work Trains, Ditchers, Dredges, and Hundreds of Horses and Men have Tilled on them for Months—Second Division of



INDIAN PACIFIC RAILWAY TERMINALS AT COQUITLAM

The Townsite, shown in Lower Picture; Sites of Industrial Railway and Industries—Predicted that this Plain will soon Vibrate with Industrial Activity.

NEW ELECTRIC RAILWAY TRANSPORTATION

The Burrard, Westminster & Boundary Railway & Navigation Co. will run from Vancouver through Coquitlam to Agazziz, and will cross the Pitt River near the present bridge of the C. P. R. As this bridge will be built with Governmental assistance it will probably be made an open bridge, and will likely be used in the future by other railways entering Vancouver from the south. The British Columbia Electric Railway is planning to enter Coquitlam before long with one of its lines which will thus give Coquitlam access to the whole urban and suburban system of that transportation company. The C. P. R. has ten trains daily between Coquitlam and Vancouver.

SCHOOLS AND CHURCHES

The school facilities at Coquitlam are good, and will soon be better. The School Authorities have recently purchased sites for four additional schools from the Townsite Company. The new town now has several churches, including an Anglican and Presbyterian, and others are planned. The new city already has a long list of civic, sports, social and fraternal organizations.

STREETS

For a new community, the streets are exceptionally good. Within about two years the Municipality has spent about

\$200,000 on streets and sidewalks, in addition to which the Townsite Company has spent large sums of money for similar purposes.

COST OF LIVING

Coquitlam is really a part of the Fraser Valley, which is one of the most fertile and productive agricultural regions in Canada. All sorts of farm produce can be obtained there at minimum prices. Rents are low, it being possible to rent a very attractive bungalow or cottage for from ten to twenty dollars per month. The Townsite Company has erected many houses and is about to build fifty more in order to accommodate the people, and is prepared to build homes for workmen on the monthly instalment plan. As residential lots are sold at very low prices it is possible for workmen to obtain cheap homes near their place of employment.

DELIGHTFUL RESIDENCE DISTRICT

Coquitlam will be a pleasant place in which to reside. The beautiful plain is flanked on the east and on the north by towering mountains, covered with forests, which are snow-capped most of the year. The climate is the typical mild climate of the north Pacific Coast with

Second Division
Industrial Sites, looking
North-West
from the Pitt River.



a rainfall of about fifty inches a year, some of which comes in the form of wet snow in the winter, though the snow rarely remains on the ground for more than a week or two at a time. Freezing temperatures in the winter are very rare, the mercury registering as a rule from 35 to 55 above. The summers are very cool and pleasant, a temperature of 90 degrees above being something of a phenomenon, while the nights are always cool. From about the first of May to the first of October there is very little rainfall, and the weather is uniformly pleasant day by day. There are no violent lightning and thunder storms, hurricanes or cyclones. Sometimes a flash of lightning or a peal of thunder from a distant mountain top serves to remind the fortunate inhabitants that not far away is the region of terrifying wind and thunder by summer, and chilling and blockading blizzards by winter. The rivers, Pitt Lake, the forests and mountains, afford every opportunity for outings and vacations.

A NOTABLE INDUSTRY

Another industry recently established in the Coquitlam Townsite is that of the Coquitlam Shipbuilding & Marine Railway Company Limited, which has acquired a site covering eight and a half acres and is now at work on its buildings and other improvements. This company will build

and operate ships to take advantage of the great commercial opportunities which will be presented to British Columbia by the opening of the Panama Canal. It is capitalized at \$500,000. and will employ 100 to 150 men. Another recent acquisition to the industrial list is the Call Switch Company, which is now putting up a large factory within the Townsite Limits, and will be ready for business in sixty days.

A large eastern stove and foundry company purchased a site for works to be erected within a year, just as this booklet was going to press.

ESTABLISHED INDUSTRIES

There are several substantial industries in Coquitlam—in and out of the Townsite—now. The Fraser River mills, of the Canadian Western Lumber Company, employ over a thousand men turn out 700,000 feet of lumber a day and hold the world's record for size of annual output. There are several smaller lumber and shingle mills, a match factory and a large meat packing establishment. The B.C. Electric Company is spending an immense sum in making a great storage reservoir of Coquitlam Lake, where a colossal dam is being erected at the foot of the lake at a cost of \$1,500,000, and an army of men is engaged in this work. The total horse-power now developed by the B.C. Electric Company is 128,000.

INDUSTRIAL OPENINGS

The location of Coquitlam and its natural advantages as to materials make it a desirable place for the immediate establishment of industries suited to the Pacific Coast, among which may be mentioned flour mills, cooper shops, iron and steel works of various kinds, rope walk, cement works, brick yards, wagon works, furniture factory, sash and door plant, box factory, can factory, car shops, wooden pipe works, brewery, broom factory, cigar factory, gasoline engines, harness and saddlery, ice plant, oil refining, stoves and furnaces, pulp and paper, etc.

TAXES

The assessed valuation of the Municipality is now \$8,299,524 as against \$3,513,846 in 1911, and \$1,643,225 in 1910. The rate of taxation is about twelve mills on a valuation of about fifty per cent.— on land only, there being no taxation of buildings and other improvements. The Council is liberally disposed towards new industries, and will give them a flat low rate for a number of years.

Types of Residences being erected at Coquitlam—Our Company is now building or has completed 50 residences costing \$1000 to \$3000 each.



WAGES

The prevailing rate of wages at Coquitlam is about the same as that of the Pacific Coast in general, except that it is a little lower as a rule and a better class of men can be obtained than is found in the larger cities. Carpenters get 50c an hour, rough carpenters 45c an hour, common laborers \$2.50 to \$3.00 a day, bricklayers \$7.00 a day. The usual working hours in the building trades are eight hours.

CONSTRUCTION COST

Buildings constructed of lumber are somewhat cheaper in British Columbia than in Eastern Canada and the Middle and Eastern States, notwithstanding the high price of labor. This difference is due to the cheapness of lumber. Roughly speaking, this amounts to enough to make the cost of a building in British Columbia about ten per cent. less than it would be in the East. Retail prices of lumber at Coquitlam are as follows:

Common dimension lumber.....	\$14.00 per M.
Shiplap sheathing	14.00 per M.
No. 1 and 2 edge grain flooring.....	33.00 per M.
No. 1 and 2 flat grain flooring.....	26.00 per M.
No. 1 and 2 N joint ceiling.....	28.00 per M.

No. 3 N joint ceiling	\$26.00 per M.
No. 1 and 2 rustic.....	24.00 per M.
No. 3 rustic	23.00 per M.
No. 1 and 2 drop siding.....	25.00 per M.
No. 3 drop siding.....	24.00 per M.
No. 1 and 2 clear finishing lumber.....	33.00 per M.
No. 3 clear finishing lumber.....	27.00 per M.
Window and door jambs.....	39.00 per M.
Base and casing	42.00 per M.
Shingles	2.50 per M.
Lath	2.00 per M.

Substantial reduction on these prices can be obtained for large bills.

INDUSTRIES ENCOURAGED

The Coquitlam Terminal Company is pursuing a vigorous campaign in regard to industries and invites correspondence from manufacturers who are seeking a convenient location on the Pacific Coast. The Terminal Company is adopting a very broad policy, and unlike most townsite companies, expects and plans to be assisting in the development of and directing the destinies of the new city of Coquitlam for many years to come. The Company's Head Offices are at 553 Granville Street, Vancouver, B.C. and it has a local office at Coquitlam.



WEST END OF TERMINALS—BUILDING THE ROUND HOUSE AND LAYING TRACKS.

COQUITLAM AS A PLACE FOR INVESTMENT

This booklet is primarily designed to emphasize Coquitlam as an industrial city. but it would be deficient if it did not devote some space to Coquitlam as a place for investment, although we have a mass of special literature on that subject, which you should get if you are at all interested in Coquitlam and Coquitlam's opportunities for investment.

The impressive fact about Coquitlam, as a place for real estate investment, is that on the whole vast Canadian Pacific Railway System there is only one such place. There are dozens of divisional points that offer town lots to investors and speculators, and there are scores of prairie townsites which make similar offers, but there is, and in the nature of things, there can be, only one Coquitlam, only one Pacific Coast Supple-

TEN MILLION PEOPLE SOON IN WESTERN CANADA

mentary Terminal of the Canadian Pacific Railway, and only one Vancouver Manufacturing Sub-City on that railway system.

COMMANDING LOCATION

This pivotal point—this key location—as a city has only started. It requires only a little knowledge of the commercial and population revolution now in progress in Western Canada, and a little capacity for vision to understand what that simple statement means. The village of today, though it has multiplied five times in the last year, is but a small fraction of the city of tomorrow. Many of the world's greatest fortunes have been founded on real estate purchased when it was cheap and before great population growth had begun. Now is that time at Coquitlam.

If five years from now there are 25,000 people at Coquitlam, as many competent judges of the situation believe, business lot frontages will be worth at least as high as a thousand dollars a front foot. Today, they are worth at the outside, fifty or sixty dollars a front foot. There is the story of Coquitlam's investment possibilities in a nutshell.

The potentialities of Coquitlam were vividly put by one of

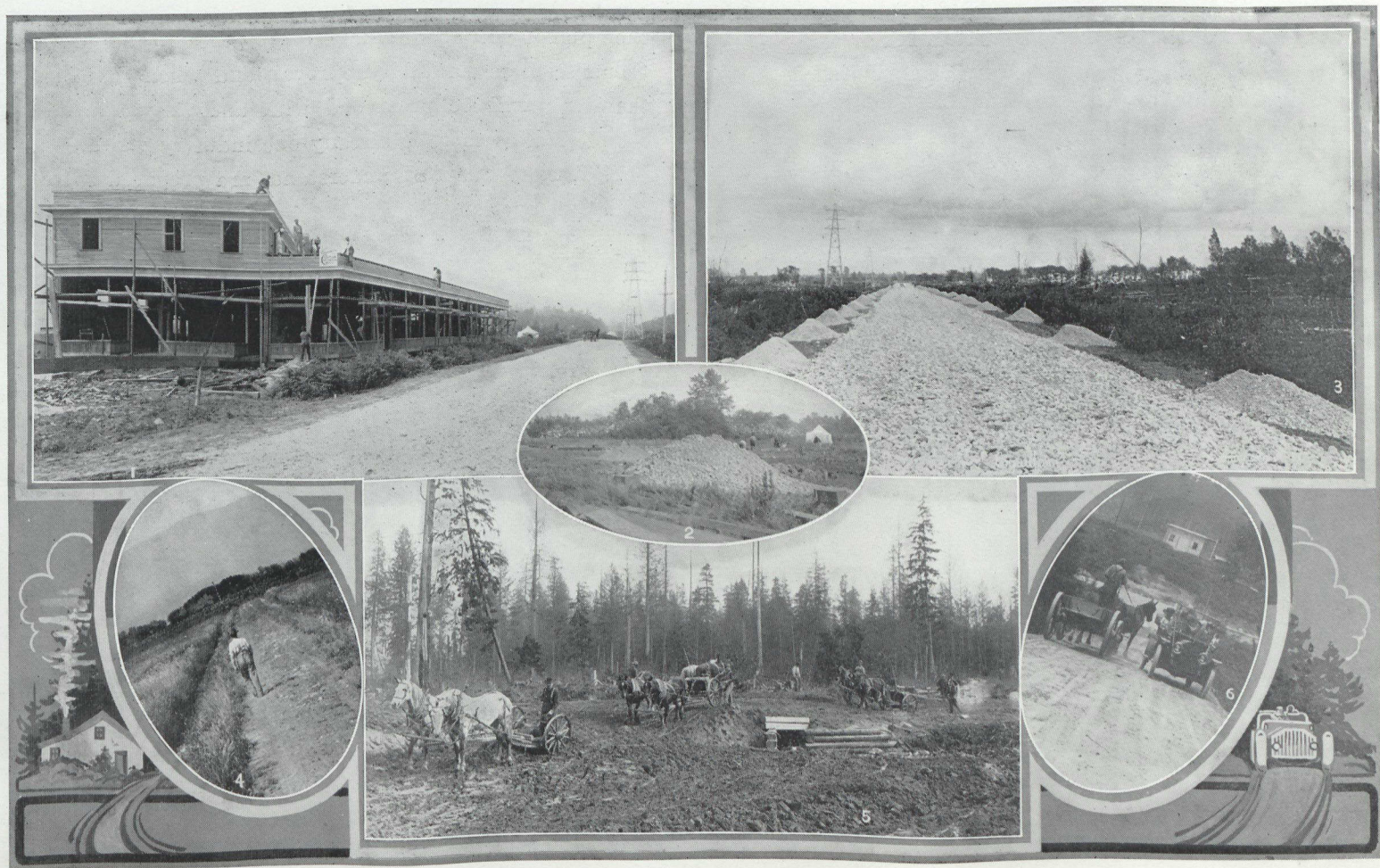
Vancouver's leading newspaper men in the following paragraphs:

“Endorsed and approved by the greatest railway company in the world—the Canadian Pacific Railway—endowed by nature with all the necessary requirements for a magnificent industrial development, and already demanded by Vancouver, Canada's great Pacific seaport, for use as a workshop and store house, Coquitlam now stands at the beginning of a growth which none, but feeble, or pessimistic minds will deny, is to be little short of magic.

A COLOSSAL TERMINAL

“Millions, and by the statement of the men at the head of the C.P.R. themselves, the development planned by the Canadian Pacific Railway at Coquitlam will require many—are to go to make this place the biggest, most modern, and convenient of all the railway terminals of the continent. This development will take years, but at the pace that has been set, it does not take a prophet, nor the son of a prophet to see what the future will bring.”

Opposite Illustration
—(1) Terminal Building, corner Simpson and Broadway; (2) Starting Foundation of Call Switch Co.'s Plant; (3) Macadamizing Simpson St.; (4) Scene in Shaughnessy Division; (5) Building the Dewdney Trunk Road; (6) Scene on the Pitt River Road.
Note—In two years \$328,000 have been spent on Coquitlam Streets.



STRONG ENDORSEMENT

While there is absolutely no connection between the Canadian Pacific Railway Company and the Coquitlam Terminal Company, yet the same logic of the situation which forced the Railway Company to go from Vancouver City to Coquitlam for the establishing of its supplementary Pacific Coast terminals will force it to use its great influence in behalf of the building up of Coquitlam as a great industrial city. Evidence that such is the case is found in the authorized interview with Mr. F. W. Peters, General Superintendent of the British Columbia Division of the Canadian Pacific Railway, published in the Vancouver "Province," Nov. 5th, which in part follows:

"As to the industrial development in Port Coquitlam, Mr. F. W. Peters, General Superintendent of the C. P. R., today expressed the opinion that it would become a very important industrial centre as it would have the advantages of water as well as rail communication with excellent shipping facilities.

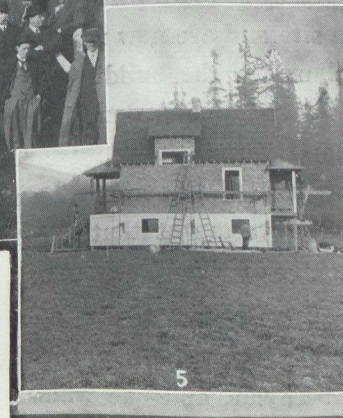
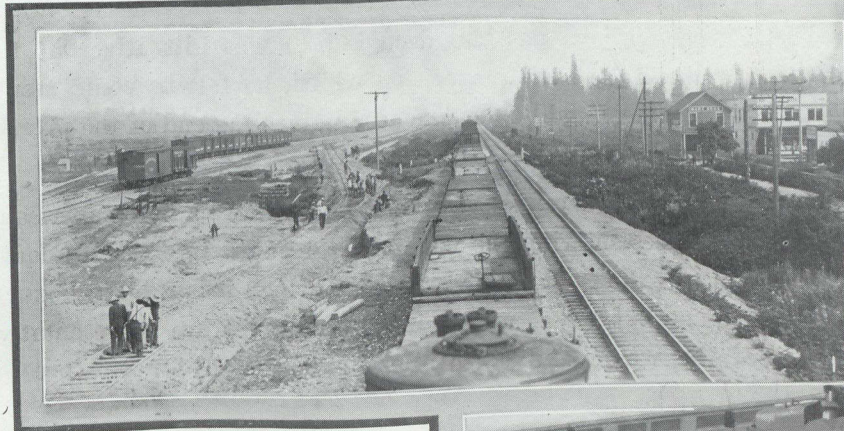
"The big industrial spur that is to be constructed by the Coquitlam Terminal Company has now been laid out," said Mr. Peters, "and the necessary advertisement has been published in the local press, which is required under the Railway Act. When the requisite time has elapsed, about two weeks,

the plans will be submitted to the Board of Railway Commissioners for their approval, and when this is received the work will be proceeded with and the spur hurried to completion, as there is already one industry waiting trackage facilities and others, I understand, are prepared to go ahead with construction.'

"The litigation in connection with what was known as the McLean Ranch has now been settled and the Company has acquired that property, which runs to the Pitt River on the south side of the main line. Under an agreement with the adjoining owners a spur will also be built from our yards in a southerly direction along the Pitt River 500 feet from the shore line for the accommodation of industries that may be established along the river, of which I understand, there are several contemplated.'"

The caution and conservatism of railway officials in all publicity matters are notorious, and a statement such as the foregoing from so eminent an official of the Canadian Pacific Railway Company is therefore to be taken at considerably more than its face value.

Just as Mr. Peters may be quoted as an endorser of Coquitlam in the railway world, so the Hon. J. D. Taylor, Member of



□ The striking thing about Coquitlam is its activity. Every red-blooded man enjoys being in a centre of activity — where there is something doing. At Coquitlam there is something new stirring every day.

No. 1 is Another View of the West End of the Busy Terminals; (2) Clearing for the Coquitlam Shipbuilding Plant, foot of Pitt River Road; (3) Excursionists in Special Train to Look Over the Terminals; (5) Another New Home.

Parliament for the Westminster Constituency of British Columbia, may be quoted as an authority for Coquitlam in the Governmental world. In an address delivered at Maple Ridge, British Columbia, on November 5th, Mr. Taylor said that that agricultural district would soon have a market for its produce in the new city of Coquitlam that could take care of all it could raise for years to come. "To substantiate this statement, Mr. Taylor," as reported by the Daily 'British Columbian' of New Westminster, B. C., "touched on the new industries recently established at Coquitlam, viz: The ship building plant, which was now well started and would employ a large number of expert mechanics; The Call Switch Company, and the new grain elevators, shortly to be built on the Pitt River by Eastern private parties, who have already secured a site and are now residents of the Coast, perfecting their plans for the building of at least two large elevators. While this was being done by individuals, he saw no reason why the Government would not also see the exceptional advantages offered there for this important industry, and also establish elevators at that point, making this the important grain centre of the West. (Cheers.)

"Another important factor in the development of the district, said Mr. Taylor, and one which was important to the whole

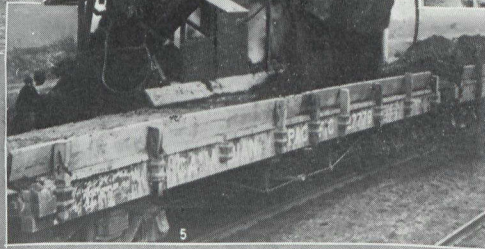
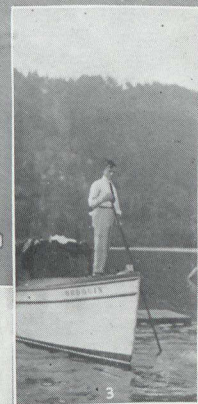
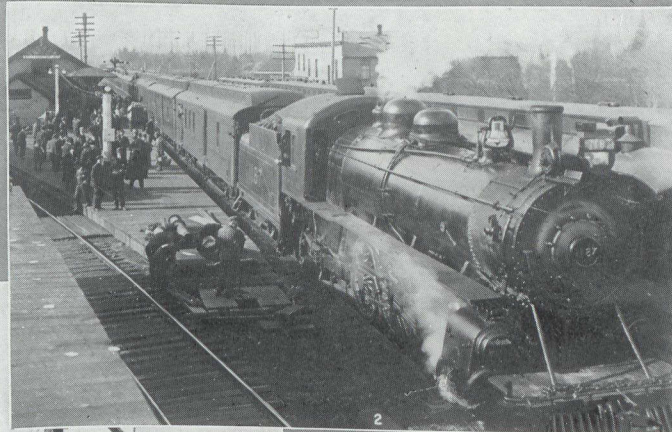
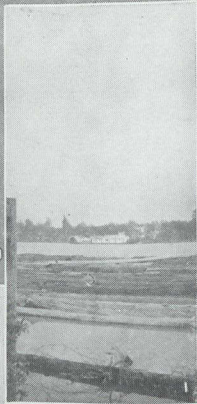
Fraser Valley, was the dredging of the Pitt River at the mouth of the Fraser, work on which, he felt he could assure his hearers, would be commenced before the end of the present year."

Hundreds of quotations might be made from newspapers and magazines showing the wide general public interest in Coquitlam and the remarkable manner in which it is fulfilling expectations, but these two luminous quotations are representative of the whole and quite significant enough for our present purposes.

MOST SUCCESSFUL TOWNSITE

So far we have established a record of being the most successful townsite company in British Columbia, and the stockholders of the Company are taking a strong personal pride in doing everything in their power to make the new city as great commercially and industrially as it is a townsite. It is the misfortune of many a new city that its growth is aimless and without plan or purpose, but through the agency of the Terminal Company Coquitlam is protected against such a fate.

Coquitlam's Rushing Activity Typifies the West—(1) Pitt River Scene; Foot of Broadway; (2) Trans-continental Arriving at Coquitlam; (3) On Pitt Lake, Coquitlam's Great Resort; (4) Building Round House (5) The Steam Shovel does its part; (6) A Group of C.P.R. Builders.

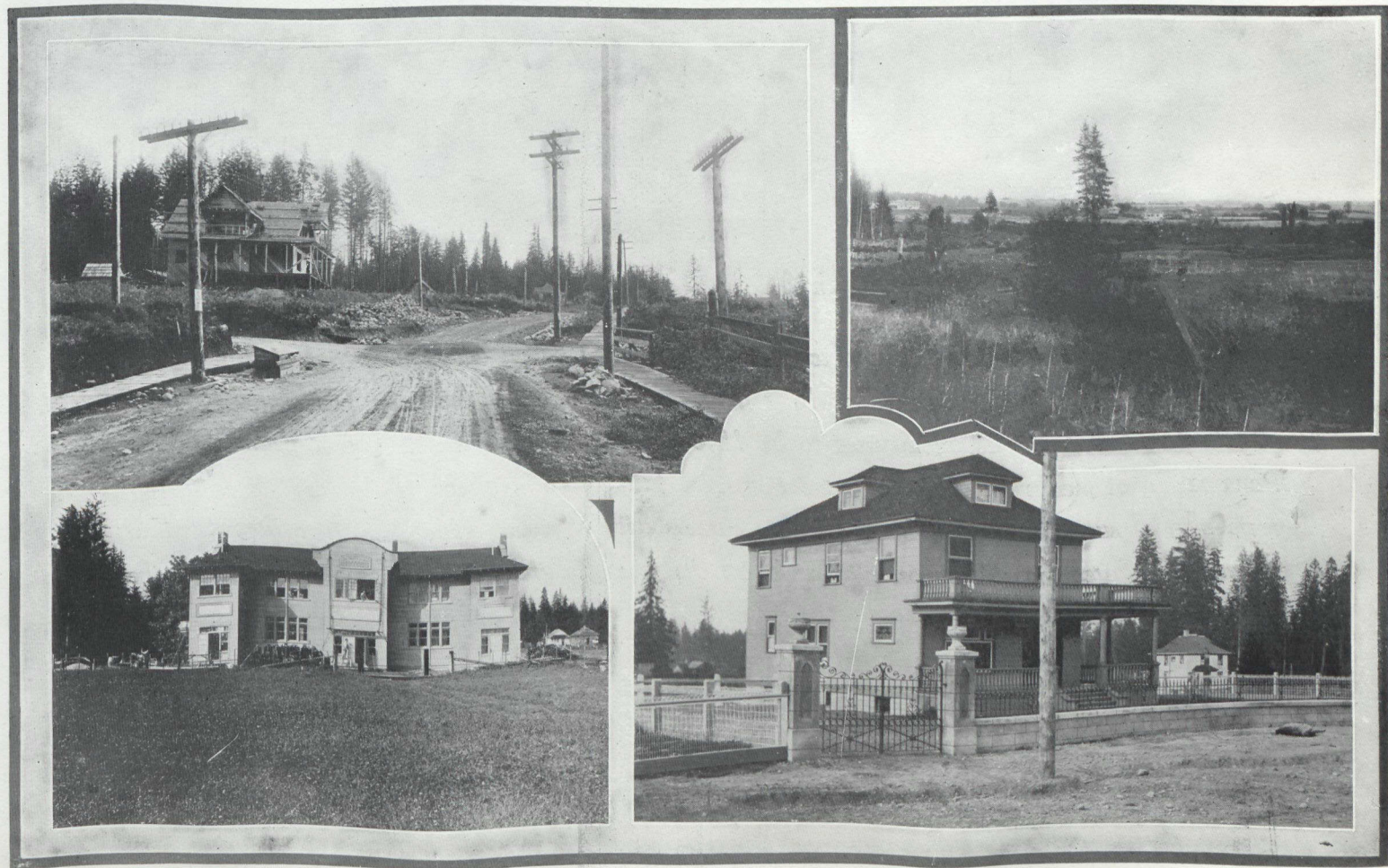


WHERE RAIL AND WATER MEET IN



COQUITLAM IS THE SCENE OF GREAT BUILDING ACTIVITY

(1) Dewdney Trunk Road Scene; (2) New Cottage, Shaughnessy Division; (3) Mary Hill Avenue; (4) Shaughnessy Street; (5) Old Westminster Junction.



VARIED SCENES IN THE NEW TERMINAL CITY

Illustrations: New Residence, St. Mary's Heights (upper left); New Agricultural Hall (lower left); Looking across First Division from Mary Hill (upper right); McLean Residence adjoining Shaughnessy Division (lower right)

THE FUTURE

COQUITLAM is one of the places of commanding location where industrial history will be made in the next few years. In a year the population of the town has increased from 300 to 1500 and will doubtless grow to be 15,000 to 25,000 in the next few years. The Panama Canal means an industrial revolution, and just before it opens is the crisis. In after years men of success will look back on their careers with a feeling of elation that they lived in a time of a great world opportunity and had the foresight and decision to see the time and the place and to act.



WHO WE ARE



COQUITLAM—PORT COQUITLAM—has the advantage of being largely under the control of a group of men who have formed two large companies to take up the work of city building. These men realize that they have been favored with a great opportunity for doing a great work, and, while it would be maudlin to say that they are not interested in the dividends the enterprise may yield, it is a fact that they are vitally interested in building a big city at Coquitlam for the pleasure of beneficial achievement. They can do it, they are doing it, and they will do it.

Officers and Stockholders of the Coquitlam Terminal Company, Limited

VANCOUVER, B. C.

H. PERCY SIMPSON (President), Capitalist, Victoria, B.C.
W. B. RYAN (Vice President and Managing Director), Capitalist, Victoria, B.C.
DR. JOHN BROWN (Director), Surgeon, Vancouver, B.C.
R. H. POOLEY, M.P.P. (Director), Barrister, Victoria, B.C.
R. F. TAYLOR (Director), Manager Merchants Bank, Victoria, B. C.
JOHN F. LANGAN, (Director), Capitalist, Vancouver, B.C.
H. A. ALWYN, Western Superintendent Bank of Hamilton, Winnipeg, Manitoba.
A. W. BRIDGMAN, Capitalist and Broker, Victoria, B.C.
J. W. SPECK, Accountant, Victoria, B.C.
W. BERESFORD FOX, Capitalist, Vancouver, B.C.
J. TURNBULL, Vice President and General Manager Bank of Hamilton, Hamilton, Ontario.

R. C. McDONALD, Broker and Capitalist, Winnipeg, Man.
F. COLBOURNE, Retired Capitalist, Vancouver, B.C.
CAPT. R. W. B. EUSTACE-ROBERTSON, Workingman, England.
RICARDO GREENWOOD, Capitalist, Victoria, B.C.
EWING BUCHAN, Manager Bank of Hamilton, Vancouver, B.C.
FRED F. KNAPPEN, Broker, Vancouver, B.C.
FRED C. GRANT, Assistant Manager Bank of Hamilton, Vancouver B.C.
MARSHALL MANNING, Banker, Red Deer, Alberta.
A. E. CHRISTIE, Manager Union Bank, Victoria, B.C.
H. S. SIMPSON, Broker, Victoria, B.C.
H. E. GRANT, MISS, Vancouver, B.C.
G. H. WALTON, Real Estate Broker, Winnipeg, Man.
DR. W. T. BARRETT, Surgeon and Physician, Vancouver, B.C.

THEODORE M. KNAPPEN, General Manager and Industrial Commissioner, Vancouver, B.C.

For further information, maps, plans, etc., concerning Industrial Coquitlam, or for information regarding Coquitlam as a place for real estate investment, write the Company.



COQUITLA
CONSTRUCTING THE C
TERMINALS