

# WESTERN CANADA

## Will Concentrate At

# COQUITLAM

Pacific Supplementary Operating Terminus of the Canadian Pacific Railway, which has started to build there the largest railway terminals in Pacific America; also objective point for other great railway systems; deep water port and coming industrial and manufacturing centre

### YOUR BIG OPPORTUNITY RENEWED

If you had bought lots on the business street of Vancouver years ago, you would now be worth a fortune. Lots which started at \$8 a foot and less are now worth \$4000 to \$5000 a foot. Dozens of people who had grand opportunities to get these lots when they were cheap and when Vancouver was small, now say: "If I had only bought a 25-foot lot I would now be worth \$100,000." The same thing might be said regarding Winnipeg, and in a lesser

degree Calgary, Edmonton, Saskatoon, Regina and half a dozen other places in Western Canada.

Let us tell you right here and now that YOU have these opportunities renewed — not in the innumerable townsites now on the market all over the country, because there can be only a few real metropolises, but in Coquitlam, which some conservative people say will have 50,000 people in five to 10 years.

### WHAT WILL MAKE COQUITLAM?

First of all the mighty Canadian Pacific Railway, the greatest transportation system in Canada, will have at Coquitlam its great railway terminals. There is not one city or town in all Western Canada, started by the C. P. R., where initial investors have not made money. The railway will ultimately expend millions here and work has already commenced on a 48-stall round-house and the first terminal unit of 25 miles of yards. Nearly a thousand men are or are about to be employed.

Since the C. P. R., less than a year ago, decided to establish at Coquitlam yards and other facilities which would do for all time, other great transportation systems have had their eyes on Coquitlam. Ask any railway man, any shipper, any business man, what the advent of a competitive railway system means to a place. They will tell you that such incalculable advantages will accrue to that city in the shape of trackage,

car storage, freight rates, etc., all competitive, that manufacturers, wholesalers and all kinds of businesses will flock there bringing with them hundreds of employees. This is exactly what is happening at Coquitlam.

Coquitlam will be the front door to Canada, in its relation to the shipment of grain and a hundred and one other commodities into and out of the country. It has been estimated by railway officials that the three Canadian roads will ship one hundred million bushels of wheat each to the European markets via the Pacific and the Panama canal the first year the canal is ready for business. To a thinking man this one item of grain alone is wonderful, but when all the commodities which depart from and enter Canada are included the effect is staggering.

It is, perhaps, not generally known that the continent of Asia alone contains nearly one-half of the whole world's population. The Oriental races are just now waking up rather suddenly to

Western civilization and all that it implies. That means a large increase in Pacific commerce. Vancouver and Coquitlam are on the short route. That is another reason why the C. P. R., with big, far-sighted men at its head, is building the Coquitlam terminals.

In this age of electricity any city which aspires to be a real metropolis, as Coquitlam does, must have cheap power to drive the wheels of great industries. The power lines of two competitive power and light companies are there now, and both will not only furnish electric power and light at low rates, but will also build tram lines, connecting Coquitlam with Vancouver and the whole Vancouver Metropolitan District and the Fraser Valley. Being a deep-water port easy of access to the coal mines on Vancouver Island and other places, Coquitlam will also get coal at rock-bottom prices. Important new discoveries of coal have been made near Coquitlam.

### THE PITT RIVER HARBOR

The Canadian Pacific has acquired extensive waterfrontage on the Pitt River, which at Coquitlam averages 30 feet deep at low tide and is only twenty miles from the Pacific. This acquisition is significant in view of the fact that the Panama canal will be ready for traffic in two years. It is said to be the plan of the railway to build at Coquitlam terminal grain elevators, to handle the millions of bushels of grain which the prairie provinces will ship westward. It is conceded that most of the grain exported from Alberta and Saskatchewan will go to the world's markets via the Pacific when the Panama is completed.

### SOME LATE DEVELOPMENTS

Almost every day big things are announced for Coquitlam. Its transformation from a forlorn junction point to an embryonic metropolis inside of a short six months has been so rapid as to surprise even the most sanguine enthusiasts, among them ourselves.

Among the new enterprises are the Brown-McKay lumber mill which employs forty men at the start; two other lumber mills, a large hotel; an industrial trunk line railway (the finest trackage layout in Western Canada) to be built by ourselves at a cost of \$30,000. One hundred buildings have recently been completed or are now in course of erection. There are twenty residences in one small part of the townsite that have been erected within six months.

Coquitlam is so situated in relation to the whole of Western Canada, the province of British Columbia, now on the eve of an era of unprecedented development and prosperity, and the Vancouver Metropolitan District, that it must and will become a big city.

As we said before, you have thrust in front of your face the Winnipeg, Calgary, Vancouver opportunity of a few years ago. Thousands of others are realizing this fact. If YOU realize it don't lay this paper away till you have filled in and torn out the coupon. Mail it to us today, and if you want further information write us an accompanying letter. But sign the coupon anyway before prices advance—it costs you nothing to learn fully about this wonderful opportunity.

**Business Property, \$600 to \$1500**  
**PRICES: Residential Property, \$250 to \$900**  
**Easy Terms if Desired**

Prices of Waterfrontage and Industrial Sites Quoted on Application

## Coquitlam Terminal Company, Limited

## Coquitlam Townsite Company, Limited

Owners of the Townsite, VANCOUVER, B. C.

General Agent for New Brunswick: J. J. CAVANAUGH,  
 Royal Hotel, St. John, N. B.

COQUITLAM TERMINAL CO., LTD.,  
 Leigh-Spencer Bldg.,  
 Vancouver, B. C.

Dept. 25.

Without cost, liability or obligation on my part, send full particulars, maps, etc., of the Pacific Coast Operating Terminus of the Canadian Pacific Railway, prices of lots, etc.

Name .....

Address .....