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Lunchoon Provided A. Layzell AUCTIONEER Phone 2273



THE MORNING ALBERTAN, CALGARY, SATURDAY, AUGUST 3, 1912.

The Last Great Terminus of the Last West

Canadian Pacific Operating and Industrial Terminus

Present Business and Investment Opportunities That Are Unequalled A Town in a Class by Itself

CANADA'S GIANT RAILWAY DECREES A NEW CITY **ON THE PACIFIC**

Railway Yards and Shops Make Towns---Coquitlam Will Become an Important City Simply Because of the Large Canadian Pacific Pay Roll---What Has Happened Elsewhere

Because Vancouver is the actual present terminus of the Canadian Pacific Railway it is difficult to make people understand that the new freight and general operating terminus of the railway company at Coquitlam really corresponds to Prince Rupert in relation to the Grand Trunk Pacific or Port Mann to the Canadian Northern. Coquitlam being seventeen miles from Vancouver it follows that the employees of the shops, the men who work in the yards and the train crews will have to live there. As the Canadian Northern will have its passenger terminals in Vancouver just as the Canadian Pacific does, it will be seen that Port Mann and Coquitlam bear the same relations to their respective systems.

The area acquired by the C.P.R. for its shops and yards at Coquitlam is four times that of the great yards and shops at Montreal

As it is expected that all of the Canadian Pacific improvements at Coquitlam will be completed within three years it is evident that the influx of population will be rapid, since the railway is now in operation and has simply to add to its equipment and organization for doing business by creating a new Pacific port and terminal.

The fact that is of chief interest to the investor in Coquitlam at this time is that the army of men who will be employed in terminals of such magnitude assure a big and constantly growing payroll from the outset, irrespective of additional development that will come from river traffic and the manufacturing interests. On the area acquired, which is four times that of the great Angus shops at Montreal, it is estimated that there will be employed about 5,000 men. That should mean a city of 25,000 people by the time those men are at work. If the development work progresses only half as fast as now it seems probable and at the end of three years, in which time the company plans to have the improvements completed, there should be only 2,500 men employed by the railway company at Coquitlam, that would mean a population of 12,500 entirely independent of other developments not connected with the railway, company. It would put Coquitlam in the same class with such towns as Moose Jaw, Saskatoon, Regina in Western Canada, and such towns as Helena, Yakima, Lewiston, Fargo, Grand Forks, N. D., Billings, Missoula, etc., in the northwestern states

Transcona, the Grand Trunk Pacific Town near Winnipeg, was largely, sold out within a few months in anticipation of the needs of the 15,000 or 20,000 people that will soon be living there. The man who invested in Transcona got action on his money and got it quick. The writer knows of one instance where a lot was sold at the auction for \$8.00 a front foot, which inside of a month changed hand at \$38.00 a foot. In a few days it was resold for \$48.00 a foot and is now being held by its present owner at \$125.00 a front foot.

FIRTERN

Will Coquitlam eclipse Transcona? We think it will. Why? Because coquitlam not only has the strongest railway company in the world back of it, but is a deep water port as well.

Lots in our Greenwood subdivision that sold for \$300 last September are now selling at \$1,200. Business lots on Broadway that we sold in November for \$1,000 are already held at \$2,000.

Such a population would be quite sufficient to give greatly enhanced value to a townsite of only about fifteen hundred acres, or two and a half sections. It is easy to cite illustrations of the power of a large railway payroll in creating a city. Consider, for instance, what the Canadian Pacific Railway has done elsewhere. Its shops at Angus, Montreal, has a tributary population of between 30,00 oand 35,000. The Winnipeg terminals and shops-which are to be exceeded by those at Coquitlam-support a population of 30,000.

The Point St. Charles Shops of the Grand Trunk Railway support a population estimated at 25,000.

If real estate interests you merely as an instrument of your business and not as an investment, there is a good reason why you may be interested in Coquitlam.

Some business men make it a point never to put a cent into anything outside of their business, except as they may put their reserve or surplus into securities. Now, we are not going to try to convert you to a real estate investment or speculation, if you please, if that is the kind of business man you are. But what about buying a lot for the establishment of a business in Coquitlam, and another for a home there? If you have even glanced elsewhere at this folder, you know that there is even now a big business opportunity at Coquitlam.

The division of the townsite into two parts by the wide zone of the Railway's Terminals necessitates two business centres, one on either side of the terminals.

Transportation

Coquitlam enjoys the advantages of being on the main line of the Canadian pacific railway, and will shortly enjoy electrict transit with Greater Vancouver, Westminster, etc.

Part of the plans of the Canadian Pacific in connection with the development of Coquitlam call for the double-tracking of the main line from Vancouver to the yards. At present five trains a day each way pass through Coquitlam-the run to Vancouver taking about forty minutes. The railway company has promised four local trains a day in addition, and these trains will doubtless be running fully as soon as required.

Plans for the Fraser Valley Electric Raiway have been approved; engineers are in the fied. The section from Mission City to Coquitlam must be completed within 13 months from February 1st, because of the fact that the Western Canada Power Company is now under contract to deliver logs from the vicinity of Mission Junction to the Pitt River within twelve months.

It is said that the bridge across the Pitt River, which will be used by the tram, will cost \$750,000, and the Dominion and Provincial Governments are to appropriate a half million dollars for the construction of the tram line. The British Columbia Electric Company, which owns the street car lines in Vancouver and New Westminster, is contemplating an extension of one of its suburban lines through Coquitlam.

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Moose law got its start because it was a divisional terminal on the Can adian Pacific Railway.

The Canadian Pacific divisional terminals and improvements at Calgary have always been the backbone of that city.

In most cities of America the railway yards and shops were established so close in that it was not possible to separate their populations from those of the terminal cities in general. But in the case of Coquitlam, the distance from the nominal terminal is such that the employed and dependent population must live within a radius of a mile or two of the centre of employment. In other words, this large population will be concentrated in a small space of territory not now inhabited any more densely than the average rural farming region. While a part of the Greater Vancouver, Coquitlam will be a new and largely independent population centre.

To the Business Man as Business Man

It is worthy of your notice that there is no taxation of improvements in this municipality. It doesn't cost you any more for taxes to put a big building on your lot than it does to leave it vacant. We have some modern ideas on taxation in British Columbia, and we have learned not to tax real estate improvements. That puts a premium on improvements. The old way punished the man who improved.

If you are a business man you will certainly be able to find your opportunity in Coquitlam. The time to get in is now; in one month recently the population increased 300 per cent. Commenting on this the Coquitlam Star

"At this rate of increase, which is faster than Vancouver's in the period following the big fire, the city will have a population of over 20,000 within thirteen months. . . There is no doubt that the 20,000 mark will be passed before 1914.

Now is the time to consider a business here; the field is yet practically,

Electric Light and Power Now Being Used

'Said the Coquitlam Star in its issue of Wednesday, February 7th:

"Coquitlam received the first "juice" from the Western Canada Power Company last Thursday night when the wires were connected with the office of the Coquitlam Electrical Supply Co. by Mr. LaBel, of that Company. The event created quite a stir in the community and a number of persons were present to see the switching on of the lights.

Since that time the Electrical Supply Company has connected up several business houses who have ordered Stave Lake power. Among those are the Greer Meat Market, the Coquitlam Star, Coquitlam Investment Company, and a number of other concerns have ordered this power and they will be connected up just as soon as arrangements can be made.

The British Columbia Electric Company have also power lines in Coquitlam. The former company's main line from Stave Lake to Vancouver crosses the property, and the latter company is now building large water power works on Coquitlam Lake. We have ascertained that remarkably low rates will be furnished users of electric power in Coquitlam. With convenient trackage, abundant car supply, cheap power and deep-water frontage, Coquitlam will have every essential of economical manufacturing and distributing.

