



Map of Vancouver Metropolitan District  
Showing the Strategic Location of  
**COQUITLAM**

Map might also have shown Milwaukee and Puget Sound and Northern Pacific Railways as prospectively entering Coquitlam. Premier McBride, in a recent speech, also ventured the prediction that the Canadian Northern and Great Northern Railways would soon enter Coquitlam.

## Look at the Map. It Plainly Shows the Strategic Location of **COQUITLAM**

The above map shows the location of Coquitlam City—the C.P.R.'s new Pacific Coast Freight Terminus.

Here it is that the C.P.R. are rushing the construction of their mammoth works, on an area four times as large as the great C.P.R. works at Montreal.

But why not build them at Vancouver? you say.

Because, as an editorial in the Toronto Globe so concisely puts it: "The physical configuration of Vancouver City has made it impossible to extend railroad facilities any farther. There is not a sufficient area of level land in Vancouver to admit of the construction of those huge terminal yards."

### Why C.P.R. Chose Coquitlam

But why not build them some other place than at Coquitlam? is another question you ask.

Because some other place would be off the main line. To handle freight economically and expeditiously, the terminals must be on the main line.

Coquitlam City is the first location on the main line from Vancouver where a sufficiently large area of level land is available for the C. P. R.'s huge undertaking.

The country along the main line between Vancouver and Coquitlam City is mountainous. (See the map.) It is altogether unsuitable for freight yards, roundhouses, machine shops, etc.

Now, look at the map again.

Just see Coquitlam City's wonderful strategic location.

Only 24 miles by water from the Gulf of Georgia, and just four miles further to the Pacific Ocean proper than is Vancouver.

But Vancouver is 17 miles further along the main line than Coquitlam. The C. P. R. will save that 17-mile rail haul each way by transshipping freight at Coquitlam. A mileage of 34 miles on every freight car is no small item.

Do you wonder now that great ocean liners will before long be steaming up the mighty Fraser and loading and unloading their cargoes along the extensive water frontage available on the Pitt River at Coquitlam?

The freight traffic to the coast will be something enormous on the opening of the Panama Canal.

The Vancouver or Coquitlam-Panama Canal route from Alberta Province to Liverpool will, according to Miss Laut, a world-famous authority on the Panama Canal question, effect a saving of \$8,000,000 in freight rates on a crop of 100,000,000 bushels.

There you have in a nutshell the reason for the tremendous undertakings of the C.P.R. at Coquitlam.

Coquitlam's future is assured.

As the following extract from an editorial in the Toronto Globe says:

"The fact that the development is not speculative, but absolutely assured, puts Coquitlam entirely outside the ranks of questionable propositions. The only consideration that should weigh with investors is the matter of location of lots. Investors would, therefore, do well to deal only with companies handling inside lots, such as the recognized townsites

corporation."—The Coquitlam Terminal Company, Limited.

And, if you're wise, you'll buy right now.

Already the C. P. R. have completed the first section of their 48-stall roundhouse. Twenty-seven miles of terminal track are laid. A new three-track bridge over the Coquitlam River is being constructed. Contracts are let for a double-track \$2,000,000 bridge over the Pitt River.

Factories, stores, houses, hotels are being erected. Miles of sidewalks and macadam roads already laid. Many lots have doubled in value in six months.

So fill in and clip out the coupon below. Do it immediately. The sooner you invest, the wider your margin of profit. Address envelope to our nearest office.

### To Manufacturers

The water frontage and industrial acreage in our townsites is entirely reserved. Nowhere else in the Vancouver metropolitan district can sites be obtained so cheaply with advantages of trackage and water frontage. Special taxation concessions, cheap power, and marked distributing advantages. The opening of the Panama Canal will force you to establish a Pacific Coast branch. For particulars address The Coquitlam Terminal Company, Limited, 553 Granville Street, Vancouver, B.C.

## Coquitlam Terminal Company, Limited Coquitlam Townsite Company, Limited

Head Office, 553 Granville St., Vancouver, B.C.

Dominion Exchange Bldg., 14 King St. East, Toronto, Ont.

Agents Wanted.

Bankers—Bank of Hamilton; Refer to R. G. Dun & Co.

### Coquitlam Terminal Co., Limited

Without obligating me in any way please send me, free, full information about Coquitlam townsites, including maps of locations, prices and terms.

Name .....

Street Address .....

Post Office Address .....

County ..... Province .....

(Courier Coupon.)

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