

COQUITLAM

The City That Supplies
a Genuine Demand

The growth of the western half of Canada, especially of British Columbia, its greatest and richest province, and of the Vancouver Metropolitan District; the growth and immense profits made by the C. P. R., with its twelve thousand miles of track in operation, in recent years; the coming of other great railways to the Vancouver Metropolitan District; the awakening of Asia; the enormous growth of the agricultural industry in the Prairie Provinces, the richest grain fields of the world, with the result that there is an annual grain blockade; and perhaps more than anything else, the Panama Canal, which will be completed in a year or two—all these things have combined to demand a new city on the Pacific Coast, in the Vancouver Metropolitan District, where the trade of the whole West will soon centre.

This new city will be **COQUITLAM**—there is a real demand for it now, as railways and industrial captains all over the country are realizing.

Coquitlam will be the city that all these irresistible forces demand and the largest sub-city of Vancouver, because it is the practically available site for such a city in this district and on the main line of the C. P. R.

Situated 17 miles East of Vancouver, near the junction of the Pitt and Fraser Rivers, and only four miles farther from the open Pacific than Vancouver, on a level prairie, Coquitlam has an almost ideal site for a city, which it is destined to become.

When the C. P. R., crowded out of Vancouver, decided last fall to build new supplementary terminals at Coquitlam—the city—was born.

The railway paid over half a million dollars for the land for these terminals—they have not a foot for townsite purposes. They bought it all from or through us—an area four times as large as the mammoth Angus shops at Montreal occupy. Their ultimate expenditures will probably run into many millions—including shops, yards, wharves, etc. Already they have let the contract for the first unit of a 48-stall roundhouse, with the stipulation that it be finished by the end of June, this year. There are about one thousand men working there now on yards and sidings, and the appropriations already definitely announced for Coquitlam by the C. P. R. are well over a million dollars.

But the C. P. R. projects, immense and important as they are, are only the start of Coquitlam. Manufacturers and others from all over this continent are asking about sites for industries at Coquitlam. There are hundreds of millions of feet of merchantable lumber tributary to the new city, and already there are two lumber mills running in Coquitlam—the Canadian United Lumber Co., and the Brown-McKay Lumber Co.—and at least one more coming, according to press reports—the Pitt River Lumber Co., whose mill will cut 600,000 feet in 24 hours. There is also a paper mill ready for operation, and several other industries, including a flour mill, will probably come soon.

Two electric light and power companies supply NOW light and power at competitive rates—about \$20 per horsepower per annum. One of these will build a tram line from Vancouver to Mission, through

Coquitlam, connecting up the new city with all parts of the Vancouver Metropolitan District and the Lower Fraser Valley, said to be more fertile than the Nile. According to the Vancouver papers other railways will also come to Coquitlam—including the C. N. R., G. T. P., Union Pacific, Great Northern and Milwaukee, which are all coming to Vancouver.

The Panama Canal will reduce the distance between Vancouver or Coquitlam and Liverpool by about 6,500 miles over the old Cape Horn route. Including the return journey, a ship loaded with grain at Coquitlam, and returning with other goods from Liverpool, would save 13,000 miles—or about ten times the distance a train of wheat would travel all the way from Western Manitoba to tidewater on the Pacific. Grain experts say that the grain grown in Alberta and Saskatchewan at least will go to Europe via the Pacific and the Panama Canal. When it is considered that this year alone the farmers of the West lost over twenty million dollars through inaccessibility to markets, and that as yet only a fraction of the arable land of the country is under cultivation, there is, after all, nothing strange about the Canadian Pacific's deciding to expend millions at Coquitlam—for the C. P. R. will make a profit on every bushel of wheat it hauls to markets in all the years that are to come.

All this development—this transforming Coquitlam from a village to a city—will mean enormous profits to lot owners in the townsite of Coquitlam. We own nearly all the land surrounding the C. P. R. terminals, we are building 25 houses at Coquitlam now, and are about to build a \$30,000 industrial railway through the industrial section of the townsite, and are helping the new city in other ways. We are especially desirous of communicating with manufacturers seeking Coast locations.

At present we are selling lots in the Terminal Townsite of Coquitlam on easy terms and at little more than are charged for lots in prairie freight divisional points. For instance, a lot in Coronation, Alberta, brought \$2,900, or over \$60 a foot, at the auction sale there last fall. This town is on the Moosejaw-Lacombe branch of the C. P. R., and the steel had only reached there a few hours before the sale. Our highest business lots in Coquitlam are less than that, and some are as low as \$300 each.

Write at once for prices, maps and full particulars.

Coquitlam Terminal Company, Limited Coquitlam Townsite Company, Limited

Owners of the Townsite

Leigh-Spencer Building, VANCOUVER, B.C.

General Sales Agent for Ontario:

GEO. H. LANGAN,

Gordon Block, Stratford, Ont.

General Sales Agent for Quebec:

WILLIAM A. GOSSMAN,

404 King's Hall, Montreal.

Toronto Sales Agents:

J. C. HAYES CO., Limited,

168 Bay Street, Toronto, Ont.

Coquitlam Terminal Co., Ltd.,

Leigh-Spencer Bldg.,

VANCOUVER, B.C.

Dept. C.C.

With no cost, liability or obligation on my part, send at once maps, price lists, etc., about the Terminal Townsite of Coquitlam, B.C., sea-port, railway and industrial city.

Name.....

Address.....