

# All Canada Is Looking To COQUITLAM

Deep-Water Port and Colossal Railway Terminus  
"The Last Great Terminus of The Last West"

## THE STORY OF COQUITLAM:

On account of the great development of Western Canada and the Canadian Pacific Railway system, other railways bringing competition, the transition of the city of Vancouver into a metropolitan centre of 150,000 population, and other causes which need not be mentioned here (but perhaps most of all the completion in the near future of the Panama Canal, which is destined to revolutionize international trade, especially between the western half of North America and Europe), it became absolutely necessary for the C.P.R. to build at once huge modern terminals, including shops, yards, engine houses, etc.—not to handle present traffic, although it has already outgrown the present facilities—but for the traffic that is coming.

The C.P.R. Officials looked around and picked out the best place for these terminals. It would be foolish for them to pick out any other place but the best. This, of course, needs no argument. **THEY PICKED OUT COQUITLAM.** This was the start of the coming city of COQUITLAM, and since then history has been made so rapidly at COQUITLAM that it would be a waste of time and space to attempt to tell you in this advertisement half of the **BIG PROJECTS** already announced there. No little two-by-four factories, but genuine, modern, huge, Western projects,

any one of several of which would by itself transform a town into a city; for instance, what is claimed to be the largest sawmill in Canada.

COQUITLAM is seventeen miles from the City of Vancouver proper, but is included in the Vancouver metropolitan district. It is on level land, an extraordinary thing in this district, at the junction of the Pitt and Fraser rivers, on the main line of the C.P.R. and is nearer than any other important centre in British Columbia to cheap electric power.

On another part of this page we tell you how a large portion of five million dollars (get that fixed in your mind, \$5,000,000) will be spent by the Canadian Pacific Railway alone at Coquitlam. This is only a start. The fact of the matter is that manufacturers will be forced to come to Coquitlam for the same reason that the Canadian Pacific was forced to come. They must get power, they must get transportation facilities, they must get more room, and they must have deep-water frontage. They can get all these and more at Coquitlam, and they cannot get them as easily at any other place in British Columbia as at Coquitlam.

## Coquitlam and the National Railway Commission of Canada

### ONE UNIT OF BIG TERMINALS TO BE BUILT AT ONCE

C. P. R. WILL SPEND OVER  
HALF A MILLION ON CO-  
QUITLAM IMPROVEMENTS  
DURING SUMMER.

General Manager Bury Tells of  
Big Expenditures on Company's  
Western Lines.

(World, February 14, 1912.)

One completely equipped unit of the mammoth new Coquitlam terminal scheme is to be constructed by the Canadian Pacific Railway during the coming spring and summer, according to an announcement made to-day by Mr. George J. Bury, vice president and general manager of the C. P. R., who is in the city on an inspection trip of improvements that are contemplated in the West generally, and Vancouver and Coquitlam in particular.

The expenditure that is to be made this year alone in Coquitlam in the installation and erection of one unit of the company's terminal plant will amount to over \$500,000. But that will be only a start, Mr. Bury declares. The entire big terminal scheme is laid out in units, to be constructed as the increase of traffic demands. The first of these units, which is to be completed next fall, will comprise a round house, about 25 miles of tracks, car repair shops, paint shop, machine shop, temporary bunkhouse for the men, coal bunkers and such other minor buildings and equipment as are necessary for the establishment of terminal facilities on such a large scale.

Eventually there will be four or five units, and about ninety-five miles of tracks at the Company's Coquitlam terminals. But it has all been designed on the unit principle, and the units will be added and the terminal facilities increased as the growth of commerce and traffic warrant it. Mr. Bury emphasized the fact that in establishing these terminal facilities at Coquitlam the company was planning not only for wonderful growth and demands of Vancouver's world-wide commerce during the next few years, but even what that commerce may increase to when the large proportion of the trade that is expected to follow the opening of the Panama Canal is directed this way.

The Dominion Government Railway Commission sat in Vancouver one day last September, shortly after the Canadian Pacific Railway had purchased the land at Coquitlam and announced the beginning of this gigantic project, for the purpose of hearing a complaint brought by some owners of property in the vicinity of the terminals. These men maintained that the company was acquiring so much ground that it could never use it all for railway purposes.

High officials of the C. P. R. then and there made affidavit that the land was ALL REQUIRED FOR LEGITIMATE RAILWAY PURPOSES, and that none would be used for townsite purposes. (Incidentally it was brought out that the Coquitlam Terminal Company, Limited, were the actual owners of the townsite and that the railway had acquired the bulk of its land from or through them.)

Chairman Mabey, of the Railway Commission, did not think it necessary to go beyond the affidavits of the officials, but he admitted that two miles by half a mile wide seemed a VERY LARGE PIECE OF LAND—FOUR TIMES AS GREAT AS THAT ON WHICH THE MONSTER ANGUS SHOPS AT MONTREAL STAND.

"WHY, YOU COULD PUT THE LARGEST SHOPS IN AMERICA THERE AND HAVE ROOM TO SPARE," he said to J. E. McMullen, representing the C. P. R.

Mr. McMullen's reply was short, but mighty significant. "WE ARE LOOKING TO THE FUTURE," he said.

On Friday, September 8, Judge Ma'bee, in announcing the Commissioner's decision in favor of the railway company, said in part:

"There is no evidence to prove that the company is taking any of the land for townsite purposes. Anyone who is familiar with conditions as they exist in the city of Vancouver as regards terminal facilities knows the dire need of the company for land for this purpose. It is much better to have some vacant land than to have a lack of such land three years hence when the land has been built upon, making it necessary to tear down houses, divert and close streets, to the detriment and loss of the public and considerable destruction of property."

Note the prediction, "three years hence," by the Chairman of the Dominion Government Railway Commission.

## But Remember One Thing

We own the original townsite, the real townsite surrounding the C. P. R. terminals. Our properties are not mere subdivisions. The rural municipality of Coquitlam is 64 square miles in extent, larger than some metropolitan cities. See that your lot is IN THE TOWNSITE. Fill in the coupon attached hereto and mail it to-day.

Perhaps you are WISHING you had been one of the "lucky" persons who bought property in Winnipeg, Regina, Saskatoon, Edmonton, Calgary, Port Arthur, Port William,

Vancouver, Victoria, when it was cheap, not in the last century, but only a few years ago. A few years, yes, a few months hence, there will be some WISHING they had bought in Coquitlam to-day. We believe that Coquitlam will grow as fast as any of the cities mentioned above—it is no ordinary townsite proposition. You are having flashed in front of your face like a red flag the Vancouver opportunity of a few years ago. The way to realize it, the very first step, is to sign the coupon; or, better still, wire your reservation.

### PRICES:

Residential Lots,

Business Lots,

-

-

up from \$ 400

from \$600 to 1250

ALL PRICES SUBJECT TO ADVANCE WITHOUT NOTICE

Coquitlam Terminal Co., Ltd.  
Coquitlam Townsite Co., Ltd.

OWNERS OF THE TOWNSITE, VANCOUVER, B. C.

### HOW FIVE MILLION DOLLARS WILL BE SPENT THIS YEAR

DETAILS OF C. P. R. EXPENDITURES BETWEEN VANCOUVER AND FIELD—RAILWAY TO BE DOUBLE TRACKED OUT AS FAR AS HAMMOND—ARRANGEMENTS FOR BUSY SEASON'S WORK IN YARDS AT COQUITLAM.

(Province, Jan. 31, 1912.)

Approximately \$5,000,000 will be spent by the Canadian Pacific Railway Company during the present year for improvements and new construction work on its main line and branches west of Field, the easterly boundary of British Columbia division. This is an authoritative statement received from Winnipeg by the operating and engineering departments of the railway company.

#### Double Track to Hammond

The line between Hammond and Vancouver is to be double tracked at an expenditure of about \$750,000.

#### At Coquitlam the Largest Expenditure will be Made

Here the company has decided to put into operation a part of their extensive plans for making this one of the largest terminals in the Dominion. The full development of the terminal site will not be accomplished at once, but the appropriation this year is sufficient to keep large crews of men at work for the year.

A twelve-stall roundhouse is to be constructed in addition to a coaling plant and water service. Twenty-five miles of track for yard purposes will be laid this year and everything done to provide Coquitlam with complete terminal facilities. An industrial trunk line from the yards into the townsite is to be surveyed in the course of a short time, and will be constructed in connection with the other work at Coquitlam.

Two subways, in accordance with the agreement with the municipality of Coquitlam, are to be built. They are to be located on the eastern end of the Company's property on the Dewdney trunk road.

Tear Out and Send To-Day

The Coquitlam Terminal Co., Ltd.,  
Dept. 29.

LEIGH-SPENCER BUILDING,  
VANCOUVER, B. C.

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 .....