

Deeds Speak Louder Than Words

A World Important Evolution

Without doubt the most engrossing feature of modern history is the awakening of Asia—the continent of the great, almost innumerable yellow races.

On this continent lives about one-half of the world's population—they are now beginning to trade with other parts of the world.

The trade between the United States and Europe made New York the second largest city in the world—but Asia contains many times the population of Europe.

A few years ago Japan was regarded as but an unimportant nation in the world—now it is among the great powers, and progressing probably faster than any country of similar population.

But Japan has only about 50,000,000 people to China's 400,000,000—and now China is waking up, the United States Steel Trust is manufacturing steel there.

When China is fully developed what gigantic effects may it not have on the world, commercially and otherwise?

When the significance of this fact alone is considered, it does not seem so very wonderful after all if the C. P. R. establishes at Coquitlam the finest and largest railway terminal facilities on the American continent, and made it a city to rival Oakland, California, which bears about the same relation to San Francisco as Coquitlam will to Vancouver.

This great awakening of the Orient will of course mean more to the Pacific Coast of North America than to any other part of the world except Asia itself, and it will mean more to the ports of the North Pacific Coast than those further south, because the further north you go the nearer you are to China.

These C. P. R. officials, the heads of other roads, manufacturers and others see all this—they are not going to wait, but they are acting now.

The Change in Coquitlam

There is nothing in the history of real estate in North America to compare with Coquitlam in the quickness of the change wrought there by man at the dictation of Nature in the last few months.

Only a few months ago Coquitlam was but a junction point—a smiling plain, surrounded by rivers and mountains, beautiful to behold, but giving no promise of anything else.

Now everything is changed—the Canadian Pacific has commenced work, other people are building houses, stores and other buildings, Coquitlam is becoming widely known all over Canada, the United States and Great Britain, and dozens of people have made small fortunes there, in many cases out of only a few dollars.

Who can tell what the next few months will bring forth. Other railways besides the C. P. R. will undoubtedly come to Coquitlam—newspapers say at least five others, some of which will have terminals there.

Numerous manufacturers and others are enquiring almost daily about sites at Coquitlam for factories, etc.

One lumber mill has been built by the Brown-McKay Lumber Company and is now ready for operation—it will employ forty men at the start.

Houses are being erected in all directions.

The reason for the quick changes in Coquitlam is because the C. P. R. and a lot of other people are realizing that at Coquitlam there must be a city—economic conditions, not only in the Vancouver Metropolitan Districts, but in other parts of Canada and of the world demand it—here is a strategic site, the funnel of the continent, the neck of a great bottle.

If In Doubt Read This:

"Opportunities in Western Canada," a booklet published by the Canadian Pacific Railway Company, third edition, Page 146, says in part regarding Coquitlam:

"Here the company has acquired a large tract of land, on which it will establish and maintain large yards, shops and terminal facilities."

We are ourselves building in Coquitlam Townsite now. Further announcement regarding our own building activity will be made in the course of a few days.

Surveyors are now busy on the route of the industrial railway to be built by ourselves at a cost of \$30,000, to accommodate the industries which are about to locate in Coquitlam—applications for these industrial sites are coming in daily.

The time for the wise—for the men with big minds who can look ahead—to buy at Coquitlam is NOW.

Remember practically all of the Terminal Townsite is now on the market—there will be no more except a few industrial lots and areas.

"Nothing at Coquitlam Yet"

We have more than once heard the remark that Coquitlam hasn't even got the C. P. R. shops yet.

Some people would like to see thousands of men actually at work in the shops there before buying a lot.

They would like to see great industries operated there; while the prices of real estate remained stationary for them.

But, dear reader, prices cannot remain as they are now—if all these things were at Coquitlam now; we

would have long ago sold out all our property, which comprises the Terminal Townsite.

The other day we received a letter from a person who had bought a lot in Edmonton years ago for \$60.00; he didn't think Edmonton would ever amount to much, so he sold his lot—now it is worth \$60,000.

Some of the lots in the terminal Townsite of Coquitlam will be worth about that much when some of these people decide to buy.

Actual Present Developments

Perhaps you have read in newspapers and elsewhere about the wonderful development and future promised for Coquitlam.

But you may have your doubts as to the reality of these things.

Only the fool will jump at any proposition without first applying his common sense.

Again, only the fool will hesitate when he has made certain as night is different to day that the proposition is good.

Here are a very few of the develop-

ments taking place at Coquitlam even as this is written. Remember all these things require the expenditure of real money. Deeds speak louder than words. Also money talks.

The C. P. R. has built bunkhouses to accommodate 1000 men and are at present employing about five hundred workmen laying tracks and sidings; they also have at work four large locomotives and four construction trains.

M. P. Cotton & Co., who have the contract for building the street and clearing property, have now about two

hundred men at work.

The United Canadian Lumber Company, which is erecting a mill on the Pitt River waterfrontage, has now about fifteen men framing the mill.

Several Hotels, restaurants, offices, etc., are being erected and dozens of houses are being rushed to completion.

The municipality of Coquitlam is now employing about one hundred men and twenty teams on the streets; they have also a rock crusher at work.

Approximately about three hundred men are working at Coquitlam build-

ing houses and no other projects besides the C. P. R.

Several industries are ready for actual operations, and others are building. One now ready is Brown-McKay Company's new lumber mill, employing at the start forty men.

The contractors are excavating for the new roundhouse, which will be near the corner of Flint & Dewdney Roads, close to James Park. The first unit of twelve stalls will cost about \$100,000, and eventually will have 48 stalls.

The sum and substance of these few

actual developments at a place which is practically only six months old means that the men who know—the men who are putting their money into it—believing in Coquitlam; they are not waiting either, but are showing the faith that is in them with cold cash.

All these men and their money and everything else that comes to Coquitlam will work for you if you own some of it. You can own it 'pretty easily if you want to NOW.

PRICES: Business Lots, \$900 to \$1500
Residential Lots, 300 to 900

Coquitlam Terminal Company, Limited
Coquitlam Townsite Company, Limited

Owners of the Reorganized Townsite,

Head Office, Leigh-Spender Building,

Vancouver, B. C.

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

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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.

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