

barley; nothing to do with the manufactured products of the future industrial development of that prairie country so rich in coal, and gas, and oil, which lies on the Pacific slope of this continental divide, and which must be provided with transportation and terminal facilities.

There are many fairly good sites for elevators on Burrard Peninsula, but Port Moody is the worst that could have been chosen, with, perhaps, the exception of Shoughnessy Heights.

The future of the grain and the future of the men who grow it; the future of the prairie provinces which are dependent upon our development of the port they must use to get their products to the markets of the world; the future of this Province and the trade of the Empire that must pass this way are matters of significance too profound for us to sit here without protest and allow the Dominion amateurs to saddle us for all time with a blunder which may never be rectified.

No, gentlemen, this harbor enterprise is not ahead of the times, nor is it too ambitious. Its inestimable value is in the thing as a whole. Many have been the inducements to go ahead with a less "ambitious" scheme. But the men who have carried it, sometimes with aching backs, have held relentlessly to the integrity of their audacious dream, with an unassailable faith in the future of the Pacific Port of the Empire, and they have persisted in holding that they would build right or not at all, and they are going to build. On any other scale this enterprise would have been only one more among the many excellent and desirable dock and wharf projects of Greater Vancouver, itself competing with the others, and multi-