

realization of this imperial project in every one of its details and in all its scope,—with its twenty-five miles of docks in thirty-six feet of water, with its seventy miles of trackage and its twelve or fifteen square miles of factory and docking area, and with every factory site accessible to every ship and railway car coming into British Columbia.

Let it be remembered that the great dock and harbor development of today is vastly different from what it was ten years ago. One of the first needs of the citizens of this city is to realize that a few wooden wharves cannot constitute a world harbor. A port is greater than a harbor. A harbor is greater than a dock. A dock is greater than a wharf, and a wharf is greater than a mud bank. The shipping facilities of Vancouver have passed from the status of mud bank to wharf. There is about to be a revolutionary change. Vancouver is to have one of the greatest dock and harbor developments in the world, and we may look forward to the completion of the only project of imperial magnitude organized on an adequate scale with the one and only sufficient area, in the one and only position to make Vancouver, not only a great shipping port, but also a great industrial center.

Let me say at the outset that I am interpreting my presence here today in the light of a public duty. I shall speak of some things which will affect the destiny of not only Vancouver, but as well of the British Empire. These matters, therefore, are of vital moment at this cross-road of history we call Vancouver, in this year of our Lord, Nineteen Hundred and Thirteen. I say this much to justify my position