

lan, where it can have room. How can great industries find for their uses what the Canadian Pacific Railway could not find for its own use? Let us admit it at once, and let us be intolerant of any claims to the contrary, that there is no room on Burrard Inlet for an industrial harbor; and if there is no room there, much less is there room at False Creek; and if there is no room there, there is only one place left to go, and that is the Fraser River. Also as to the Fraser River, it is clear that the mouth of that stream is better located in proportion to its distance from points up stream than any other spot from there to Fort George. What we want in Greater Vancouver is a great industrial harbor, and the Vancouver Harbor and Dock Extension Company, Limited, is projecting, and will build for this city, and for this Dominion, at Vancouver, a truly great industrial harbor. Therefore, it ought to receive your support.

I have said that all the great railways coming into Canada on the Pacific Ocean will make their terminals at Vancouver. I will go further and say that the great transcontinental railway which is building one of its terminals at Prince Rupert has found also that it must come to Vancouver, and that Vancouver will be the Pacific terminal of the Grand Trunk Pacific Railway. Prince Rupert will have its docks and will always handle a certain amount of traffic, and that more and more, of course, as the years go by, and the country immediately behind it is developed. But Prince Rupert is a one-road town, and always will be a one-road town, and the great shipping companies will not send their great ships to a one-road town. The great shipping companies