

towards it, and as to those who may fancy their interests will be harmed, it would be very easy for me to show you, if I had time, that there is not a realty or industrial or commercial interest to speak of in the Province of British Columbia, perhaps in Western Canada, which will not be greatly enhanced by this dock and harbor project.

And we hear, too, that it is too ambitious. What conceivable dock and harbor development on this peninsula could be "too ambitious" for the British port of the Empire on the Pacific Ocean, which, by the time it is as old as New York, will probably be as great a shipping centre as New York, or something approximate thereto? There are 265 miles all told of water front in use for dockage in Greater New York, and they are adding to it all the time. Not only will all the available area of this concern be used for industrial, elevator, warehouse and dock sites as fast as it is developed, but every foot of pier and dock frontage will also be brought into requisition. We might as well look one fact squarely in the face. We could not if we would, and we would not if we could, bring the industrial and shipping quarter of Greater Vancouver to centre within a half-mile of the post office. There is but a limited amount of the Burrard Inlet water front economically available for piers and docks. It is physically impossible to consider Burrard Inlet as the future industrial harbor. Every available foot of its water front will be used as a passenger and, perhaps, more or less a commercial harbor. Yardage and trackage require room. Therefore, the very railroad which owns the most of the water front of Burrard Inlet has abandoned it for its own yardage and trackage at Coquit-