

plying expenses and duplication. But here in its entirety the whole problem has been worked out, each element in all its relation and inter-relations. It is this largeness, this very completeness, this very wholeness of the proposition which will enable manufacturers radically to reduce the cost of making goods, and in the matter of handling them, to save from one-half to two-thirds of its cost. Is this not certain to lay substantial economic foundations for the steady growth of our fair city for uncounted time to come?

There is one other objection I wish to speak of which is the most obvious fallacy of all. There seems to be a feeling that the development of the Fraser River will be detrimental to the interests of property holders on Burrard Inlet and on the main business streets of the present City of Vancouver. The exact reverse is true. I can imagine nothing that would more quickly kill the values of Hastings and Granville streets and vicinity than the development of the shipping and industrial quarter of Vancouver beginning within two blocks of the post office. Imagine this water front lined with smoking factories. Imagine this water front built up into wharves and the centre of that type of population which always haunts such a water front, and is always attracted to such a location in a shipping centre. Imagine the Tilbury Dock within two blocks of the London post office, and the East India Docks under the shadow of Westminster Abbey. I say, you do not want your industrial and shipping quarter where it will kill the business district of Vancouver. You want it far away enough so that there you may build up other interests of another kind.