

nized project that will substitute necessary facility for unnecessary expenditure. I do not know a better way to illustrate my meaning than by saying that it will apply something like the efficient method of the handling of His Majesty's mail to the handling of larger quantities of heavy freight. Stop for a moment and imagine a dozen railway terminals and a dozen ocean terminals with a post office at each one of them. Imagine twenty-three mail wagons, each carrying a bag of mail matter to the twenty-fourth post office, and the same thing happening to every one of the other twenty-three post offices. You will have 336 mail wagons carrying each a bag of mail. But what is done with the Royal Mail? There is one complete and efficient and central clearing house for all the mail matter coming to any one city. And, as it were, by this device in the substitution of necessary facility for unnecessary expense, one wagon from each terminal will carry the mail to the central office. Thus twenty-four wagons with a little intelligence will do all the work 336 wagons will do without the intelligence, and, probably, if you had one central terminal zone a couple of wagons would do all the business.

This is the root idea which has ruled the creators of the Vancouver Harbor and Dock Extension Company, Limited, in its preparations to handle the bulk of the freight which is to come to and through Greater Vancouver. And I say this to you without violating a confidence, that when their claim has been substantiated the promoters of the project will have done that which will stand for all time as a lasting honor and glory to Canada on the Pacific.